

TOWN OF PRINCETOWN NEW YORK COMPREHENSIVE PLAN



October 29, 2013

Princetown Comprehensive Plan Revision Committee

2009 Committee

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This plan was prepared with assistance from the Schenectady County Department of Economic Development and Planning & Nan Stoltzenburg and Don Meltz of Environmental Associates, Berne, NY.

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The Princetown Seal was designed by Irma Mastrean, Town Historian. The four illustrations within the Seal depict the Town's historic roots. The Ax, shown in the upper left corner, represents clearing of the frontier when the Town's inhabitants first moved to the area. The first settlers of the Town were from Scotland, the kilted figure in the upper right corner. Agriculture, the major Town occupation between the 1700's and the 1940's, is represented by the Arm and Pitchfork. Finally, Churches were the center of early Princetown activity.

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APPENDIX B – PUBLIC INPUT

Princetown Comprehensive Plan Citizen Survey questions and results

Citizen Survey Result's summary

Public workshop results

Note: Appendix B contains supporting material for the Comprehensive Plan. It is a separate document and is available from the Town upon request.

Note: Citizen Survey data calculations may not total 100% due to rounding.

SECTION 1. INTRODUCTION

The Comprehensive Plan is a guide for the Town of Princetown's land use decisions, community growth, and development. Local elected officials enact regulations and implement land use programs that can have far reaching, long term, and precedent-setting implications. To ensure that these decisions ultimately benefit the whole community, the Town must ensure that policies, programs, and plans are made within the context of the community's objectives for the future growth and character of Princetown. The Comprehensive Plan documents this process of identifying and establishing overall community development policy and objectives. This plan updates and revises the Comprehensive Plan of the Town of Princetown dated June 1989.

The pivotal role of the Comprehensive Plan was elegantly described in the significant New York State zoning dispute of Udell vs. Haas (21 NY 2d 463, 1968). The Court stated that:

"In exercising their zoning powers, the local authorities must act for the benefit of the community as a whole following a calm and deliberate consideration of the alternatives, and not because of the whims of either an articulate minority or even majority of the community. (DeSena v. Gulde, 24 A.D. 2d 165 [2d Dept., 1965]). Thus, the mandate of the Town Law (Section 177) is not a mere technicality which serves only as an obstacle course for public officials to overcome in carrying out their duties. Rather, the comprehensive plan is the essence of zoning. Without it there can be no rational allocation of land use. It is the insurance that the public welfare is being served and that zoning does not become nothing more than just a Gallup poll."

Princetown's Comprehensive Plan is intended to provide a reasoned framework for future growth. The Plan begins by assessing existing factors that are likely to influence future development in the Town. These factors are evaluated in terms of future projections for growth throughout the Schenectady County area and how this growth is liable to affect Princetown. Based on this evaluation, as well as public input from residents and other interested groups, the Plan then creates a vision for the future Princetown. To achieve this vision, a set of detailed strategies and recommendations is presented. The Plan concludes with a list of prioritized action items for the Town Board that addresses the most significant issues facing Princetown.

SECTION 2. HISTORICAL OVERVIEW

In the middle of the 12th Century, while England was enmeshed in one of its protracted civil wars and the rest of Europe was gearing up for the second Crusade, five American Indian tribes, in what is now upper and central New York, were establishing the Iroquois Confederacy – complete with a constitution known as the "Great Law of Peace". Like most Native Americans, the people of the Five Nations – Mohawks, Senecas, Onondagas, Oneidas and Cayuga – had no concept of individual ownership of land. But as tribes, they were territorial, and by the early 1600's, the Iroquois Confederacy had forced the Algonquians, previous occupants of the area, to either flee to Canada or survive on the fringes of the Confederacy's territory. Territorial battles between the Iroquois and Algonquians were to influence the eventual settlement of New York State by Europeans.

Working for the Dutch East India Company, Henry Hudson anchored his 80-ton ship, the "Half Moon", in Albany Bay in September, 1609. He and his 20-man crew of Dutch and English sailors were greeted by Mohawk Indians who inhabited the area.

The abundance of what was seen by Europeans as “unclaimed land” in North America was a strong attraction. The quest to stake out territory in the New World led to intense rivalries between British, French and Dutch migrants who were seeking to establish a foothold in fur trading and forcefully annex fertile new lands along the American Eastern Seaboard. These rivalries often led to battles and the Europeans, taking advantage of the Algonquin-Iroquois animosities, allied with the native Indians in an effort to exert territorial claims.

In the 1620's, Dutch migrants established permanent settlements on Manhattan Island (New Amsterdam) and in the Albany area (Rensselaerwyck). In 1661, Arendt Van Curler and fourteen other families from the settlement of Rensselaerwyck purchased the “Great Flats” from the Mohawks and began to build the farming settlement of Schenectady. The ongoing war of the Iroquois against the French and Algonquians, however, eventually affected settlements throughout New York, and on February 8, 1690, a French and Indian force burned Schenectady. Following this attack, the British allied with the Iroquois. Continued fighting between these groups eventually led to the French and Indian War (American Phase: 1754 – 1763). This ended when the British captured Montreal and finally, in 1765 and 1768, treaties with the Indians brought peace to the area.

Despite the battles and inter-tribal disputes, migrants from various parts of Europe continued to establish settlements in upper New York State. In the early 1700s much of the area of what now comprises Princetown was owned by the Reformed Dutch Church, with the remainder under ownership to George Ingoldsby and Arendt Brandt. In 1737, William Corry, from Ireland, purchased Ingoldsby's holdings and established Corry's Bush (later Currybush). In 1775, Corry sold his land to John Duncan, a businessman from Scotland living in Schenectady. Duncan's name can still be found through title searches of many Princetown properties.

The Corry's Bush settlement was home to a number of families (predominantly Scottish) since about 1700, but it was not until March 20, 1798, that the Town of Princetown was officially formed under a charter sponsored by Assemblyman John Prince. The town was named in honor of its sponsor.

Business interests were attracted to Princetown as the size of its population slowly expanded. The location of a general store, blacksmith shop or gristmill or other primary business venture typically tended to be a focus for settlement. The four hamlets of Princetown; Rynex Corners, Kelly's Station (Figure 1), Princetown Hamlet and Gifford were established in this manner, as dwellings were built



Figure 1. Railroad depot at Kelly's Station, a small hamlet that was in the southeast portion of the town. The depot was built around 1900.

around a hotel, post office or a cheese factory. By 1824, 1073 people were reported to reside in the Town (a somewhat smaller population than the number of cattle (1,138) and sheep (1,537) also living within the Town's boundaries).

The settlement pattern of a Town is, in large measure dependent upon its road network. Maps that depict Princetown in 1866 (Figure 2) reveal that virtually all of the roads available to Princetown's residents today were in use in the mid-1800's. The primary roads of the period were Fort Hunter (Rt. 159) and Duanesburg (Rt. 7) roads. Travelers using the wooden planked

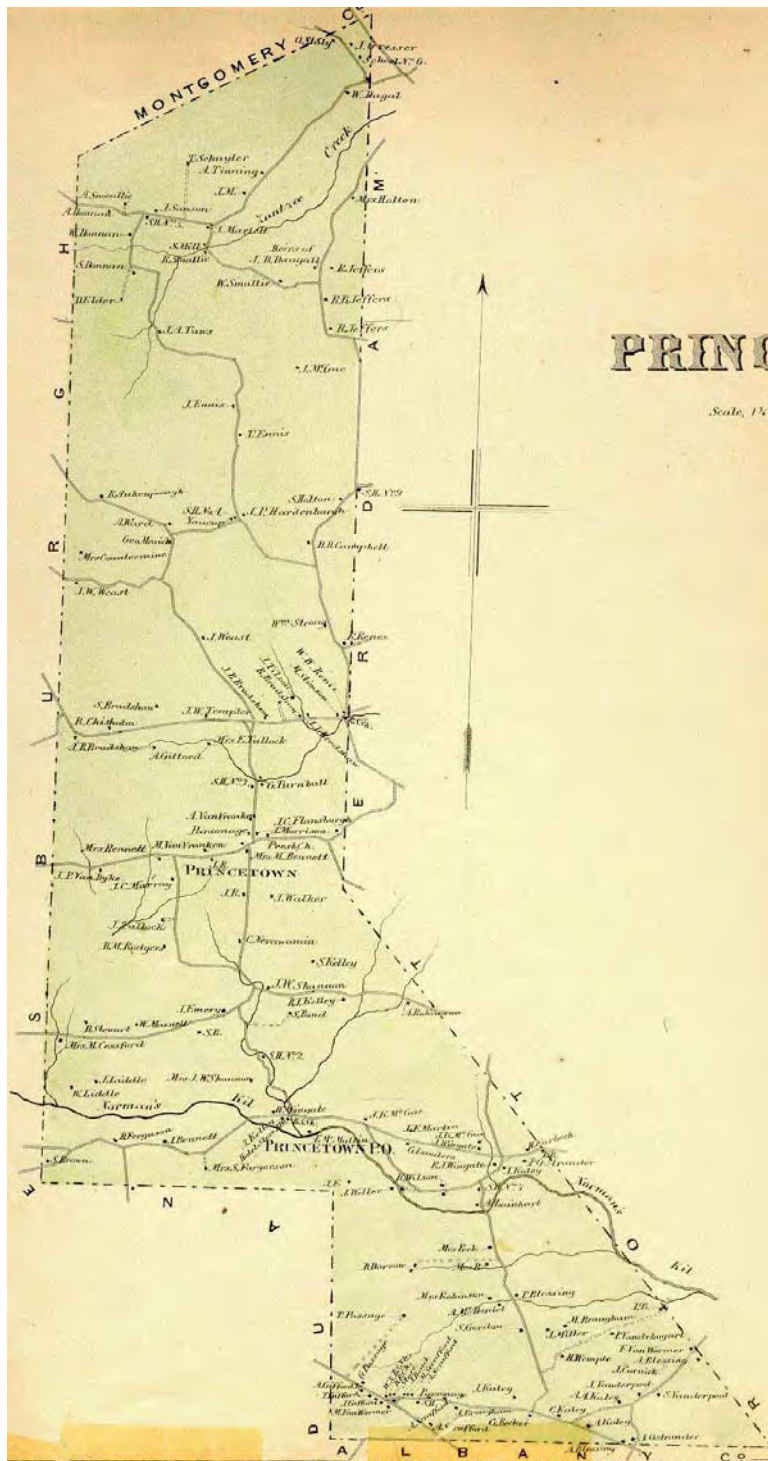


Figure 2. Princetown in Beers Atlas, 1866: *New Topographical Atlas of the Counties of Albany and Schenectady, New York* by S. N. and D. G. Beers.

and homes – which were built during the early years of the Town’s formation. Staff of the Schenectady County Planning Department conducted a survey throughout the latter part of 1981 to identify historical structures and sites in the Town of Princetown. The findings of this survey have been assembled into a Historic Resources Inventory. Additional information including pictures and

highways paid tolls at various points along their route. Another important road that cut through the southwestern tip of the Town, the Cherry Valley Turnpike (Rt. 20), provided a link to Albany (Figure 3), 13 miles to the southeast and Cherry Valley, approximately 25 miles to the west.

Churches and schools were important social influences in early periods of settlement and reference to the First Presbyterian Log Church of Princetown is found throughout descriptions of the town's history. The structure was built in 1770. In 1790, a new stone church replacing the log structure was built at what is now the corner of West and Mariaville roads. In 1820, the First Presbyterian Church was built on Currybush Road followed, in 1822, by the construction of the First Reformed Church.

In 1866, Princetown had seven school districts with one school house in each, with a total enrollment of 273 students. For a short period in its history, the town could boast of the Princetown Academy and Female Seminary (Figure 4) located within its borders. The facility, at the corner of Currybush and Kelly Roads, was built in 1853, and had capacity for at least 250 students. Courses were designed to prepare pupils for college. Unfortunately, only three years after construction was completed, the academy was closed and completely dismantled. No evidence of this large four-story structure remains today to mark its short existence.

In other parts of the Town, however, our history has been preserved in the various structures – farms, churches,

site descriptions is available in the Historic Resources Inventory of Princetown on file in the Schenectady County Planning Department Library.

Since its founding in 1789, Princetown has remained a sparsely settled, rural community. Residents of the town were primarily engaged in agriculture and dairy farming. In the first half of the twentieth century the era of the automobile and industrialization swept the country. But in our rural areas, away from the "fast-living" in the big cities, most inhabitants spent long hours trying to maintain a household with the limited income from their farms, large and small.

The outbreak of World War II, however, brought many changes. While our Town's young men went off to war and saw the world, people on the home front were needed in manufacturing. The General Electric Company grew in Schenectady to more than 40,000 employees. Workers were hired for long shifts and pay, which exceeded their agricultural income, more women found good jobs outside the home, and the farming industry became a very limited occupation in Princetown. Today, although few of these old farms remain active, the town's natural features (its topography, soils, and water supply), its weather, and its location have all been the principal factors in its retained quiet rural character.

Princetown's existing features can be seen in Appendix A: **Base Map and Aerial Photo Map**.



Figure 3. The Gifford House (Cheeseman's Tavern): This large tavern of stage coach days was located in the hamlet of Giffords on Route 20. Probably built around 1784, it was a stop for drovers on their way to Albany with their livestock.

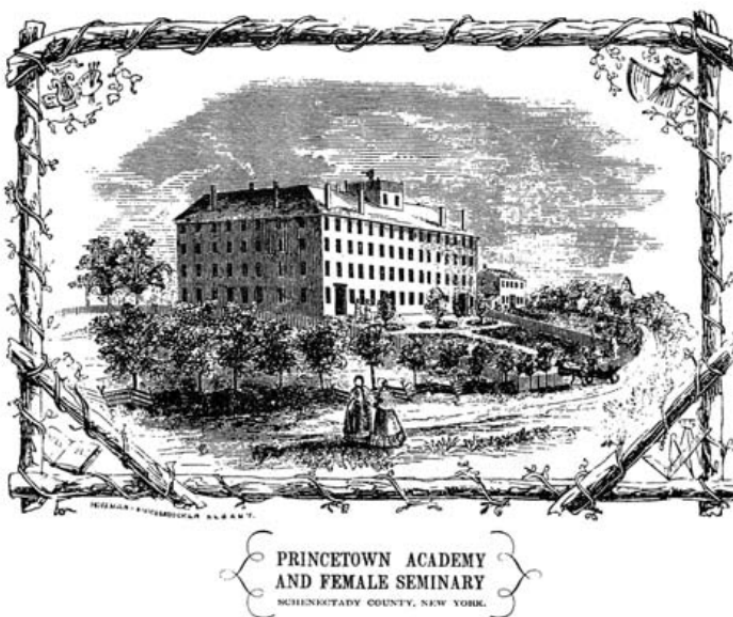


Figure 4. The large Princetown Academy and Female Seminary was formed in 1853 and was located on what is now Skyline Drive.

SECTION 3. GOVERNMENTAL STRUCTURE

Princetown is the least populated of seven municipalities in Schenectady County. With a population of 2,115 (2010 U.S. Census), only eight of the 48 towns in the Capital District Region have smaller populations.

Princetown is within the 22nd Congressional District, 46th Senatorial District and 111th Assembly District. The Town is represented by three elected officials on the County Legislature. The executive branch of the Town's government is represented by the Town Supervisor, an elected position with a two-year term. The Legislative Branch of Princetown's government is comprised of the Supervisor and four members of the Town Council who serve four year terms. The Town has one Justice and a Town Clerk/Tax Collector, elected positions with four-year terms. The Highway Superintendent is elected to a two-year position.

Appointed officials include the Assessor, Town Attorney, Building Inspector, Animal Control Officer, Fire Warden, Historian, and Water Commissioner. Subdivision and zoning regulations are in effect within the Town and there is an appointed Zoning Board of Appeals and Planning Board.

The Town currently has no full-time employees and is managed by part-time employees and volunteer citizens.

The Fiscal Year 2013 budget estimates total revenues of \$467,828, 37% of which comes from Princetown's portion of the county sales tax, 21% of which comes from fines and forfeitures, and 16% of which comes from special sales taxes distributed by the Metroplex Development Authority (Princetown has no town property tax) (Table 1). Expected expenditures total \$601,562 with 63% going toward general government operations. The difference between appropriations and expenditures was filled by application of fund balance.

Table 1. Princetown's FY 2013 general budget: expected revenues and expenditures. (Source: Town of Princetown 2013 budget).

| Revenues (\$1,000s) | | | | | | | | |
|--------------------------------|------------------------|----------------|---------------------|-------------------------|--------------------------|--------------|------------------|--------------------|
| Metroplex Sales Tax | Sales Tax | State Aid | Fines & Forfeitures | Use of Money & Property | Fees, Licenses & Permits | Other | Total Revenues | |
| | 175.0 | 64.0 | 100.0 | 38.0 | 10.8 | 5.0 | 467.8 | |
| Fund Balance (\$1,000s) | | | | | | | | 133.7 |
| Total (\$1,000s) | | | | | | | | 601.5 |
| Expenditures (\$1,000s) | | | | | | | | |
| General Gov't. | Health & Public Safety | Transportation | Econ. Assist. | Home & Comm. Services | Culture & Recreation | Highway Fund | Employ. Benefits | Total Expenditures |
| 377.5 | 21.4 | 3.6 | 4.0 | 43.2 | 2.8 | 85.0 | 64.0 | 601.5 |

The average 2012 total tax bill for Princetown residential properties in the Schalmont school district of \$4,086 is slightly lower than the average for all of Schenectady County (\$4,453), while the average

2012 school tax bill of \$2,896 is \$366 higher than the county average of \$2,530 (Table 2). While Princetown currently has no town tax (although residents in the municipal water district pay a yearly water tax to finance and maintain the system), other towns in the county have average town taxes between about \$200 and \$800 per year. Town taxes typically fund the highway department, which Princetown does not have, and other town-provided services. Should more services be desired in the future, Princetown may, at some point, have to establish a town tax.

Table 2. Average 2012 residential tax bills by town and school district. Source: NYS Office of Real Property website <http://orpts.tax.ny.gov/cfapps/MuniPro/osc/county/oscAvrtaxlevy.cfm>.

| Municipal Name | School Name | Residential Parcels | Residential* Levy (\$) | County \$ (Per Parcel) | City/ Town \$ (Per Parcel) | School \$ (Per Parcel) | Total \$ (Per Parcel) |
|-------------------------------|-------------------------|----------------------------|-------------------------------|-------------------------------|-----------------------------------|-------------------------------|------------------------------|
| Princetown | Schalmont | 789 | 3,223,687 | 1,164 | 26 | 2,896 | 4,086 |
| Princetown | Duanesburg | 5 | 12,305 | 758 | 17 | 1,686 | 2,461 |
| Schenectady | Schenect'y | 15,848 | 57,777,965 | 667 | 1,331 | 1,647 | 3,645 |
| Duanesburg | Amsterdam | 3 | 20,0255 | 1,529 | 327 | 4,819 | 6,675 |
| Duanesburg | Duanesburg | 1,573 | 6,801,498 | 1,153 | 252 | 2,919 | 4,324 |
| Duanesburg | Schalmont | 558 | 2,007,530 | 988 | 215 | 2,396 | 3,599 |
| Duanesburg | Schoharie | 35 | 141,441 | 975 | 216 | 2,850 | 4,041 |
| Glenville | Amsterdam | 59 | 352,572 | 1,336 | 682 | 3,957 | 5,975 |
| Glenville | Burnt Hills-Ballston Lk | 2,987 | 15,058,600 | 1,206 | 616 | 3,220 | 5,042 |
| Glenville | Galway | 3 | 16,729 | 1,661 | 839 | 3,077 | 5,577 |
| Glenville | Niskayuna | 794 | 4,420,254 | 1,398 | 710 | 3,459 | 5,567 |
| Glenville | Scotia-Glenville | 3,635 | 16,920,713 | 1,139 | 582 | 2,934 | 4,655 |
| Niskayuna | Niskayuna | 6,382 | 43,176,344 | 1,655 | 807 | 4,303 | 6,756 |
| Niskayuna | South Colonie | 1,110 | 6,103,929 | 1,410 | 684 | 3,405 | 5,499 |
| Rotterdam | Mohonasen | 7,321 | 25,373,381 | 942 | 655 | 1,869 | 3,466 |
| Rotterdam | Schalmont | 3,464 | 17,115,464 | 1,195 | 830 | 2,917 | 4,942 |
| Rotterdam | Schenect'y | 158 | 511,621 | 730 | 516 | 1,973 | 3,238 |
| County Totals/Averages | | 44,786 | | 1,032 | 891 | 2,530 | 4,453 |

*Residential Levy is the sum of the estimated county, city/town and school levies for residential properties. School levies are adjusted by subtracting projected state reimbursement for STAR exemption.

SECTION 4. NATURAL FEATURES

4.01 Introduction

Princetown's environmental characteristics play a significant role in shaping the Town's land use. Princetown is characterized by a widely varying topography with steep slopes and soils which exhibit

moderate to severe development limitations. While the recent development of a public water supply in the southern end of Town has alleviated some public health issues, the sensitivity of the environment in terms of its capacity to support development is of particular concern. Development at densities that exceed natural carrying capacity has a strong likelihood of threatening community health and welfare. Therefore the development suitability of soils and availability of water will play key roles as Princetown plots its long-term community development objectives.

4.02 Generalized Soils Associations

According to the *Soil Survey of Montgomery and Schenectady Counties* (USDA Soil Conservation Service, 1978), the majority of soils found throughout the Town have severe and severe-to-moderate limitations for development due to seasonal wetness, slow permeability, slopes, and shallowness. It is noted that a general examination of soils characteristics cannot supplant a site-specific study for individual project proposals. Soils are likely to exhibit a high degree of variability due to slope, depth to bedrock, drainage, and other related key factors.

Most soils in Town range from good to fair for agricultural use based on soil capability classes I-VIII. Prime agricultural soils are limited and located predominantly along the Normanskill Creek.

4.03 Topography and Slope

The Town lies at the northern edge of the Allegheny Plateau with most of its area located at an elevation of 500 feet or more above sea level (see Appendix A: **Steep Slopes Map**). Topography is somewhat rolling and ranges from a low of approximately 300 feet along the Normanskill Creek in the southeastern part of Town to 1,400 feet above sea level in the north central part of Town just northeast of Mariaville Lake. The roads that wind over the varying topography that characterizes the Town offer excellent scenes of the landscape of the entire region. Certain points permit unrestricted views as far as the City of Albany to the east, the escarpment of the Helderberg Mountains to the south and the foothills of the Adirondack Mountains to the north.

Slopes can be classified according to their capacity to accommodate or constrain development. Land with a 0 – 3% slope is generally free of limitations. However, in areas of poorly drained soil, surface water may not run off and wetlands may be found in areas of this slope category. Areas with a 3 – 8% slope are normally free from most development problems. Slopes with an 8 – 15% grade are typically acceptable for development with some limitations. As the slope increases, however, some problems may arise with road and driveway construction, installation of onsite sewage disposal systems, and control of stormwater runoff and soil erosion. Many of these issues can be overcome with careful site design. Land areas containing 15 – 25% slopes present considerable development limitations, which typically can only be overcome at great expense to developers. Some of the problems encountered include soil erosion, malfunctioning septic systems, and significant cut and fill requirements. Slopes greater than 25% present extremely serious problems for any type of development.

4.04 Flood Plains

A floodplain is defined as the low lands adjoining the channel of a river, stream or watercourse, lake or other body of standing water, which have been or may be inundated by flood water. When left in a natural state, floodplain systems store and dissipate floods without adverse impacts on humans, buildings, roads and other infrastructure. In 1968, the United States Congress established the National Flood Insurance Program (NFIP), which enables property owners to purchase affordable flood insurance. The program is based on a partnership between communities and the federal

government in which the community adopts floodplain management regulations to reduce flood risks and the federal government makes flood insurance available within the community. The NFIP is administered in the context of two distinct phases - the Emergency Phase and the Regular Phase. As of July 1, 1988, the Town has been enrolled in the Regular Phase of the NFIP. Princetown's Flood Hazard Boundary Map dated June 4, 1976, which has been in effect as a Flood Insurance Rate Map (FIRM), is due to be updated and adopted by the Town in 2013.

The only 100-year floodplain mapped in Town straddles the channel of the Normanskill (see Appendix A: **Water Features Map**). The entire length of the Normanskill as it meanders across Town has an associated floodplain that is around 400 feet wide and approximately 240 acres. There are a total of 11 structures in the floodplain, four of which had flood insurance as of 2003 (source: Schenectady County All Hazard Mitigation Plan, 2007).

4.05 Groundwater

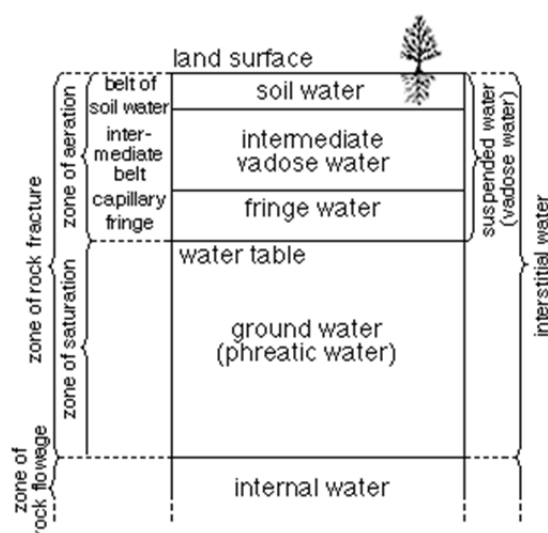


Figure 5. Geologic section showing groundwater.

The term “groundwater” is applied to water beneath the surface of the ground in the zone of saturation where every pore space between rock and soil particles is filled with water. Above the zone of saturation is an area where both air and water moisture are found in space between the soil particles and rock. This is called the zone of aeration. Water percolates (moves downward) through the zone of aeration until it reaches the zone of saturation. The water table is the top of this zone of saturation (Figure 5) and tends to follow surface topography.

Subsurface porosity, the volume of material which is void of pore space, dictates the quantity of water that can be stored. Groundwater moves under the force of gravity and the volume of water that drains from a saturated rock due to gravity is known as specific yield. Conversely, the volume of water a rock can retain against gravity is known as specific retention. The sum of a material's specific yield and specific retention is equal to its porosity. Another critical characteristic contributing to groundwater availability is the permeability of the subsurface material. Permeability is a function of the size of the pore openings and the degree of interconnection between the pores. Some materials, such as clay, have high porosity but low permeability. Clay material has many pores but they are very small with few interconnections and hold water tightly.

Groundwater flow is a function of permeability and the gradient, or slope, of the water table. When a well is pumped, the groundwater surrounding the well is removed causing a depression in the height of the water table, inducing flow toward the well. Pumping may significantly alter the natural flow of groundwater by changing the gradient. Sufficient pumping of a well in homogeneous subsurface materials will create a cone shape depression in the water table with the well at the cone's axis. The shape and extent of the cone of depression will vary depending on the volume and duration of pumping, the depth and permeability of the zone of saturation, the availability of recharge, and the seasonal height of the water table.

The amount of water that can be stored and extracted from the ground is of concern in Princetown because many of the Town's residents do not have public water and must rely on individual wells to meet their daily needs. The availability of groundwater is dependent upon the characteristics of the subsurface materials found in the Town as well as the extent and density of land uses seeking to tap available water resources. The groundwater supply and quality varies a great deal throughout the Town.

In 2000, the Town developed a municipal well and created a water district in the southern part of the Town. The well fields are located just south of State Route 7 within the Normanskill floodplain (see Appendix A: **Water Features Map**). The wells provide public drinking water to more than 200 households and businesses.

In November of 2002, the Town established four water supply protection overlay districts: W-1 Wellhead Protection; W-2 Primary Recharge; W-3 General Aquifer Recharge; W-4 Tributary Watershed (Figure 6). The overlay districts impose additional regulations to further protect the water supply, including prohibition of certain uses that could pollute groundwater, creation of minimum two-acre lot sizes to adequately support wells and septic systems, and establishment of lot coverage restrictions.

Part of the Great Flats Aquifer tributary watershed (Zone IV) is within the Town of Princetown. The Great Flats Aquifer serves as the drinking water source for about 150,000 residents of both Schenectady and Saratoga Counties. Zone IV regulations prohibit discharge or disposal of any hazardous or radioactive material. Also prohibited is any disposal of septage, sewage sludge, animal or human waste within 100 feet of a water body with certain agricultural exceptions. Disposal of snow collected from roadways and open storage of agricultural chemicals, coal or chloride salts are prohibited within 50 feet of any water body.

4.06 Wetlands

There are six wetland complexes, comprising approximately 350 acres in the Town, regulated by the NYS Department of Environmental Conservation (DEC) under Article 24, Title 7 "Freshwater Wetlands Regulations." The wetlands are mostly located in the north central part of Town east of Mariaville Lake.

In general, any form of draining, excavation, or filling of a wetland, including the 100 foot adjacent area, is subject to regulation by the state. Although these wetlands are mapped by the DEC, it should be noted that these maps are general indicators of wetland locations. Wetland boundaries should be field verified prior to any land development activity occurring nearby.



Princetown wetland.

Other streams and wetlands that are not regulated by the DEC are generally considered "waters of the United States" and under the jurisdiction of the federal government. The phrase "waters of the United States" includes navigable waters, but also includes non-navigable waterbodies, perennial and intermittent streams, and wetlands. Any disturbance to these waters is regulated by the U.S. Army

Corps of Engineers. However, unlike state regulated wetlands, maps have not been prepared for wetlands under the sole jurisdiction of the federal government. The presence of these wetlands must be determined for each land development application.

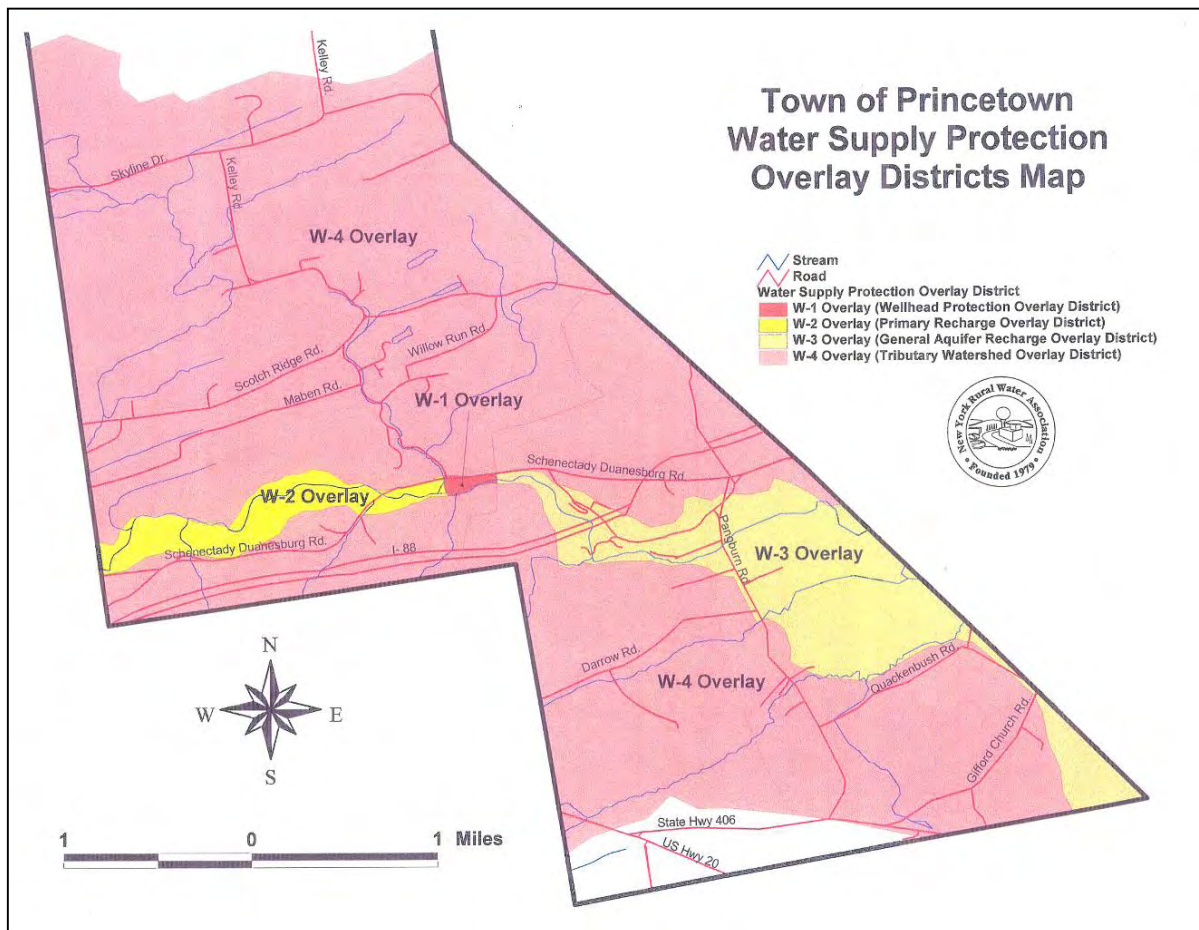


Figure 6. Princetown water supply overlay districts.

4.07 Water bodies

With the exception of a small portion of the eastern end of Mariaville Lake, there are no major lakes or ponds in the Town (see Appendix A: **DEC Stream Classifications and Water Features Maps**). The Normanskill and its various tributaries comprise the largest watercourse in the Town. The Normanskill watershed covers approximately one half of the Town's land area (See Appendix A: **Watersheds Map**). The Normanskill flows into the Watervliet Reservoir, a water supply for the City of Watervliet and the Town of Guilderland. The Sandseakill and its tributaries and the headwaters of the Plotterkill comprise the remaining significant watercourses.

Waterbodies are classified by the DEC according to their best and highest uses, and are designated either Class A, B, C, C(t), or D. Best uses include: source of drinking water, swimming, boating, fish propagation and fishing. Disturbance and alteration of Classes A, B, and C(t) waterbodies are regulated by the DEC under Environmental Conservation Law, Article 15, Title 5 "Protection of Water." Disturbance to the bed or banks of such streams requires a permit from the state. While most of the streams in Town are designated Class C, a small portion of the Normanskill near the border with Rotterdam is designated A, due to its being tributary to the drinking water supply, Watervliet Reservoir.

SECTION 5. EXISTING LAND USE

5.01 Current Conditions

Using the land use categories provided by the Town Assessor (see Appendix A: **Property Class Map**), residential property accounts for 56% of the land acreage in town, followed by vacant property at 31% and agriculture/forest lands at 5% (Figure 7). Community/public service property accounts for about 5% and commercial property about 1% of all properties. As a land cover, residential is exaggerated since in many cases the property is large and also utilized for agricultural/forest land purposes. Conversely, agricultural lands are under-represented since many properties classified as residential or vacant for tax purposes are in some form of agricultural use. In 2010, 3,513 acres or 24% of the land acreage in town was located within the County Agricultural District (Figure 8).

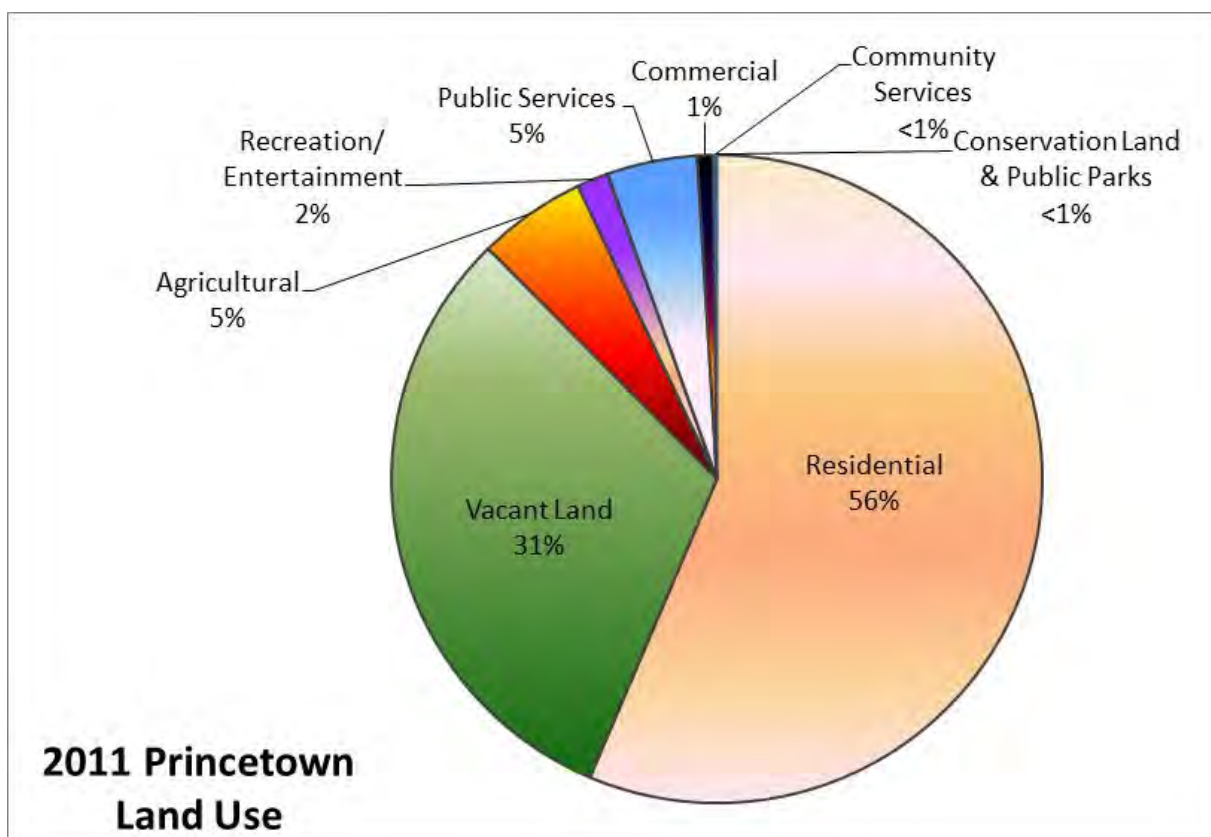


Figure 7. Existing land use in Princetown by area (source: www.simgis.org).

In the Town of Princetown there are 1,180 tax parcels totaling 14,656 acres, which had an assessed value in 2011 of approximately \$196 million (Table 3). About 79% of the assessed value in town comes from residential property. Commercial property accounts for 4% of the assessed value at \$8,580,000, while Vacant, Agriculture and Forest lands account for 5% of the assessed value at \$10,188,000. Residential property carries the bulk of the tax burden. Given that commercial property accounts for only 4% of the assessed value in town, a very significant increase in commercial property would be required to have even a minimal impact on the residential tax rate.

AGRICULTURAL DISTRICT MAP

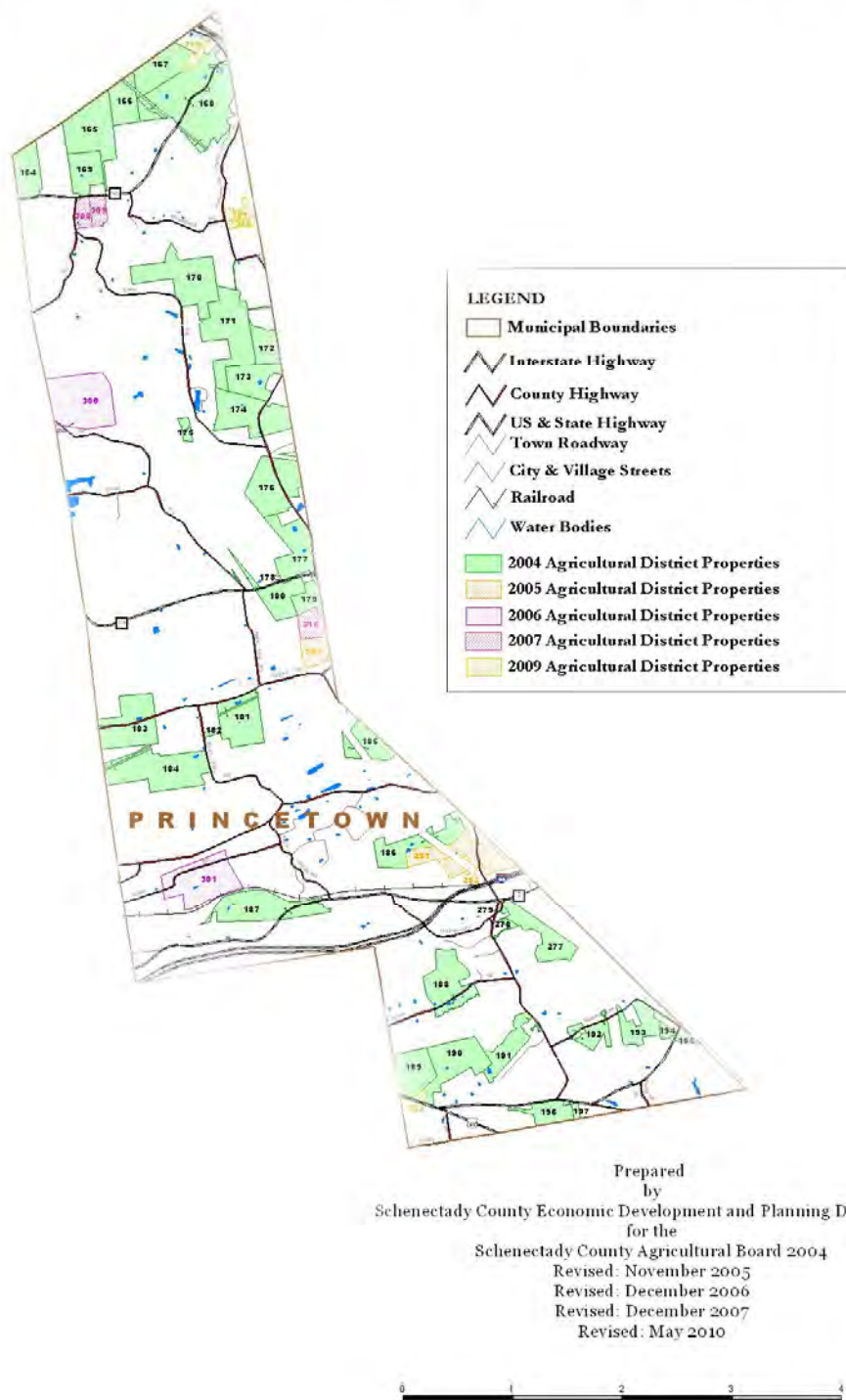


Figure 8. Agricultural Districts in Princetown as of 2010 (source: Schenectady County Economic Development and Planning Dept. www.schenectadycounty.com/6543_gtbxzHKKct0.img).

Table 3. 2011 Princetown property classes: Number of parcels and total assessed value (equalization rate of 33.85 applied) (source: orpts.tax.ny.gov/MuniPro/).

| Property Class | Number of Parcels | Acres | Percent of Land Area | Total Assessed Value (\$1,000s) |
|---|----------------------|---------------|-------------------------|------------------------------------|
| Residential | 795 | 8,265 | 56 | 155,450 |
| Vacant Land | 296 | 4,570 | 31 | 7,711 |
| Agricultural | 11 | 789 | 5 | 2,471 |
| Recreation and Entertainment | 3 | 231 | 2 | 1,304 |
| Public Services | 40 | 659 | 5 | 13,143 |
| Commercial | 26 | 112 | <1 | 8,580 |
| Community Services | 8 | 29 | <1 | 6,896 |
| Wild, Forested, Conservation Lands, & Public Parks | 1 | 1 | <1 | 6 |
| Grand Total | 1,180 | 14,656 | 100.0 | 195,561 |

5.02 Development Patterns

The patterns of land use in Princetown are strongly influenced by natural features and the availability of services and infrastructure to meet the needs of development. Natural features include such elements as soils characteristics, topography, and groundwater availability. Services and infrastructure include roads, municipal water, and municipal sewer (not currently available).

The Town has experienced a relatively low level of residential subdivision activity over the past 20 years. While there have been a few multi-lot “strip” developments along County/State Roads, most development proposals are one to three-lot subdivisions on relatively large tracts of land that do not involve the construction of new roads. Exceptions to this are the Willow Run subdivision that began in the late 1970s and the Reutter Drive subdivision, which began in the mid-1990s.



Willow Run subdivision

5.03 Existing Distribution of Activity

Most development is located in the southern third of the Town south of Scotch Ridge Road. About half of this area is served by the Town’s water district. Additionally, two major transportation routes, State Route 7 (Duanesburg Road) and U.S. Route 20 (Western Turnpike) traverse Princetown. Almost all of the Town’s commercially developed property is located along the Route 7 and Route 20 corridors.

5.04 Residential Land Uses

Although most of the residential parcels in town (610) are classified as single family homes, this property class accounts for only 21% of the residential acreage, and the parcels range in size from 0.1 to about 10 acres (Table 3a). Rural estates, defined as residences having 10 acres or more,

characterize 108 parcels and account for 68% of the residential land area. The remainder of residential property consists of mobile homes, two-family and multiple-family homes, multi-purpose and seasonal homes.

Table 3a. Residential property sub-classes and acreage (source: orpts.tax.ny.gov/MuniPro/).

| Residential Sub-Class | Number of Parcels | Acres | Percent of Residential Land Area |
|-----------------------|-------------------|-------|----------------------------------|
| Rural Estate | 108 | 5,639 | 68.2 |
| Single Family | 610 | 1,766 | 21.4 |
| Multiple Family | 4 | 261 | 3.2 |
| Two Family | 23 | 101 | 1.2 |
| Mobile Home | 42 | 77 | 2.1 |
| Multi-purpose | 4 | 418 | 5.1 |
| Three Family | 2 | 4 | 0.05 |
| Seasonal | 2 | <1 | 0.001 |
| Residential Total | 795 | 8,265 | 100 |

(See Appendix A: **Property Class Map**)

5.05 *Agriculture*

As in most areas, agricultural land use has declined in Princetown. Currently only 5% of the town's land area is in the agricultural property class. Crops comprise the greatest percentage, followed by livestock use, and vacant land used as part of an agricultural operation (Table 3b). There is one horse farm in town categorized as an agricultural property, although in reality several more exist in other property categories.

Table 3b. Agricultural property sub-classes and acreage (source: orpts.tax.ny.gov/MuniPro/).

| Agricultural Sub-Class | Number of Parcels | Acres | Percent of Agricultural Land Area |
|------------------------|-------------------|-------|-----------------------------------|
| Livestock | 2 | 258 | 32.7 |
| Crops | 3 | 359 | 45.5 |
| Vacant Land | 5 | 98 | 12.4 |
| Horse Farm | 1 | 74 | 9.4 |
| Agricultural Total | 11 | 789 | 100 |

(See Appendix A: **Farmland and Agriculture Maps**)

5.06 *Commercial Land Uses*

Land classified as a commercial property class currently occurs on only 112 acres in Princetown (Table 3c). The uses are mainly related to auto/trucking services, light industrial operations, storage and distribution, and office space/multipurpose operations.

5.07 *Vacant Land*

Thirty-one percent of the land in Princetown is classified as vacant (Table 3d.) The vast majority of this category are vacant residential lots over 10 acres in size.

Table 3c. Commercial property sub-classes and acreage (source: orpts.tax.ny.gov/MuniPro/).

| Commercial Sub-Class | Number of Parcels | Acres | Percent of Commercial Land Area |
|-----------------------------|--------------------------|--------------|--|
| Apartments | 3 | 11 | 9.8 |
| Storage and Distribution | 6 | 25 | 22.4 |
| Auto/Trucking | 6 | 22 | 19.6 |
| Dining | 1 | 10 | 8.9 |
| Retail | 1 | 9 | 8.0 |
| Other | 2 | 4 | 3.6 |
| Kennel | 1 | 1 | 0.9 |
| Office | 6 | 30 | 26.8 |
| Commercial Total | 26 | 112 | 100 |

(See Appendix A: **Property Class Map**)**Table 3d. Vacant property sub-classes and acreage** (source: orpts.tax.ny.gov/MuniPro/).

| Vacant Land Sub-Class | Number of Parcels | Acres | Percent of Vacant Land Area |
|------------------------------|--------------------------|--------------|------------------------------------|
| Residential | 264 | 4,006 | 87.7 |
| Commercial | 28 | 232 | 4.9 |
| Agricultural | 3 | 221 | 4.8 |
| Rural | 31 | 111 | 2.4 |
| Vacant Land Total | 326 | 4,570 | 100 |

(See Appendix A: **Property Class Map**)**5.08 Other Types of Land Uses**

The remaining property classes in the town include Community Services, Public Services, and Recreation and Entertainment. Community services include churches, fire departments, cemeteries, and government buildings. There are eight parcels and 28 acres in Princetown in this category.

The Public Services sub-class includes land with utilities, such as National Grid, the railroad, and the Princetown public water supply. This category contains eight parcels and 166 acres.

The Recreational and Entertainment sub-class contains three parcels and 233 acres.

5.09 Build-Out Analysis

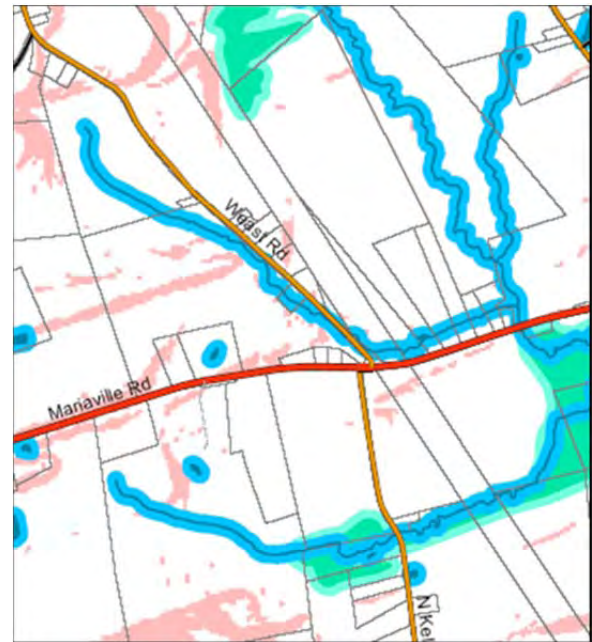
A build-out analysis is an exercise designed to estimate the amount of development that can possibly occur if all developable land in a Town, Village, or County is built according to that municipality's current land use regulations. The build-out analysis applies current land use regulations, considers environmental and other constraints that would limit development in certain areas, and calculates the total residential density allowed at full build-out of the municipality. It does not predict when this would occur, at what rate it would occur, or where it would occur first. It only predicts the possible end result.

The general process to calculate full build-out conditions is as follows:

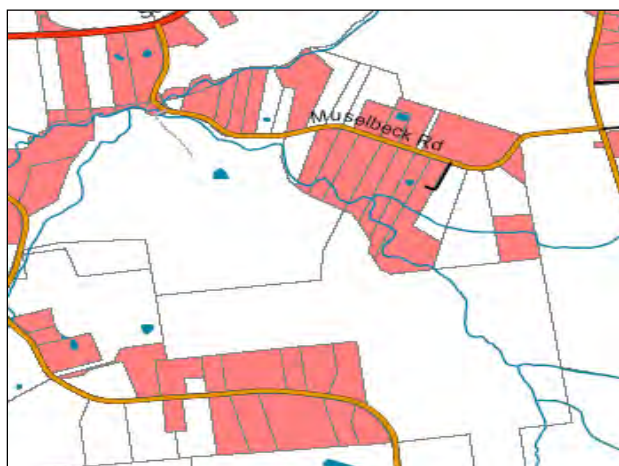
1) Identify areas that already have residential development and therefore would not allow new development. Each small green dot represents an existing residence.



3) Identify areas in the town having environmental constraints that would not support new residential development. This snapshot shows streams, stream buffer areas, steep slopes and wetlands. Blues are water, and water buffers. Greens are wetlands and wetland buffers. Pink indicates steep slopes.



2) Identify properties subject to conservation easements, or owned by government entities not likely to allow development. Together with those properties from step 1, this removes fully built parcels not eligible for further development.



4) After accounting for all constraints, calculate the amount of new residential development allowed by the current land use regulations in the remaining undeveloped areas of the Town. Each small red dot shows a potential new house that could be allowed by zoning.



A geographic information system (GIS) software program is used to conduct the analysis. In essence, the analysis calculates the total land base of the town, subtracts all lands having environmental constraints and completely-built areas, and then applies the various development rules to calculate the number of allowable new residences. For purposes of this analysis, the build-out assumes that all new development would be single-family homes. Note that the results of all of these calculations are only estimates. The GIS layers used are not exact replicas of what is actually found in the real world, only representations of what is there. The processing of the data also introduces a certain amount of error, and can increase the inaccuracy of the data layers. The only way to get an accurate count of allowed residential uses on a particular property is to do an on-site survey of existing conditions.

The town's planning consultant, Environmental Associates, conducted a build-out analysis for the entire town, the results of which are shown in Tables 4a and 4b , along with the results for each zoning district in the town (see also Appendix A: **Build-Out Analysis Maps**). There is the potential for 2,218 new residences (268% increase) in Princetown using all currently un-built acreage. If environmentally constrained lands are removed from the calculations, then there is the potential for 1,524 new residences (184% increase). Within just the water district, there is the potential for up to 395 new residences (114% increase) (Table 4b).

Princetown Build-out Results

Table 4a. Build-out results for entire town.

| Using the Current Minimum Lot Size Requirements | | | | | |
|---|---------------------|--|---|--|---|
| Zoning District | Existing Residences | Potential New Residences (No environmental constraints considered) | Potential New Residences (Water & Wetland constraints considered) | Potential New Residences (Water, Wetland, & Wetland Buffer constraints considered) | Potential New Residences (All environmental constraints considered) |
| GR-1 | 31 | 196 | 192 | 165 | 154 |
| GR-2 | 29 | 62 | 59 | 52 | 51 |
| GR-3 | 219 | 474 | 466 | 424 | 342 |
| GR-4 | 117 | 564 | 546 | 488 | 368 |
| GR-5 | 158 | 771 | 726 | 653 | 495 |
| MF-2 | 44 | 104 | 104 | 94 | 77 |
| MH-3 | 59 | 27 | 27 | 21 | 19 |
| MH-5 | 41 | 20 | 20 | 20 | 18 |
| C-1 | 129 | 0 | 0 | 0 | 0 |
| C-2 | 0 | 0 | 0 | 0 | 0 |
| I | 0 | 0 | 0 | 0 | 0 |
| Totals | 827 | 2218 | 2140 | 1917 | 1524 |

Table 4b. Build-out within the town water district (and all extensions).

| Using the Current Minimum Lot Size Requirements | | | | | |
|---|---------------------|--|---|--|---|
| Zoning District | Existing Residences | Potential New Residences (No environmental constraints considered) | Potential New Residences (Water & Wetland constraints considered) | Potential New Residences (Water, Wetland, & Wetland Buffer constraints considered) | Potential New Residences (All environmental constraints considered) |
| All Water Districts | 345 | 395 | 388 | 345 | 307 |

SECTION 6. LAND USE REGULATION

6.01 Zoning Regulations

Land use regulations strongly influence land use and development patterns. Since Princetown is largely undeveloped, effective land use regulation can play a significant role in shaping the future character of the Town. Princetown's most current Zoning Law was adopted in December 2006. Table 5 provides a summary of the Zoning Districts. There are five General Residential Districts, two Mobile Home Districts, two Multiple Family Districts, and two Commercial Districts (see Appendix A: **Current Zoning Map**). There is also a Planned Residential Development District and four Water Supply Protection Overlay Districts.

The Town's Zoning Law has a reduced lot size provision if a conventional septic system can be used and a public water supply is provided or the individual well meets certain specifications as published by the National Water Well Association. There is also a provision allowing the establishment of a Planned Residential Development District (PRD). The stated purpose of the PRD is "to permit greater flexibility and, consequently, more creative and imaginative design for the development of residential areas than generally is possible under conventional zoning regulations to the extent that such development is consistent with the Princetown Comprehensive Plan." A key requirement of the PRD is the provision of public water and sewer facilities.

In November of 2002, the Town established four water supply protection overlay districts: W-1 Wellhead Protection; W-2 Primary Recharge; W-3 General Aquifer Recharge; W-4 Tributary Watershed. The overlay districts provide an additional layer of regulation to protect the Town's public water supply well.

6.02 Subdivision Regulations

On December 20, 1979 the Town Board adopted land subdivision regulations authorizing the Town's Planning Board to review and approve subdivisions. A subdivision is defined as "the division of any parcel of land into two or more lots, blocks, or sites, with or without streets or highways and includes re-subdivision." The regulations define a major subdivision as "subdivisions of five or more lots, or any subdivision requiring any new street or extension of municipal facilities."

The subdivision regulations do not have any specific provisions for "cluster" or "conservation" subdivisions, which could establish development standards for natural features such as watercourses, steep slopes, or wetlands for major subdivisions.

Table 5. Zoning Districts (source: Town of Princetown Zoning Code, December 2006).

| District | Building Type | Gross Lot Area (acres) | Lot Useable Area ¹ (acres) |
|--|------------------|------------------------|---------------------------------------|
| General Residential | | | |
| GR-1 | SFD ² | 1.5 | 1.4 |
| | TFD ³ | 3.0 | 2.7 |
| GR-2 | SFD | 2.0 | 1.4 |
| | TFD | 4.0 | 2.8 |
| GR-3 | SFD | 3.0 | 2.1 |
| | TFD | 6.0 | 4.2 |
| GR-4 | SFD | 4.0 | 2.8 |
| | TFD | 8.0 | 5.6 |
| GR-5 | SFD | 5.0 | 3.5 |
| | TFD | 10.0 | 7.0 |
| Multi-Family | | | |
| MF-1 | - | 4.0 | 2.8 |
| MF-2 | - | 5.0 | 3.5 |
| Commercial/Industrial | | | |
| C-1 (permitted & special uses) | - | 1.0 | 0.9 |
| C-2, I (permitted uses) | - | 2.0 | 1.8 |
| C-2 (special uses) | - | 2.0 | 1.8 |
| I (special uses except adult uses ⁴) | - | 2.0 | 1.8 |

¹ Lot useable area: The largest rectangular area existing within a lot which has at least the minimum lot width as defined in the zoning law.

² Single family dwelling

³ Two family dwelling

⁴ Adult uses have specific lot dimension and distance requirements.

6.03 Stormwater Management

The NYS DEC has expanded its permitting program to include a new federally-mandated program to control stormwater runoff and protect waterways. According to the federal law commonly known as Stormwater Phase II, permits are required for stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas and for construction activities disturbing one or more acres.

The Town of Princetown was initially considered an MS4 community, but requested and received a waiver from MS4 designation. Princetown passed Local Law #3 in 2006 "Erosion, Sediment Control and Stormwater Management", which is still in place. The law provides for sediment and erosion control during land development disturbing one or more acres and stormwater control on all major projects.

6.04 Commercial Zone

The commercial zone in Princetown is predominantly located in a strip along Route 7 in the southern end of town (Figure 8). There is a small commercial zone along Route 20 containing about 30 parcels in the C-1 zone and about five parcels in the Industrial zone. There are also five parcels in the northernmost tip of Princetown along Route 5S that are zoned commercial C-1.

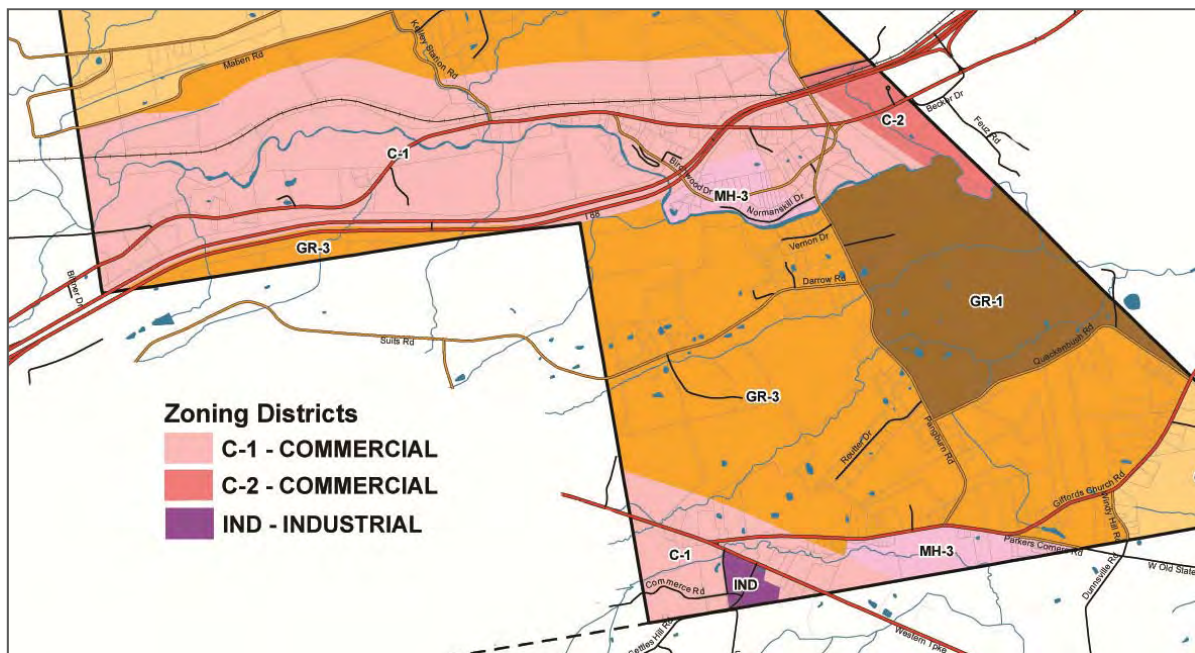


Figure 9. Commercial zones in Princetown.

While there are approximately 2,000 acres in Princetown that are commercially zoned, commercial land uses occur on only about 100 of those acres. The majority of the parcels are either in residential uses, mixed uses (residential and home occupation) or are vacant. The commercial zone along Route 7 also contains the Town's well for its municipal water supply.

Two commercial zones currently exist: C-1 and C-2. C-1 requires a minimum lot size of 1.0 acres, while C-2 requires a minimum of 2.0 acres. According to Princetown's zoning code land uses within those districts are either permitted uses or special uses. Special uses are allowed subject to the issuance of a Special Use Permit. The Special Use Permit process is intended to impose controls to minimize or avoid the impacts related to certain uses which may be incompatible with surrounding uses unless conditioned to ensure suitability with the neighborhood in which they are located.

In the C-1 district, which constitutes most of the commercial zone in Princetown, permitted uses are generally retail establishments that do not sell gasoline, such as office buildings, banks, and personal service shops. As the zoning is currently written, special uses allowed in the C-1 district include gasoline filling/service stations, motor vehicle sales and repair, restaurants, motels, building materials and lumberyards, dry cleaning/laundries, bakeries, bottling works, distribution stations, trucking terminals, theaters, car washes, laboratories, and commercial kennels. In the C-2 district, the permitted and special uses are the same as in C-1, but added to the special uses are light industrial uses, warehousing and storage, and scrap yards.

The Industrial zone was added in 2006 to accommodate adult uses in town, which, though they must be provided for by law, can be sited in very specific areas of town. In Princetown, there is a small section of town zoned Industrial along Route 20. Permitted and special uses in the I zone are identical to the C-2 with the exception that adult uses are an allowed special use with strict locational restrictions that must be met.

Princetown's commercial zoning is unlike other nearby towns, such as Rotterdam, in that a large number of more intensive uses are allowed in what are generally considered retail business districts. In the Town of Rotterdam, uses such as bottling plants, laboratories, scrap yards, lumberyards and building material sales yards, trucking terminals, warehousing and distributing, are allowed only in the town's industrial zones. While Rotterdam also has two business districts, its B-1 zone is restricted to most of the relatively few permitted uses in Princetown's C-1 district, with only four special uses (drive-in establishment, car wash, fence company and convenience store). Rotterdam's B-2 district adds a few more permitted uses and several more special uses such as hotels/motels, motor vehicle establishments, contractor shops, and veterinary hospitals. Rotterdam's corporate commerce district adds even more uses such as office parks, medical facilities and daycare centers.

Typically more intensive uses, such as truck terminals and large-scale warehousing, are restricted to designated sections of a town where the likelihood of nuisance situations and conflicts in use can be minimized. Princetown's allowing of these more intensive uses in its C-1 zone may be incompatible with many of the residential uses that still exist to a large extent in the town's commercial zone.

In addition, one of the primary entranceways into Princetown is via Route 7 heading west from the I-88 interchange. This area is located in both C-1 and C-2 districts, yet is a likely candidate for a designated "gateway" area that expresses Princetown's unique identity and rural character, as well as notifies visitors they are entering Princetown. This section of town abuts a busy area in Rotterdam that receives heavy car and truck traffic patronizing the Pilot truck stop, filling station, and convenience stores. Oftentimes, congestion in this area negatively impacts Princetown residents traveling to and from home. Conflicts between Schalmont School traffic and the effects of increasing industrialization and commercialization along Route 7 in Rotterdam are becoming more apparent. Zoning in Princetown that allows high intensity truck uses such as warehousing and trucking terminals are not appropriate for this area as the potential for exacerbating already existing problems is great. While Princetown residents experience much of the adverse traffic impacts of this area, the Town receives little economic benefit from these activities due to the lack of stores, restaurants, or similar convenience establishments located in Princetown. Careful zoning actions by the town to encourage development of a town gateway in this area of Princetown that also takes advantage of the economic activity already occurring next door in Rotterdam, yet discourages less desirable industrial and heavy commercial uses that lead to additional traffic problems, could be a welcome enhancement to the Town. Princetown lacks small retail businesses and social gathering areas for residents; creating new zoning districts or modifying the current commercial zoning and the permitted uses within those zones to establish hamlet/gateway areas in the town could encourage new, more desirable economic development in locations such as the entrances to Princetown along Route 7 and Route 20.

In 2006, a committee of Princetown residents appointed by the Town Board made recommendations for future Route 7 economic development based on a town wide survey and visual observations. Residents responding to the survey indicated a preference for mixed use along the Route 7 corridor that included commercial, residential and farm uses. Where appropriate, cluster zoning was recommended to enhance and protect open space and promote harmonious development. There was

a desire for development that fit with current businesses and residential homes, and avoiding overdevelopment. It was recommended that traffic, noise and tax implications be considered in planning and zoning in the corridor. Protection of the town's wellhead was considered paramount. A scenic area where Route 7 crosses the Normanskill Creek and its associated valley was identified by the committee and it was recommended that it be preserved in its natural state. The committee urged the town board to consider creation of mixed use zones where appropriate. Mixed use zoning can provide benefits, but care must be taken to avoid incompatible uses when creating the zones and determining allowable uses within those zones.

Also, a "Route 20 Land Use and Transportation Study" was completed in November 2008, which proposed future land use and transportation improvements along a four-mile segment of Route 20 in the towns of Princetown and Guilderland. A number of recommendations were made including the concept of nodal development, strengthening of gateway areas, and actions for enhancing the Gifford hamlet area.

SECTION 7. POPULATION

7.01 *Introduction*

This section examines the characteristics of Princetown's population. Data are traced back over 20 years in order to evaluate trends of growth over time. Comparisons of past, current and projections of future growth are considered.

An evaluation of population growth trends offers an indicator of likely future population characteristics necessary to help the Town plan for the mix of services it may be required to offer to meet future demands and needs. This information also helps to identify factors likely to influence the changing social and economic make-up of the Town.

The two primary sources of information used to construct population estimates and projections are natural growth (the net difference between births and deaths) and migration. Given the aging population of the Capital District's four-county region and the region's historic lack of in-migration, regional population would be expected to decline over the next 20 years. For instance, between 1990 and 2000, the region experienced a net loss of 26,521 taxpayers and dependents, or an average decline of 2,652 each year. However, recent population projections provided by the Capital District Regional Planning Commission (CDRPC) assume that regional economic development efforts such as the Tech Valley Initiative will prove effective and result in an increase in net migration and regional growth of approximately 0.3% per year. Current trends seem to support this assumption with positive growth in regional net migration between 2001 and 2003 for the first time since 1990. Between 2001 and 2003, the region had an increase in net migration of 5,632 taxpayers and dependents, or an average of 1,877 per year. During these three years Schenectady County had a net increase of 512 taxpayers and dependents. More recent trends since 2006 have been decreases in net migration in Schenectady County with a loss of 567 taxpayers and dependents over the four years from 2006-2009.

7.02 *Population Trends*

Population growth in the Town has followed the regional trend of a decline in population of the region's cities, robust growth in the suburbs, and moderate growth in rural areas such as Princetown. Over the 10 years from 1990 to 2000 the Town's population grew approximately 5% (101 persons)

(Table 6) while Schenectady County's population decreased by approximately 2%. However, by 2010, Princetown's population had decreased slightly from the 2000 total (Table 6), while the County increased by about 6%, with most of the growth occurring in the City of Schenectady and the larger towns.

Princetown is basically a rural residential community with workers commuting to jobs in other communities. As a result, growth trends in the Capital District will continue to have an important impact on the Town's future. If the region's population stagnates or declines, growth will be tempered in Princetown. The Town's population projections provided below (Table 6) are based on a moderate regional growth scenario as projected by the Capital District Regional Planning Commission (CDRPC). Projections also show that the number of households is expected to increase from 826 in 2010 to 970 in 2050, an increase of 17%. During this same time frame, the CDRPC projects the number of persons per household to continue to decline from 2.54 to 2.43.

Table 6. Actual and predicted town population change (1980 – 2040).

| Year | 1980 | 1990 | 2000 | 2010 | 2020 | 2030 | 2040 | 2050 |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Population | 1,804 | 2,031 | 2,132 | 2,115 | 2,228 | 2,317 | 2,366 | 2,367 |
| Change (%) | | 12.6 | 5.0 | -0.8 | 5.3 | 4.0 | 2.1 | 0 |

Source: Capital District Regional Planning Commission

7.03 Regional Population Growth

From 1950 to 2010, the Capital District population increased from 589,359 persons to 837,967 persons, a net increase of 248,608 or 42%. During this same period, the fastest growing county of the region's four counties was Saratoga, which grew from 74,869 persons in 1950 to 219,607 persons in 2010, a net increase of 144,738 persons or 193%. Since 1950, Saratoga County has accounted for 58% of the region's population growth. During this 60-year period, Albany County's population increased by 27% (64,818 persons); Rensselaer County's by 20% (26,822 persons); and Schenectady County's by 9% (12,230 persons).

In the period between 1980 and 2000, Saratoga County accounted for nearly 90% of growth in the region. This growth rate has lessened considerably, with growth in Saratoga County accounting for 43% of the total area's growth between 2000 and 2010. According to the 2010 census, the period between 2000 and 2010 saw the entire Capital District population increase by 43,674 persons or 5.5% while Schenectady County's population increased by 8,172 persons, or 5.6%, after a decline the previous decade of 1.8%. Population growth in the region continues to be somewhat lower than the national rate where during this same census period, the U.S. population increased by 10%.

The CDRPC projects a net population gain for the Capital District of 6.8% (57,045 persons) and 33,333 households between 2010 and 2050. While about 60% of the growth will be in Saratoga County, the Town of Princetown's population is projected to grow 12% (251 persons) from 2010 until 2040, or an average of approximately 8 persons per year, then level off by 2050. The number of households is projected to increase by 144 over the 40 year period, for an average of approximately four per year. Schenectady, Albany and Rensselaer Counties are all projected to grow at about 6% between 2010 and 2050. Schenectady's moderate growth is projected to occur mostly in the towns of Niskayuna, Glenville, and Rotterdam.

Besides regional economic development, the energy situation could also affect the Town's growth. Since most residents commute greater than average distances to work by automobile, any significant change in commuting costs could affect residential development within Princetown. According to the 2010 Census, mean travel time to work is 26.3 minutes, with 32% of town residents commuting 19 minutes or less to work and 68% driving 20 minutes or more (Table 7). These commuting times are somewhat higher than the County wide average where 48% of residents have a 19-minute drive or less and 52% drive 20 minutes or more. If gas prices continue to rise, commuting distances may dampen housing demand in the Town.

7.04 Age Composition

Table 8 compares age composition for Princetown's population to that of Schenectady County for 2010 and predicted for 2030. The figures reveal that the proportioned size of the various age groups in Princetown roughly mirrors that of the County for the time increments examined, although Princetown's population 45 years and older is about 10% higher than the County's both in 2010 and projected for 2030. The most significant observation appears to be that the population 65 years and older is projected to increase 111% (344 persons) in Princetown and represent 28% of the Town's population (up from 15% in 2010). Typical of the Capital District, the population is growing older.

Table 7. Travel time to work (percent of residents).

| Municipality | 19 min. or less | 20 min. or more |
|--------------------|-----------------|-----------------|
| Schenectady County | 48% | 52% |
| Princetown | 32% | 68% |
| Rotterdam | 49% | 51% |

Source: U.S. Census Bureau

School age population remained relatively stable from 1980 to 2000 (Table 9) despite an overall population increase during this time of 18% (328 persons). By 2010, the number of school-aged children in Princetown had dropped 19% from the amount in 2000. This decrease is disproportionate to the overall population decrease of <1% observed in 2010.

Table 8. Actual and predicted age composition of Princetown compared to Schenectady County (2010 - 2030).

| Age Range (years) | 2010 | | | | 2030 | | | |
|----------------------|------------|------|---------|------|------------|------|---------|------|
| | Princetown | | County | | Princetown | | County | |
| | No. | % | No. | % | No. | % | No. | % |
| Under 5 | 61 | 2.9 | 9,276 | 6.0 | 115 | 5.0 | 9,715 | 6.0 |
| 5 to 14 | 254 | 12.0 | 19,564 | 12.6 | 309 | 13.3 | 19,412 | 12.0 |
| 15 to 24 | 242 | 11.4 | 20,961 | 13.5 | 164 | 7.1 | 19,351 | 11.9 |
| 25 to 34 | 166 | 7.8 | 18,557 | 12.0 | 174 | 7.5 | 19,358 | 11.9 |
| 35 to 44 | 278 | 13.1 | 19,855 | 12.8 | 277 | 12.0 | 21,524 | 13.3 |
| 45 to 54 | 430 | 20.3 | 24,220 | 15.7 | 280 | 12.1 | 19,463 | 12.0 |
| 55 to 64 | 373 | 17.6 | 19,211 | 12.4 | 343 | 14.8 | 18,107 | 11.2 |
| 65 to 74 | 203 | 9.6 | 10,693 | 6.9 | 402 | 17.4 | 18,993 | 11.7 |
| 75 and over | 108 | 5.1 | 12,390 | 8.0 | 253 | 10.9 | 16,194 | 10.0 |
| Total | 2,115 | | 154,727 | | 2,317 | | 162,117 | |

Source: 2010 U.S. Census Bureau

Table 9. Actual school age (5-19 years) population change (1980 – 2010).

| Year | 1980 | 1990 | 2000 | 2010 |
|------------|------|------|------|-------|
| Population | 477 | 448 | 492 | 398 |
| Change (%) | | -6.1 | 9.8 | -19.1 |

Source: 2010 U.S. Census Bureau

7.05 Income Characteristics

According to the 2010 Census, median household income in town is \$78,077. This is 42% higher than Schenectady County's (\$55,188) and 35% higher than the Capital District's median household income of \$57,781. Such a relatively high median household income makes it difficult for the Town to qualify for many federal and state grant programs based on low/moderate income. Of the 808 households in the Town, only 42 (4.8%) had income in 2010 below \$15,000 compared to 6,495 or 11.1% of households Countywide.

7.06 Other Demographic Information

Table 10 summarizes demographic information about Princetown.

Table 10. Selected demographic characteristics of Princetown, 2010 census.

| General Characteristics | Number | % |
|-------------------------------------|--------|------|
| Population | 2,115 | |
| Male | 1,060 | 50.1 |
| Female | 1,055 | 49.9 |
| Under 10 years | 193 | 9.1 |
| 10-29 years | 448 | 21.2 |
| 30-59 years | 1,008 | 47.7 |
| 60 years and over | 466 | 22.0 |
| Median age (years) | 46.5 | |
| One race | 2,096 | 99.1 |
| White | 2,033 | 96.1 |
| Hispanic or Latino (of any race) | 21 | 1.0 |
| Black or African American | 8 | 0.4 |
| American Indian and Alaska Native | 8 | 0.4 |
| Asian | 26 | 1.2 |
| Some other race | 0 | 0.3 |
| Two or more races | 19 | 0.9 |
| Total Households | 826 | 100 |
| Married couples | 522 | 63.2 |
| With children | 176 | 21.3 |
| Without children | 346 | 41.9 |
| Single female head of household | 54 | 6.5 |
| With children | 17 | 2.1 |
| Without children | 37 | 4.5 |
| Single male head of household | 38 | 4.6 |
| With children | 12 | 1.5 |
| Without children | 26 | 3.2 |
| Single person living alone | 158 | 19.1 |
| Other non-family (2 or more people) | 54 | 6.5 |

Table 10 (continued).

| Social Characteristics | Number |
|---|---------|
| Persons aged ≥ 25 | |
| Education | |
| Less than high school diploma | 113 |
| High school graduate | 680 |
| Some college, no degree | 175 |
| Associate or Bachelor's degree | 491 |
| Graduate or professional degree | 186 |
| Civilian veterans (civilians aged ≥ 18) | 227 |
| Foreign born | 143 |
| Male, Now married, except separated (aged ≥ 15) | 546 |
| Female, Now married, except separated (aged ≥ 15) | 511 |
| Speak a language other than English at home (aged ≥ 5) | 159 |
| Economic Characteristics | Number |
| In labor force (aged ≥ 16) | 1,292 |
| Mean travel time to work in minutes (workers aged ≥ 16) | 26.3 |
| Median household income in 2010 (\$) | 78,077 |
| Median family income in 2010 (\$) | 88,107 |
| Per capita income in 2010 (\$) | 32,217 |
| Housing Characteristics | Number |
| Total housing units | 840 |
| Occupied housing units | 789 |
| Owner-occupied housing units | 674 |
| Renter-occupied housing units | 115 |
| Vacant housing units | 51 |
| Median value owner-occupied (dollars) | 216,000 |
| Median of selected monthly owner costs: | |
| With a mortgage (\$) | 1,697 |
| Not mortgaged (\$) | 565 |

Sources: 2010 U.S. Census Data SF1 Demographic Profile Summaries for Capital District at Capital District Regional Planning Commission (www.cdrpc.org) and American Fact Finder (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>)

SECTION 8. HOUSING

8.01 *Dwelling Mix*

Princeton's housing stock is predominantly comprised of owner-occupied single family dwellings. According to the 2010 Census, there are 840 housing units in the Town (Table 10), 80% of which are owner occupied, 14% are occupied by renters, and 6% are vacant. Of the occupied units, 50% of the

householders moved in between 1980 and 1999, while 30% moved in 2000 or later. Only about 20% of householders moved in earlier than 1980. Of the housing units, 80% are detached 1-unit structures, while the remainder is an attached 1-unit, 2-, 3-, or 4-unit structure (Table 11). In Princetown, 700 houses or 87% are single family homes and 12% are multi-family (Table 12).

Table 11. Number and type of housing units.

| Units in Structure | Number | Percent |
|---------------------|--------|---------|
| 1-unit, detached | 675 | 80.4 |
| 1-unit, attached | 25 | 3.0 |
| 2 units | 61 | 7.3 |
| 3 or 4 units | 42 | 5.0 |
| Mobile home | 37 | 4.4 |
| Total housing units | 840 | 100.0 |

Source: 2010 U.S. Census data.

Table 12. Housing types in Princetown compared to Schenectady County.

| Housing Type | Princetown | | Schenectady County | |
|---------------|------------|----|--------------------|----|
| | No. | % | No. | % |
| Single Family | 700 | 83 | 41,398 | 61 |
| Two Family | 61 | 7 | 11,905 | 18 |
| Three or more | 42 | 5 | 14,257 | 21 |
| Mobile Home | 37 | 5 | 423 | <1 |

Source: CDRPC Community Fact Sheet for Princetown: www.cdrpc.org/CFS.html.

8.02 Housing Value

According to the 2010 Census, the median value of owner-occupied housing units was \$216,000 in the Town and \$165,000 for the entire County. Median selling prices of homes in Princetown reached a high of \$269,500 in 2005. This value dropped to \$195,000 in 2012, following a trend of decreasing house selling prices experienced across most of the Capital District.

The mean selling price since 2004 ranged from about \$194,000 to \$280,000, and is typically the highest in the county except for the Town of Niskayuna. This number can be skewed by the limited number of sales in Town, however: 15 in 2005, 13 in 2006, 23 in 2007, 11 in 2008, 13 in both 2009 and 2010, 11 in 2011, and 21 in 2012. It may also reflect sales of predominantly new construction, which tends to be higher across the region. Nevertheless, the data appear to indicate that, like the rest of the County, housing in the Town is becoming increasingly expensive.

8.03 Housing Affordability

One method to determine affordability is to look at the ratio between the median value of a single-family house and median household income. Nationally, a ratio of 2 or less is considered to be affordable. The affordability ratio for Princetown is calculated as: \$216,000 (median value of homes in 2010, from 2010 Census data) divided by \$78,077 (median 2010 household income), or 2.76. This

figure is above the desired ratio of 2, but generally indicates housing is affordable for those earning average or higher household incomes.

8.04 *Housing Stock Expansion*

Between 1980 and 2012 the Town issued building permits for 291 housing units for an average of 9.1 per year (Figure 10). The period from 1985 to 1989 experienced the highest five year total where the Town averaged 18 units per year. During the most recent five year period from 2007 thru 2012, the Town averaged 6 units per year.

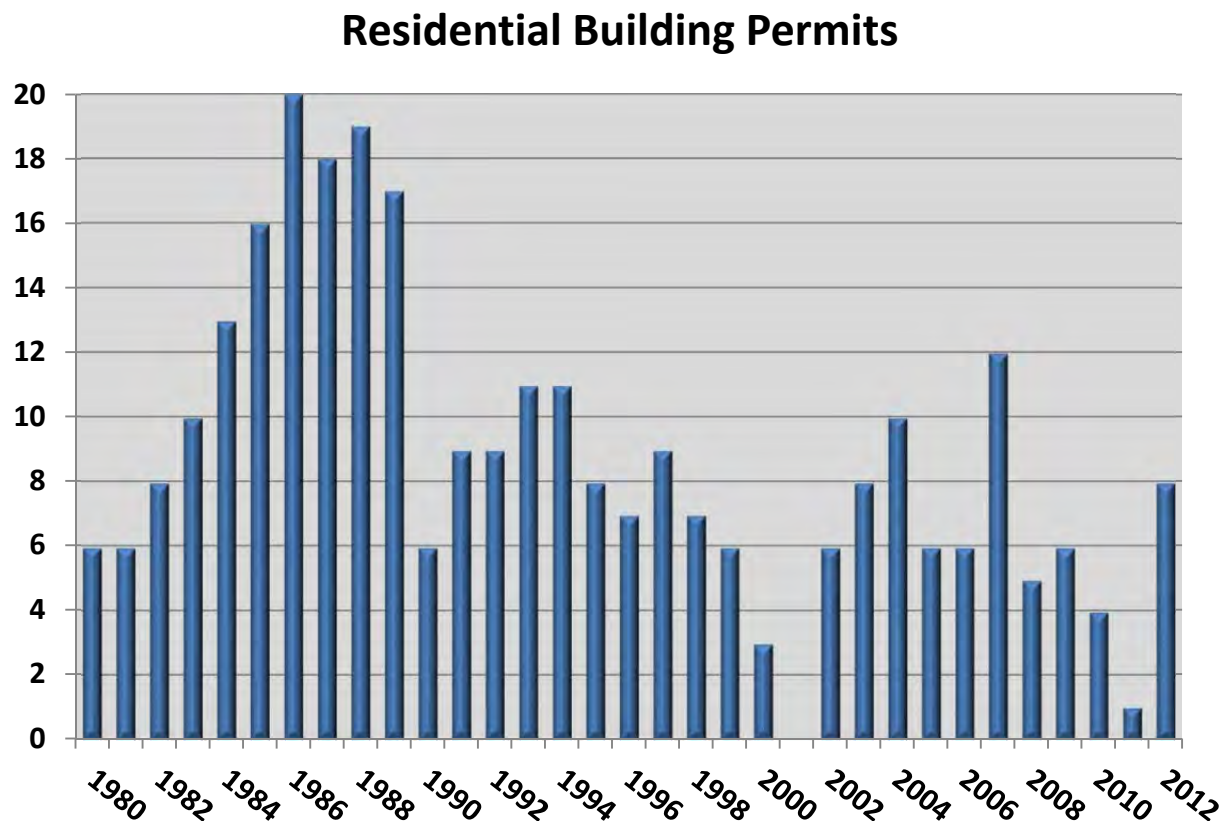


Figure 10. Residential building permit data (residential units per year). Source: Capital District Regional Planning Commission (www.cdrpc.org).

The majority of parcels in Princetown, about 60%, are four acres or less in size (Figure 11), another 26% are between five and 19 acres, and 6% are between 20 and 49 acres. However, there are 34 parcels between 50 and 100 acres, and 41 parcels greater than 100 acres. Sixty of the parcels greater than 50 acres are in the northern half of town and fifteen are in the southern half of town. About one-quarter of these large parcels are owned by non-residents. While only modest growth is projected for the Town, the high cost of real estate in the inner suburban towns and relative availability of large acreages in the Town may create increased development pressure in the future. Local development regulations implemented by Princetown and adjacent communities could also influence development patterns. If the regulatory environment is perceived as more burdensome in the inner suburban communities, development pressure may increase in Town. Likewise, if the Town provides increased flexibility in the type of housing permitted or further expands public water facilities, an increased rate of development may follow. However, given the current limitations on such municipal

infrastructure, development can probably be expected to remain at recent rates of approximately 5 – 6 units a year in the near term.

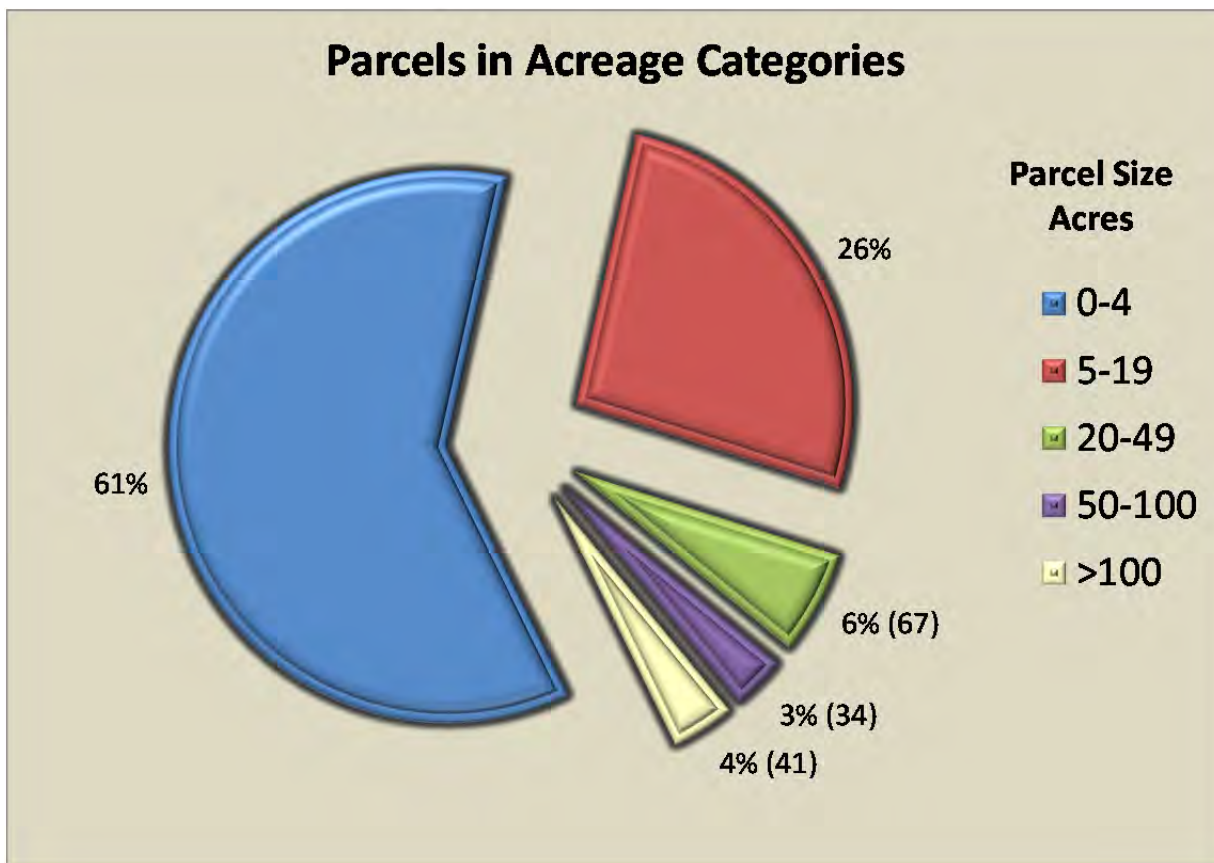


Figure 11. Distribution of parcel sizes in Princetown (source: Schenectady County Mapping System - www.simsgis.org).

SECTION 9. COMMUNITY FACILITIES

9.01 Introduction

Community facilities are the buildings, land, equipment and activities provided on the public's behalf by government and /or private organizations. These facilities are important components to the quality of life of a municipality. The demand for more and varied community facilities and services increases as population grows, old facilities become outmoded and living standards and public expectation rise. Princetown's relatively small number of residents and sparse population over its 24-square mile landscape do not support and currently do not demand the array of community services traditionally offered in more urbanized municipalities (see Appendix A: **Community Properties Map**).

9.02 Fire Services

There are four volunteer fire companies that provide services in the town of Princetown: Plotterkill, Pattersonville, Duanesburg, and Rotterdam District 5 (Appendix A: **Fire District Map**). Fire protection districts are formed in accordance with the provisions of the New York State Town Law (Article 11, Section 184 1932, c. 634). The number of members in each company and the calls

responded to in 2007 are shown in Table 13. Needs reported by the fire companies include: advanced life support for medical calls, ambulance funding to assist local ambulance corps, medical fly car, and pulse oximeters. Concerns and issues expressed by fire companies include: it is becoming increasingly difficult to provide quality service at reasonable cost; building and sanitary code violations are not always adequately addressed by the Town; and the Town should consider implementing driveway access standards for new construction.

Table 13. Fire companies serving Princetown, member numbers and call responses as reported by each company (2007).

| Company | Members | Calls for 2007 | % Medical | % Fire | % Non-Fire ¹ |
|-------------------------|---------|----------------|-----------------|--------|-------------------------|
| Plotterkill | 32 | 128 | 40 | 20 | 40 |
| Pine Grove ² | 35 | 168 | 26 | 1 | 63 |
| Pattersonville | 25 | 129 | 60 ³ | 40 | |
| Duanesburg | 33 | 126 | 34 | 10 | 56 |

¹Includes rescue, car accidents, car fires, false alarms, brush fires, wires down, pump-outs, mutual aid, hazmat.

²District is spread over three towns - Rotterdam, Guilderland, and Princetown.

³Includes auto accidents.

9.03 Public Water Supply

The Town of Princetown has one public water district, established in the summer of 2001 (see Appendix A: **Water District Map**). Since that time, six extensions have been constructed within that water district. The system has two drilled wells along Route 7 approximately 45 feet in depth with a design capacity of 187,000 gallons per day and 130 gallons per minute. Treatment consists of chlorination using liquid sodium hypochlorite. The distribution system has two storage facilities, an elevated tank at the end of Reutter Drive and another on Settles Hill Road. Currently there are approximately 283 service connections with an average daily use of 40,000 to 60,000 gallons per day. All areas outside this water district are served by private water wells.

9.04 Police Services

The Town does not maintain a police department. Princetown relies on either the County Sheriff's Department, located in the City of Schenectady, or the New York State Police. A sub-station of Troop G of the State Police is located on State Route 7 in the Town of Princetown.

9.05 Recreational Facilities

There are no publicly-owned recreational facilities in Princetown. However, in the southern portion of the Town there are two privately-owned golf courses, the Briar Creek Golf Course on Pangburn Road south of the Normanskill and the Hillcrest Golf Club along Giffords Church Road (Rt. 406). Together, these two facilities encompass slightly over 200 acres.

The roads that wind over the varying topography that characterizes the Town offer excellent scenes of the landscape of the entire region. Certain points permit unrestricted views as far as the City of Albany to the east, the "Indian Ladder" escarpment of the Helderberg Mountains to the south and the foothills of the Adirondack Mountains to the north. Much of the woodland and open space agricultural areas that have typified Princetown for decades remain undisturbed today. These areas are important scenic resources.

9.06 Highways

Unlike its neighboring municipalities, Princetown does not operate a municipal highway department, as it has mostly county roads and few town roads. It contracts with Schenectady County to maintain virtually its entire municipal road network, with the exception of private roads that serve a number of residences throughout the Town. The following tables (Tables 14A – 14D) illustrate recent traffic counts on Federal, State and County highways and trends in traffic volume changes over specific roadway sections.

Table 14. Recent traffic counts for selected roads.

A. Traffic Volumes for NY Route 406 (Giffords Church Road)

| Segment Limits | Functional Class | Volume (AADT) | Count Year |
|--------------------------------|-----------------------|---------------|------------|
| US 20 to CR 103 (Pangburn Rd)* | Minor Rural Collector | 1,500 | 2005 |
| CR 103 to NY 158 [†] | Urban Collector | 1,600 | 2003 |

B. Traffic Volumes for NY Route 7 (Duanesburg Road)

| Segment Limits | Functional Class | Volume (AADT) | Count Year |
|--|--------------------------|---------------|------------|
| Schoharie County Line to NY 395 | Major Rural Collector | 1,600 | 2005 |
| NY 395 to US 20 | Major Rural Collector | 3,500 | 2005 |
| US 20 to I-88 Overpass [†] | Major Rural Collector | 5,800 | 2005 |
| I-88 Overpass to CR 103 (Pangburn Rd)* | Major Rural Collector | 3,300 | 2004 |
| CR 103 to I-88 Ramps [†] | Minor Urban Arterial | 3,300 | 2004 |
| I-88 Ramps to NY 337 (Burdeck St) | Principal Urban Arterial | 14,800 | 2002 |
| NY 337 to NY 159 | Principal Urban Arterial | 13,200 | 2005 |

C. Traffic Volumes for NY Route 159 (Mariaville Road)

| Segment Limits | Functional Class | Volume (AADT) | Count Year |
|--|-----------------------|---------------|------------|
| NY 30 to NY 160 | Major Rural Collector | 500 | 2003 |
| NY 160 to CR 111 (Weast Rd) [†] | Major Rural Collector | 1,700 | 2003 |

| | | | |
|------------------------------|-----------------------|-------|------|
| CR 111 to CR 54 (Putnam Rd)* | Major Rural Collector | 2,900 | 2004 |
| CR 54 to NY 337 (Burdeck St) | Minor Urban Arterial | 3,100 | 2003 |

D. Traffic Volumes for I-88

| Segment Limits | Functional Class | Volume (AADT) | Count Year |
|---|------------------|---------------|------------|
| Schoharie County Line to Exit 24 (NY 7/US 20) | Rural Interstate | 14,100 | 2005 |
| Exit 24 (NY 7/US 20) to Exit 25 [†] | Rural Interstate | 14,200 | 2004 |
| Exit 25 to I-90 (Exit 25A) | Urban Interstate | 19,500 | 2011 |

*All of segment is in Princetown.

[†]Part of segment is in Princetown.

Key

Segment Limits: Describes the portion of road that was sampled for traffic volumes.

Functional Class: Describes the type of classification given to each road based on roadway characteristics such as width and design as well as location.

Volume: The 2-way traffic count taken at that location. AADT stands for Average Annual Daily Traffic.

Count Year: The year the traffic count was completed.

*Segment largely or wholly in Princetown.

[†]Part of segment is in Princetown.

Table 15 describes trends in traffic volumes over various sample periods. Most roadway segments have remained flat or trended downward slightly over the past decade, while two sections of NY 159 outside of Princetown have trended up slightly. Both sampled sections of I-88 have seen increases in volume since the late 1990s.

Table 15. Trends in annual average daily traffic (AADT) in the Princetown area.

| Route | Segment | Count Year | AADT Volume | General Trend |
|--------|--|------------------------------|-----------------------------------|---------------|
| NY 160 | Montgomery County Line to Sterling Rd [†] | 2011 2010 2006 | 430f 440 460 | Flat |
| NY 160 | Sterling Rd to end of Rt. 160* | 2011 2008 2007 2004 | 610 530 690 680 | Down |
| NY 159 | Rt. 30 to Junction Rt. 160 (Town of Duanesburg) | 2011 2010 2007 2003 | 690f 690 420 480 | Up |
| NY 159 | Rt. 160 (Town of Duanesburg) to Weast Rd (Princetown) [†] | 2011 2010 2007 2003 | 1,310f 1,310 1,310 1,700 | Flat |

| Route | Segment | Count Year | AADT Volume | General Trend |
|--------|---|------------------------------|---------------------------------------|---------------|
| NY 159 | Weast Rd (Princetown) to Putnam Rd (Town of Rotterdam) [†] | 2011 2008 2004 2001 | 2,120 2,550 2,840 2,750 | Down |
| NY 159 | Putnam Rd to junction Rt. 337 (Burdeck St.) (Town of Rotterdam) | 2011 2006 2003 2000 | 3,300 2,540 3,120 2,980 | Up |
| NY 7 | From Route 20 to 1 st I-88 (Town of Duanesburg) | 2011 2008 2005 2002 | 4,740 5,100 5,840 5,150 | Down |
| NY 7 | 1 st I-88 to 2 nd I-88 [†] (ramp)* | 2011 2010 2006 2004 | 3,190f 3,190 3,710 3,280 | Down |
| I-88 | Schoharie Cty Line to Rts 7/20 (Town of Duanesburg) | 2011 2005 2002 1999 | 14,560f 14,140 12,450 11,840 | Up |
| I-88 | Rt. 7/20 to Rt. 7 Access* | 2011 2004 2001 1998 | 14,710f 14,220 15,140 14,210 | Up |
| NY 406 | Route 20 to Pangburn Rd* | 2011 2009 2005 2002 | 1,130f 1,140 1,480 1,390 | Flat |
| NY 406 | Pangburn Rd to Rt. 158 [†] | 2011 2006 2003 2000 | 1,480f 1,510 1,570 1,330 | Flat |

*Segment largely or wholly in Princetown.

[†]Part of segment is in Princetown.

f = forecast from most recent data

Source: 2011 Traffic Volume Report for New York State, NYSDOT. Available:

<https://www.dot.ny.gov/divisions/engineering/technical-services/hds-respository/Traffic%20Data%20Report%202011.pdf> (Accessed 11 Nov 2012).

9.07 School Districts

The Duanesburg Central School District and the Schalmont Central School Districts serve the Town of Princetown. Since 2004, Duanesburg's enrollment rates have been relatively steady while those in Schalmont have decreased.

Tax Equalization rates seek to measure the relationship of locally assessed values to an ever-changing real estate market. Each year, New York State calculates equalization rates for the Town. Equalization is necessary in New York State because: (1) there is no fixed percentage at which property must be assessed; (2) not all municipalities assess property at the same percentage of market value; and (3) taxing jurisdictions, such as most school districts, do not share the same taxing

boundaries as the cities and towns that are responsible for assessing properties. There would be no need for equalization if all municipalities assessed all property at 100% of market value every year.

Aside from apportionment of taxes among municipal segments of school districts and counties, and distribution of State Aid for Education, some of the less recognized uses of equalization rates include:

- establishment of tax and debt limits;
- allocation of costs, such as for jointly operated hospitals among participating localities or an injury to a volunteer firefighter, among others;
- determination of state assessments (special franchise) or approval of local assessments (state-owned land);
- determination of ceilings (railroad and agricultural values) and exemptions;
- determination of level of STAR exemptions;
- apportionment of sales tax revenues and joint indebtedness; and
- as evidence in court proceedings on the issue of assessment inequity and small claims assessment review hearings.

An equalization rate is the State's independent measure of a municipality's overall Level of Assessment (LOA). LOA is simply the percentage of full value at which properties are assessed within a community. For instance, an LOA of 50% would indicate that assessments are at half of the market value; an LOA of 100% represents a community that is assessing at full value.

The State Office of Real Property Services computes equalization rates by dividing the total assessed value (AV) of taxable real property by an estimated total market value (MV) of the property in a municipality. The municipality determines the AV; the MV is estimated by the State. By law, the rates are used to apportion taxes in taxing jurisdictions that cross municipal boundaries. If analysis indicates that, due to market changes, there is a need to adjust from the prior year either the stated LOA or the assessments, but no action was taken by the assessor, the State equalization rate may differ from the locally stated LOA.

The 2010 equalization rate in Princetown was 32.25. This compares to Rotterdam at 100.00 and Duanesburg at 31.45. Princetown's equalization rate decreased for years: in 2008 it was 28.43, in 2005 it was 41.80, in 2000 it was 49.96, and in 1990 it was 79.90. A falling equalization rate means that market values are rising faster than assessed values. However, since 2009, Princetown's rates have increased slightly, meaning that market values have decreased in relation to the town's assessed values. Rotterdam is at full market value as it completed a revaluation in 2007; Princetown has not done one since 1981.

In order for a school district to fairly distribute its property tax levy (the total amount of school taxes to be collected), the levy needs to be divided in proportion to the total market value of each municipal segment. This allows for an equitable distribution of taxes based upon the market value of each municipality or segment.

In Table 16, for example, School District AB needs to raise \$1 million through property taxes (thus, a levy of \$1 million). The district contains all of Town A and all of Town B. Each town has a total assessed value of \$10 million. If the \$1 million tax levy simply were allocated on the basis of the assessed values, the taxpayers in both towns would evenly split the levy, with each town paying \$500,000. However, through the equalization process, the state determines that the two towns have different levels of assessment. Town A has an equalization rate of 33.33 and Town B has an

equalization rate of 50.00. Towns A and B can be compared for the purpose of dividing the \$1 million school district tax levy between them.

Table 16. Example of determining equalization rates.

| | Town A | Town B |
|--|--------------------|--------------------|
| Assessed Value (AV) of each Town | \$10 million | \$10 million |
| Equalization Rate of each Town | 33.33 | 50.00 |
| Market Value of each Town | \$30 million | \$20 million |
| Market Value of School District AB = \$50 million | | |
| Percent of Market Value (and, therefore, percent of levy) for each Town | 60% | 40% |
| Tax Levy to be raised from each Town | \$600,000 | \$400,000 |
| Tax Rate for each Town (Tax Levy ÷ Assessed Value) x 1000 | \$60 per \$1000 AV | \$40 per \$1000 AV |

Town A is responsible for 60% (\$30 million ÷ \$50 million) of the full value in School District AB, and Town B is responsible for 40% (\$20 million ÷ \$50 million) of the full value. This means that the taxpayers in Town A will have to pay a total of \$600,000 (60% of the \$1 million tax levy) and those in Town B will have to pay \$400,000 (40% of the \$1 million tax levy). It is the change in a town's total market value, as reflected in the equalization rate, relative to the change in the market value of other municipalities in a taxing jurisdiction, such as a school district, that may cause a particular town's share of the tax levy to increase or decrease. If one municipality's market value increases, but all the other municipalities in the taxing jurisdiction increase to a larger degree, then the first municipality's share of the tax levy will decline.

Equalization rates and tax levies by municipality for the two school districts serving Princetown are shown in Table 17.

Table 17. Schalmont and Duanesburg school district tax levies (levy year 2010). Source: NYS Office of Real Property website (<http://orpts.tax.ny.gov/MuniPro/>).

| Municipality | <u>Schalmont</u> | | |
|--------------|-------------------|---------------|-------------------------------|
| | Equalization Rate | Tax Levy (\$) | School Tax Rate per \$1000 AV |
| Guilderland | 85.05 | 765,847 | 21.11 |
| Florida | 53.00 | 192,030 | 36.30 |
| Duanesburg | 31.45 | 1,947,488 | 57.51 |
| Princetown | 32.25 | 3,469,914 | 57.19 |
| Rotterdam | 100.00 | 22,224,721 | 19.43 |
| Total | | 28,600,000 | |

| <u>Duanesburg</u> | | | |
|-------------------|-------------------|---------------|-------------------------------|
| Municipality | Equalization Rate | Tax Levy (\$) | School Tax Rate per \$1000 AV |
| Charleston | 92.01 | 167,612 | 18.45 |
| Florida | 53.00 | 22,844 | 32.04 |
| Duanesburg | 31.45 | 6,645,607 | 54.00 |
| Princetown | 32.25 | 14,055 | 52.66 |
| Schoharie | 74.00 | 2,313 | 22.95 |
| Wright | 74.00 | 100,038 | 22.95 |
| Knox | 57.00 | 90,356 | 29.79 |
| Total | | 7,042,825 | |

9.08 Community Organizations

Active community organizations include the Hourglass Seniors, the Princetown Environmental Advisory Commission, and the Civic and Historical Committee.

SECTION 10. PUBLIC INPUT RESULTS

10.01 Citizen Survey Results

A town-wide citizen's survey was conducted in the spring of 2008. All landowners were invited to participate via the internet or a paper copy. There was a 24% return rate, which represented a statistically significant sample of the Town's population. The complete results of this survey are contained in a separate document, Appendix B, which is available upon request from the Town.

Profile of Survey Participants:

All areas of the Town were represented by survey participants with slightly more (35%) from south of Route 7 than other areas. The average number of years participants have lived or owned land in Princetown was 18.8 years with a median of 14 years. Sixty-one percent work outside of the Town – with more working outside of Schenectady County. About 24% of participants were retired. The majority (61%) were aged 41 to 65, with 22% over 65 years, and 17% between 21 and 40. The survey under-represents young people and young families with children at home. About 72% of survey participants do not have children under the age of 18 living at home with them.

Community Character:

Survey participants felt strongly (87%) that maintaining rural character in Princetown was an important objective (Figure 12). When asked how rural character is defined, people described a rural place as that with low density residential development mixed with farms and open spaces and having limited small business and low-impacting commercial uses. The character of Princetown today was described as beautiful, friendly, a nice place to live, rural, country, a small town, peaceful, and quiet.

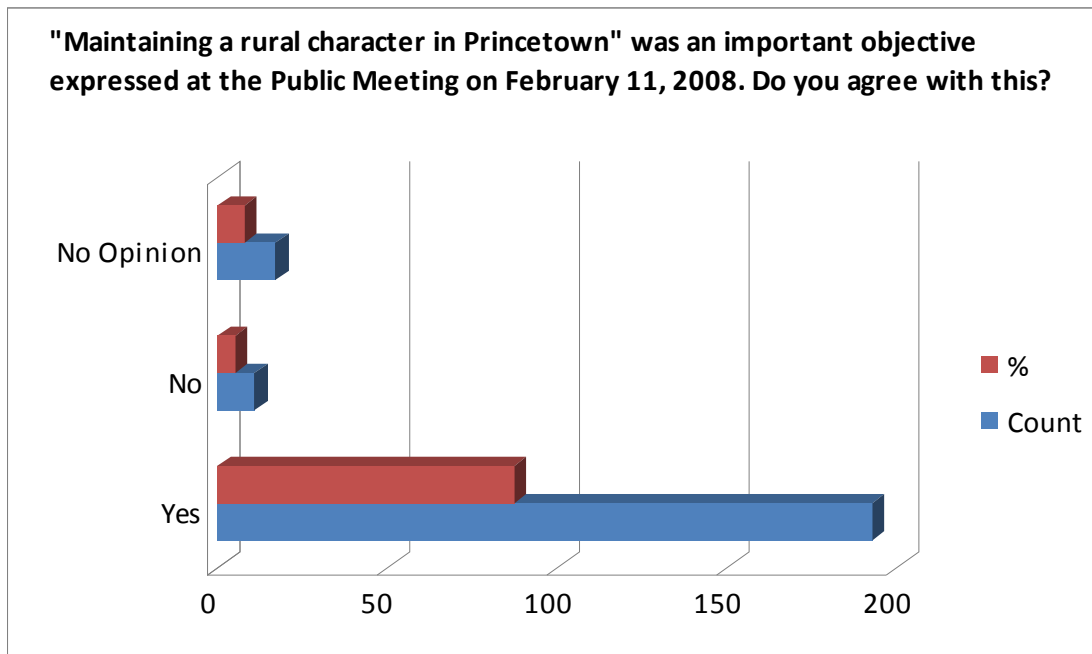


Figure 12. Survey response: maintaining rural character.

About half of the participants favored use of commercial design standards (Figure 13) and 54% said they would support efforts to preserve historic buildings and places. Kelly Station Tunnel, churches and cemeteries in Town, and historic farmlands and barns were considered to be among those historic places that should be preserved and protected. Sixty-six percent supported creation of a noise ordinance in Princetown. There seemed to be considerable support for alternative energy systems, especially solar panels (87% support). About 56% would support placement of 100-ft tall wind turbines on neighboring properties, and 49% would support wood-burning furnaces.

Agriculture/Open Space:

There was great support for town-sponsored conservation actions that would result in the permanent protection of open space, scenic views, active farmland, historic structures, and critical environmental areas (Figure 14). Eighty-three percent of participants endorsed conservation actions to protect active farmland. The other resources included in this question all enjoyed between 70% and 79% support for town-sponsored conservation actions. Favored tools to accomplish protection of these resources was through enhancing site plan standards and subdivision regulation, offering incentives to landowners to protect open space or agricultural lands, using other development standards to protect natural features, carefully siting placement of utility, water or sewer lines and roads, requiring buffers between new homes and existing farms, and adjusting lot sizes in Princetown's zoning districts (Figure 15).

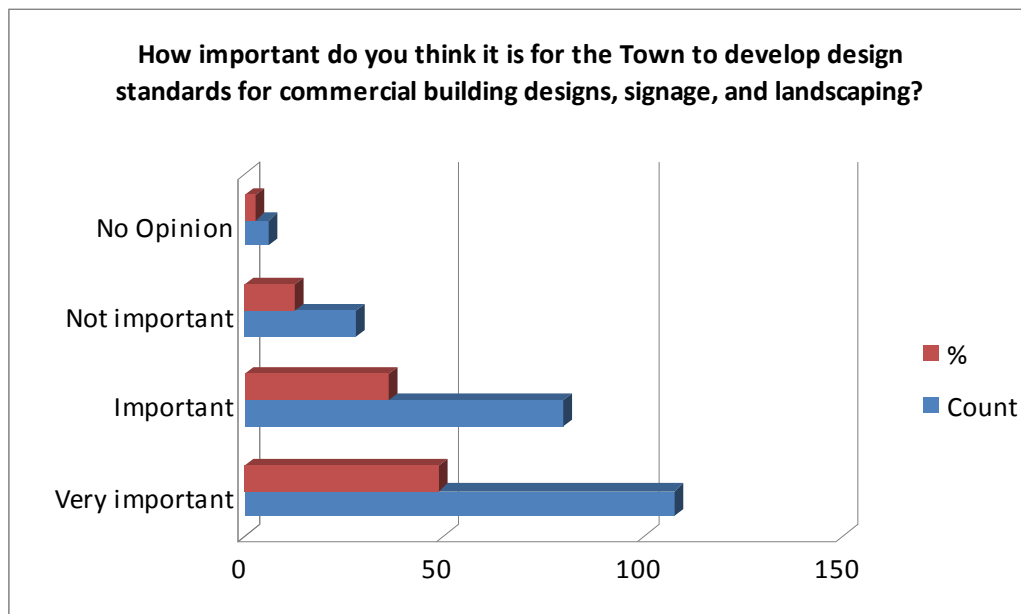


Figure 13. Survey response: support for design standards.

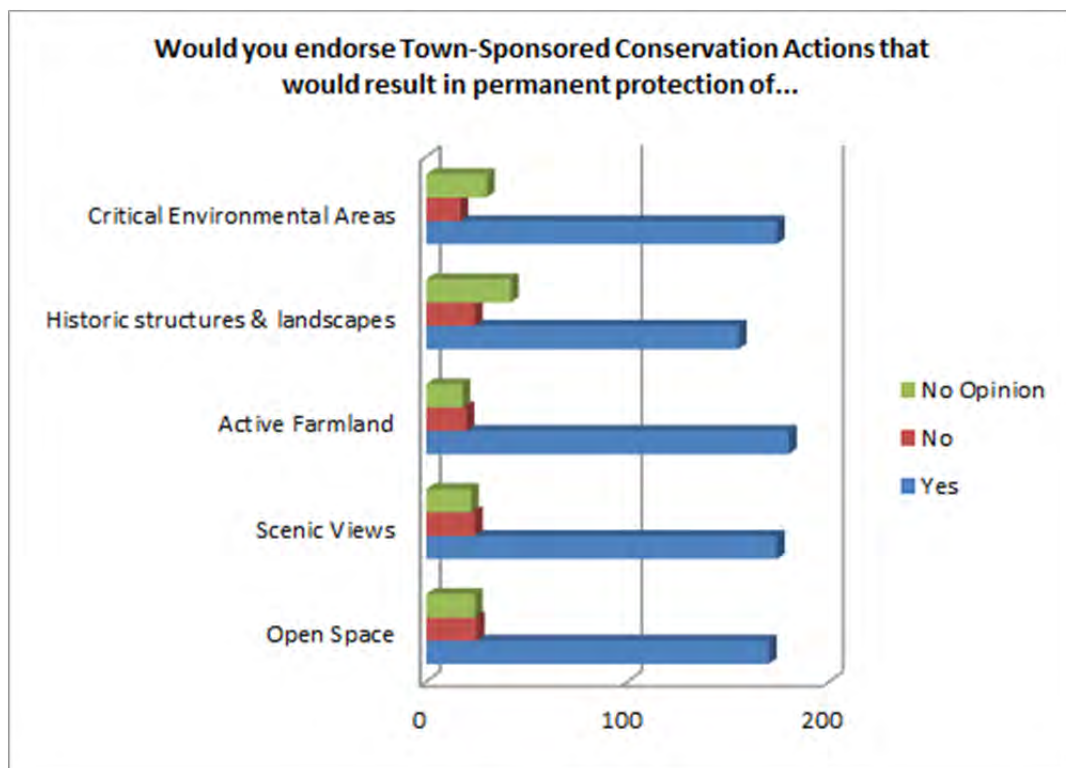


Figure 14. Survey response: support of conservation actions.

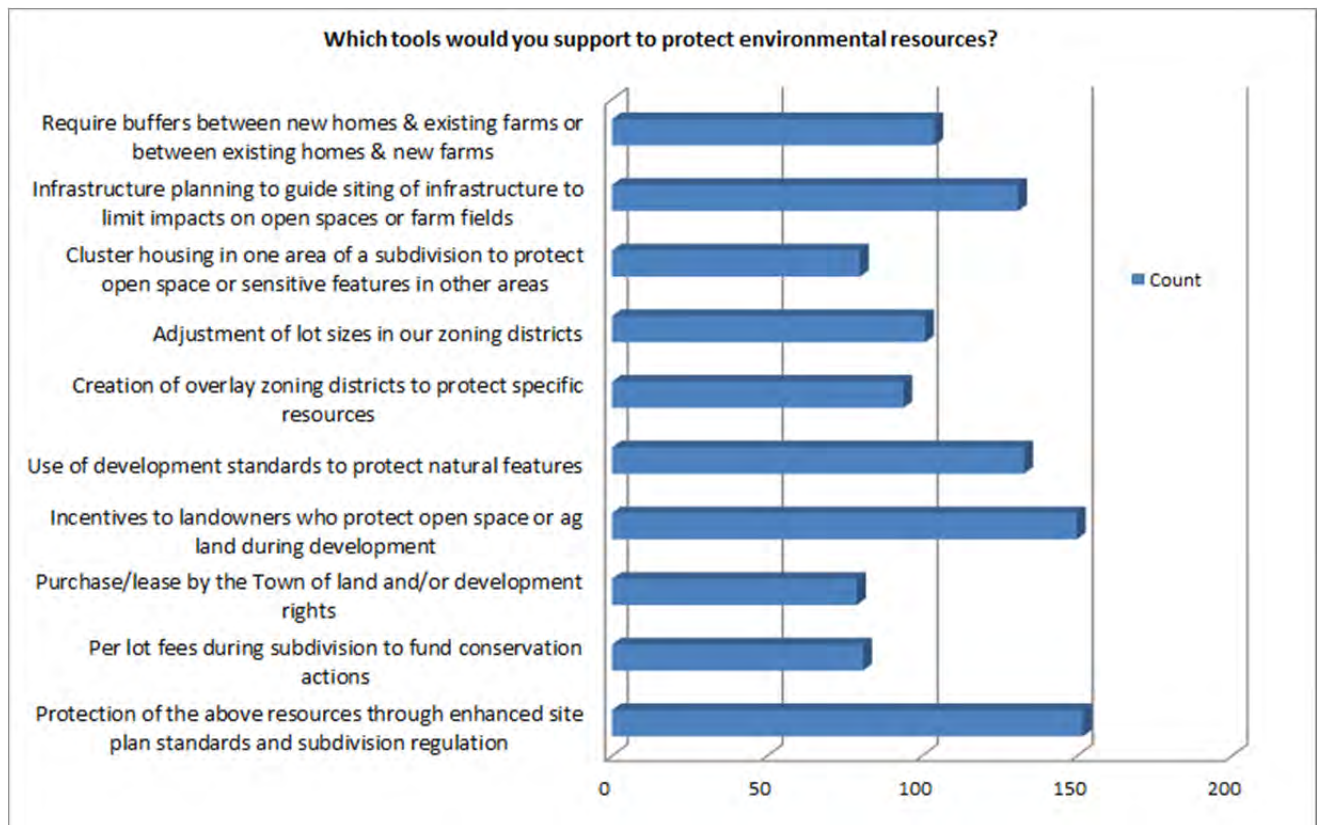


Figure 15. Survey response: tools to protect environmental resources.

Housing/Development:

About 35% of participants would like to see the population of Princetown stay about the same as it is now, 39% favored a slight increase while 23% favored a moderate increase, and 3% wanted to see the town population grow a lot. Participants did not feel there was much need to have more housing within Princetown for first time homebuyers, renters, seniors, or others with moderate incomes. However, senior citizen participants did have a much higher need for senior housing than people of other age groups.

About 45% of participants were concerned about development pressure south of Route 7. More telling however, is that 70% of those people who actually live south of Route 7 were concerned about development pressure. Many ideas were generated on how to handle these growth pressures but ideas most centered on having the Town require larger lot sizes, establish strict development standards, and setting stringent limits on development to maintain character and the environment to prevent the area from being overdeveloped.

Single-family houses were acceptable forms of housing for almost all participants in the survey. Senior citizen housing was acceptable to about 60% (Figure 16). Other forms of housing that had some support (about 50% of the participants) included duplexes, combining commercial and residential buildings in a hamlet setting, assisted living/continuous care facilities, and small (up to 5 units) subdivisions.

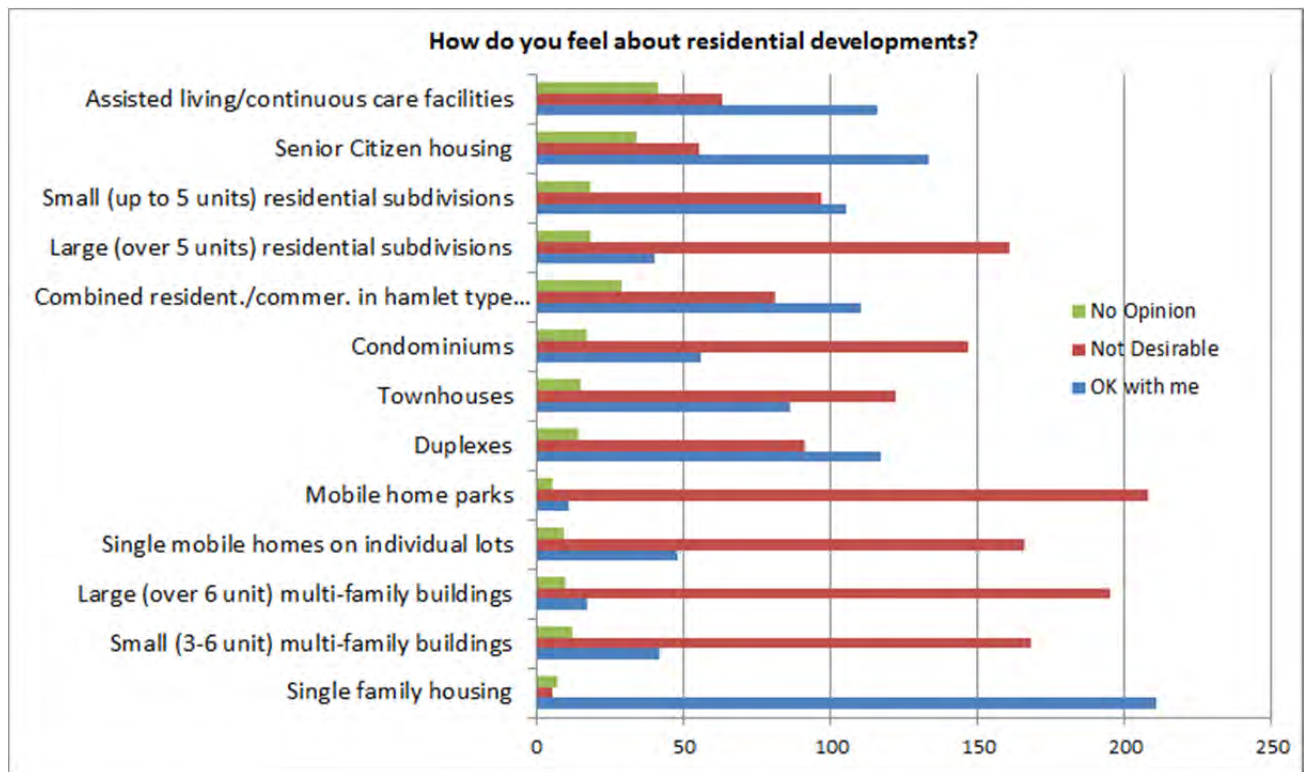


Figure 16. Survey response: support for various types of development in Town.

There was more consensus on what were not desirable housing styles in Princetown. Undesired types of housing included large (over 6 units) multi-family buildings, mobile home parks, small (3 to 6 unit) multi-family buildings, single mobile homes on individual lots, large (over 5 units) residential subdivisions, condominiums, and townhouses. The survey clearly showed more acceptance of Princetown being primarily a single family residential community with support for senior style housing opportunities.

Town Center:

The majority (61%) would support an effort to create a mixed residential/commercial town center in a hamlet-like setting. Route 7 near the Princetown Town Hall was the preferred location for such a development. In order to facilitate establishing this kind of development, more participants favored encouraging walking paths and parks as part of a new hamlet, establishing visual appearance guidelines and standards for building exteriors in this area, and attracting shops, stores, and small businesses to that hamlet area.

Recreation:

The survey explored interest in having a community center, more town parks/playgrounds, more recreational activities, and trails. There were mixed opinions about recreational needs. Participants were asked to rank the importance of each on a scale of 1 to 5, with 1 being the most important (Figure 17). Combining responses of “1”, “2”, and “3” shows that all recreational opportunities explored received 52% to 59% of participant support for them. Building walking, hiking and nature trails received the highest level of support, followed by a community center. Providing more recreational activities had less support than provision of actual facilities. Participants that do not have children living at home actually supported all these recreational opportunities more than families that have children living at home.

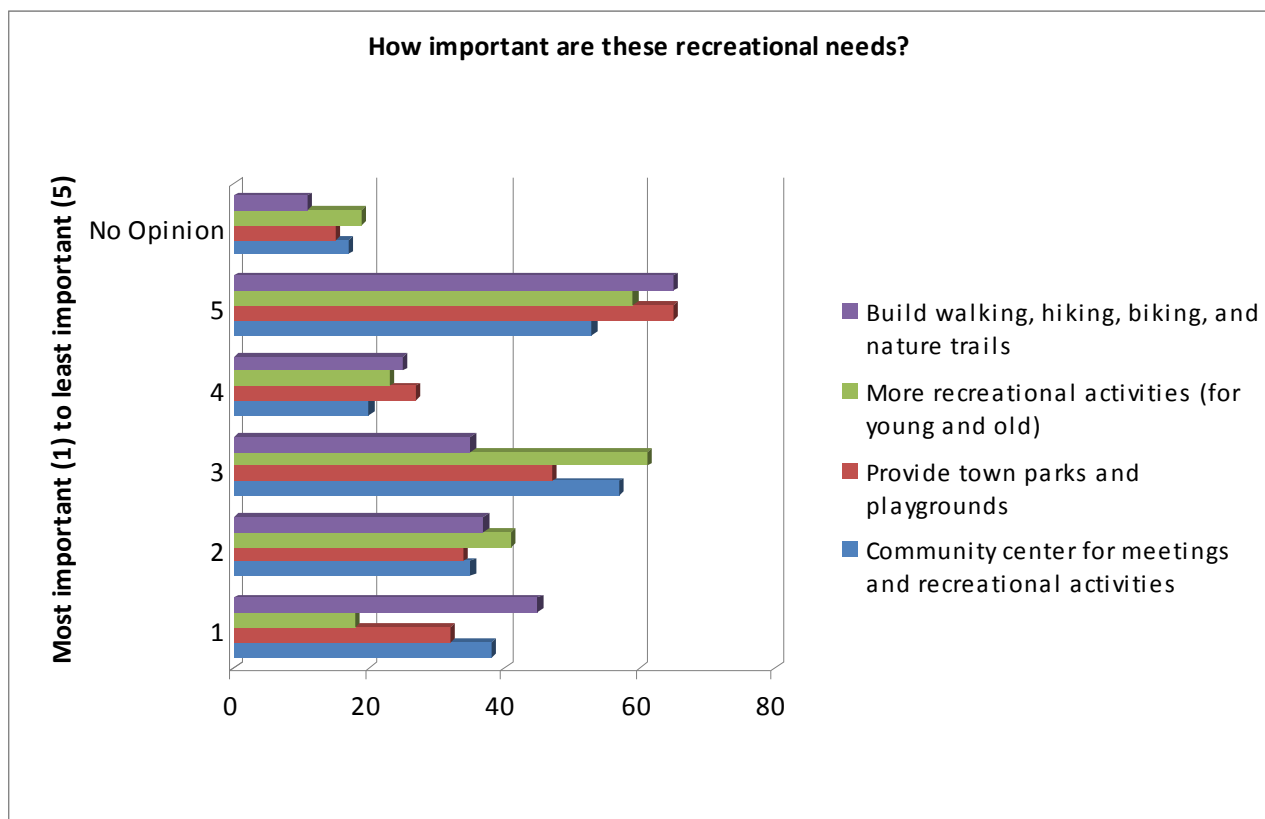


Figure 17. Survey response: recreational needs.

Commercial Development:

Forty-five percent felt that Princetown should develop programs to attract businesses (34% said “no”, and 22% had “no opinion”). There was stronger consensus however, on the type of businesses that would be appropriate in Princetown’s commercial zones: these included small retail stores and restaurants, service businesses like insurance agencies and banks, and “green” businesses. Many people included a grocery store as a real need in Town. Other large retail stores (big-box) and light industry/manufacturing had much less support. More people favored allowing buildings that could be a mix of commercial and residential than those that wanted a strict separation of these uses. A strong majority (64%) wanted to keep commercial activities to currently defined commercial zones in Princetown. There was little interest in encouraging commercial development in other parts of Town or in expanding existing commercial districts.

About 47% felt that the town should consider establishing sewer systems in the current commercial zones to encourage economic development, while 32% said “no”, and 21% had no opinion on this question. Sixty percent felt that wind farms should be considered as an option for commercial development however. About 30% of those who supported wind farm development also wanted to restrict commercial development to currently existing zoning districts.

Community Services:

There was general satisfaction with most town government services (Figure 18). More people were satisfied with hours of town hall operation, access to town officials, fire protection, police/law enforcement, and road maintenance than other services. Eighty-eight percent of participants were satisfied with road maintenance in town. Access to Town records, planning board, zoning board of appeals, property tax assessment process, and the Town website had less satisfaction, but more

participants having no opinion about these services. For example, 40% were satisfied with the planning board, 11% were not satisfied, but 49% had no opinion. The service having more people dissatisfied was communication about what is going on at Town Hall: 26% were dissatisfied with that.

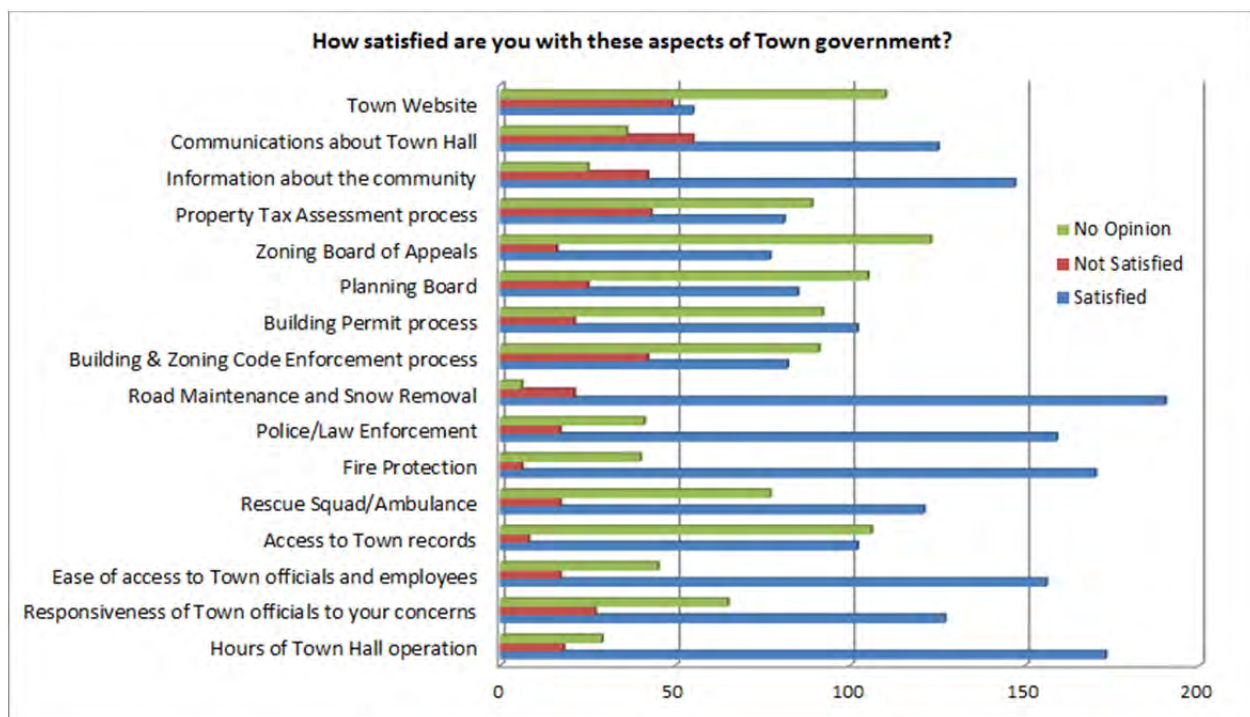


Figure 18. Survey response: satisfaction with Town government.

The survey explored things that the Town could pursue to enhance public services. Of ten services explored, only using alternative forms of energy in Town facilities and introducing alternate energy considerations into planning and zoning regulations were activities the majority of participants wanted to pursue. Most people did not want to pursue town trash service, creation of a Town police force, or installation of sidewalks, curbs and streetlights. There were about 40% to 45% of participants that supported providing subsidies to Town fire departments, sponsoring more community services and events, and providing more communication about what is going on in town. Thirty-seven percent supported expansion of public water services north of Route 7. However, a closer look at that data indicated that there was not much support for expanding water among those participants living north of Mariaville Road or south of Route 7. Most support for water expansion came from those living between Mariaville Road and Route 7.

Other Topics:

Traffic concerns and problems with pedestrian safety were identified at Pangburn Road and Route 7, and along Giffords Church Road, Kelly and Mariaville Roads, Duanesburg Road, and other Route 7 locations.

Highly valued characteristics about Princetown included its country setting, friendly atmosphere, quietness, rural character, open spaces, peaceful nature, privacy, safety, farms, and its small town feel.

Some common characteristics of Princetown liked the least included lack of a grocery store, distance to shopping, fighting and politics in town government, lack of public services such as water, taxes, and lack of enforcement. There was less consensus on features disliked.

Participants were asked to describe what they would like Princetown to be in 20 years. Common answers included rural, green, lots of open spaces, friendly, a nice community, peaceful, quiet, safe, farms, nice people, and recreation.

The survey asked people to indicate what issues should be addressed in the Comprehensive Plan. Although a wide variety of answers were given to this question, most related to future growth and development in town. There was keen interest in finding ways to allow the Town to grow in a smart way that preserves the rural character, open spaces, farms, and environment. Addressing water and sewer expansions was also a frequent comment with some people encouraging that to happen while others cautioned against it. Many felt that commercial business development was needed to enhance the tax base, but that they needed to be carefully developed and managed to preserve the other qualities of Town. Alternative energy was also of interest to many participants.

10.02 *Planning Workshop Results*

In winter of 2008, the Town of Princetown held a planning workshop for the community. Thirty-five people participated and worked together to identify positive and negative features of the Town, and to develop a vision for the future. See the separate document, Appendix B, for full results of the workshop. The information below summarizes the results of this public input:

Positive features of Princetown include:

- Rural atmosphere/small town atmosphere
- Green spaces
- Scenic views
- Beautiful countryside
- Freedom
- Friendly and nice community
- Good location in the Capital District and proximity to urban areas
- Quiet and peaceful
- Zoning
- No town taxes

Negative features of Princetown include:

- Too much development and development pressure
- Commercial development along Route 7
- Zoning does not meet the needs of the town
- Lack of town center
- Lack of public water supply
- Lack of convenience store
- Lack of business
- Motorized recreation
- Lack of walking and biking paths

- Lack of senior services and housing
- Lack of recreational opportunities
- Loss of farms and lack of preservation of open spaces
- High taxes
- Lack of communication with and about Town

Participants at the workshop developed the following list of ideas oriented toward protecting the positive characteristics of Princetown:

1. Rural conservation easements / buy development rights / zoning.
2. Small community zoning-restrictive (do not provide incentives for developments).
3. Stay with light industry and no incentives for developments.
4. Have zoning to keep rural atmosphere.
5. Have zoning to encourage commercial, but at the same time manage open spaces and development.
6. Public input and communication to elected officials to maintain character of the town.
7. Control growth through zoning.
8. Preserve open spaces and scenic views through zoning, regulation, and landowner compensation.
9. Restrict size of building lots.
10. Do not restrict personal freedoms such as lifestyle and property use.
11. Do not restrict property style.
12. Restrict dirt motor track from expansion.
13. Do not allow subdivisions.
14. Encourage private owners to conserve land to limit future developments.
15. Make buyers and sellers preserve green space.
16. Deed restrictions.
17. Get water supply to central part of town.
18. Management of development pressures residents and commercial.
19. Continue to control spending fees high enough to cover all expenses.

Participants at the Planning Workshop developed the following list of ideas oriented to improving the negative characteristics and issues facing Princetown:

1. Full time staff for planning / town clerk.
2. Cluster housing.
3. Enlarge (senior) facility in town hall.
4. Tax exemptions on agricultural operations/tax break on open space.
5. Make town officials aware of cost of services studies.
6. Improve existing roads, reduce speed limits, and look for a path (old railroad).
7. Tie into other path systems or trails.
8. Have advance knowledge of what is going on around town.
9. Interface with state on funding of planning.
10. Connect into town of Rotterdam's water works with neighboring towns.
11. Perform water supply study for different areas.
12. Update zoning laws for commercial zone (driveways).
13. See what other towns have done to preserve agriculture.
14. Control development through proper zoning.

15. Identify areas that are available for the type of development desired.
16. Try to concentrate commercial areas to form town center- leave other areas as open space.
17. Reach out to developers and business communities to see if they will come in.
18. Gather data to show businesses that it would be economically sensible to come here.
19. Be prepared to be able to decide what kind of development we want and don't want.
20. Identify wildlife areas and wetlands.
21. Restrict large developments.
22. Restrict motorized vehicle recreation.
23. Require a minimum of 1 acre to build.
24. Bring the water over to the other side of Rte 7.
25. Extend the water district.
26. Run pipes under the Kelly Station tunnel and uphill.
27. Build recreational facilities.
28. Town should purchase land for recreation / green space.
29. Encourage businesses to enter commercial zoned areas.
30. Tap into internet server from Rotterdam.
31. Continue zoning recommendations.
32. Develop vision for type of business and how to handle them.
33. Make a social committee to promote town events.
34. The town can send an email blast.
35. Contact town members to join email list or contact list for recent info about the town.

Participants at the planning workshop also developed vision statements for Princetown and outlined a specific set of characteristics that they would like to see in the future. Small groups of citizens worked together to accomplish this task and each table developed a separate vision statement. These are:

1. Maintain the rural characteristic of the town with special emphasis on retaining open spaces and farmland. Senior citizens will be able to afford to stay in town. Develop a pleasing attractive town that contains small businesses that meet the needs of residents such as small grocery stores, hairdressers, diners, and post offices. Have places like golf courses and additional recreational activities such as hiking, biking and walking trails. Have community involvement and opportunities for family activities. Continue having large lot sizes and discourage small dense development.
2. Princetown is a clean, healthy, and beautiful rural place. It will maintain a rural character while emphasizing good neighbors. It will have developed infrastructure as needed while keeping the town clean.
3. The town is an affordable place with a community center that is family oriented, but also brings town members together. A town that enhances the quality of life for families and individuals. Have limited development to keep a rural nature of town. Encouragement of businesses that support the community.
4. A town with mixed ages and friendly people. A maintained rural characteristic, but with managed development. An area with low taxes and a lot of recreation such as town parks. Also a commercialized area with small business, good roads, and a nice town center.
5. A town with some development and a constant commercial look with open spaces and farm land. A town with utility lines buried underground and water supply for everyone. A town

with great emergency service. A big town center with numerous recreational activities. A place where government participates and has a low tax rate.

6. Princetown is a town voted for first totally “green” town. It is a town with low pollution and small businesses that provide local services. A rural character with parks and open spaces. Build a town center for people to gather and participate in recreational activities and events. It a town where there is planned housing growth with an agricultural feeling and many farms. Princetown should be a place that there is something for everyone.
7. Princetown is a preserved rural community with clean air and wind power. A high quality of life with no crime. A town with regulated development with rural characteristics. A place with a lot of services and a town center. A place including a post office, a diner, small businesses, and senior citizen housing all with low taxes.

Common vision elements from above statements:

| The Princetown of the Future Will.... | # of Times Mentioned by Individual Participants |
|--|---|
| Maintain rural character/atmosphere | 18 |
| Have a town/community center | 12 |
| Have town parks and playgrounds | 11 |
| Maintain agriculture and farming | 10 |
| Have more recreational activities (for young and old) | 8 |
| Have more small businesses that support towns needs and services | 8 |
| Have nice, caring, and friendly neighbors | 7 |
| Have good water supply for the whole town | 7 |
| Have some commercial development blended with rural character | 7 |
| Preserve open land/space | 6 |
| Have a green community | 6 |
| Have low town taxes | 6 |
| Have senior housing | 5 |
| Preserve scenic land and views | 5 |
| Maintain low pollution in town | 5 |
| Build walking, hiking, and nature trails | 5 |
| Have controlled/low population | 4 |
| Make the town a low traffic area (no big trucks) | 4 |
| Have a town post office | 4 |
| Build biking trails | 4 |
| Have more volunteerism in town | 4 |
| A safe, no crime town | 4 |
| Have no dense development or large housing | 3 |
| More sidewalks and street lighting on main roads | 3 |
| A peaceful and quiet town | 3 |

Other elements mentioned by participants, but that were not as common:

| The Princetown of the Future Will.... | # of Times Mentioned by Individual Participants |
|--|---|
| Preserve wildlife | 2 |
| Wind power | 2 |
| More golf courses | 2 |
| More social opportunities (community events) | 2 |
| Town library | 2 |
| Town grocery store | 2 |
| More infrastructure | 2 |
| No above ground power lines | 2 |
| Affordable for seniors to stay in town | 2 |
| A senior center | 2 |
| Limit lot size law | 2 |
| Easy commute to Albany and other cities | 2 |
| More emergency service | 2 |
| Mixed age groups | 1 |
| A town day care | 1 |
| More community service participation | 1 |
| A wonderful school system | 1 |
| A community newspaper | 1 |
| Personal freedom | 1 |
| Restrict motorized recreation (ATV's, snowmobiles) | 1 |
| Close shopping | 1 |
| No subdivisions | 1 |
| Keep large lot sizes | 1 |
| Better sewage | 1 |
| More government participation | 1 |
| High attendance at town board meetings | 1 |
| Good roads | 1 |
| Beautiful entrance ways into town | 1 |
| More athletic fields | 1 |
| Town restaurant | 1 |
| Cross-country skiing trails | 1 |
| Town wireless network | 1 |

SECTION 11. TRENDS AND ISSUES FACING PRINCETOWN

The following list of trends and issues facing Princetown was developed from analysis of all public input and background data included in this plan such as demographics and maps. This list represents a summary of major trends of concern and outlines what the strategies and recommendations of the Plan must address.

1. The town's population will continue to grow at a steady and moderate rate but could increase significantly due to unforeseen development if projects such as Tech Valley and renewable energy projects stimulate development over the next 20 years.
2. Due to the limited amount of commercial land available in town and citizen desires to limit commercial development, Princetown will continue to primarily serve as a rural/residential community.
3. Schenectady will continue to experience residential development and growth in the western portions of the County. This growth will gradually create pressures to subdivide and develop land that has historically remained in open space and property no longer actively used as farmland in Princetown.
4. The Town is not currently planning to undertake the installation of a municipal sewer system. Therefore, growth that does occur will largely be tied to on-site natural characteristics and “carry capacity.”
5. Environmental protection, maintenance of our rural character and new growth will be balanced in large part by reliance on land use regulations, environmental review (SEQRA) and proper site and design review.
6. Population growth will lead to less and less open land being available in the town and any efforts to conserve recreation areas, green space and scenic views should be taken into consideration now and in the future.
7. As with the rest of the country, the population of Princetown will continue to age, increasing the need for senior services and housing, which, if not satisfied, may force some senior residents to relocate.
8. Because the municipal water system serves predominately the portion of Princetown south of Route 7, the availability, quality and quantity of well water will continue to limit growth in the remaining central and northern portions of Town.
9. Within areas served by the municipal water district there will be increased pressures for development and growth.
10. Demand for commercial services such as grocery stores, pharmacies, restaurants and other gathering places will increase, especially along the major traffic corridors in Town.
11. The Town lacks places where residents can gather casually, as they can in small towns that have hamlets/town centers, which include places to shop, eat and drink.
12. As energy costs continue to increase, the Town needs to encourage the use of sustainable, green energy sources.
13. The Town’s growth will create a need for increased emergency and security services.
14. The town must proactively institute changes to zoning regulations to effectively address public health, safety and environmental issues for future development in the community.

15. Ever-changing technology should be utilized to disseminate municipal information to residents.
16. Soil limitations for conventional septic systems means that new development may be limited and/or more expensive in order to meet septic requirements
17. Slopes of 15% or more exist and are not adequately protected.
18. Watersheds exist that are important to both water quality and water quantity and are critical habitats for wildlife and are largely unprotected.
19. The town should support conservation actions resulting in protection of agricultural lands and agricultural activities.
20. Piecemeal development of the town makes it harder to plan and results in disconnected growth that has cumulative effects that should be managed.
21. The Town is expected to have an increase in school-aged children which has implications to schools and taxes.
22. There is lack of recreational land and facilities in town.
23. Growth pressures from adjacent towns, especially Rotterdam will highly influence Princetown.
24. There are increasing traffic volumes on major roads in Town.
25. The public highly desires to keep Princetown rural, with open spaces, a clean environment, and low density development. Existing zoning does not establish a capacity that may be compatible with these goals.
26. Town regulations lack specificity to enable new commercial buildings to be of scale and design compatible with rural character.
27. a) The Town needs to enforce regulations in a consistent and comprehensive manner; and b) The Town needs to add specificity to its regulations to adequately control residential growth compatible with rural character and the desires of the community (note: for example establish deeper, variable front setbacks for maintaining rural character)..
28. There is a lack of regulatory and non-regulatory programs designed to encourage and protect agriculture (note: develop a monitoring/testing protocol to get better idea of actual capacity).
29. There is not a cohesive policy on public water expansion or future development of sewer systems.
30. The commercial zones in Princetown currently contain viable residential uses but do not allow for establishment of mixed uses. Also, the current commercial zones may allow uses that are too intensive for retail business zones, therefore the number of commercial zones may need to be increased and modified with the zoning taking into account the current uses, surrounding community character, traffic impacts in already congested areas, and the desire of Princetown residents to encourage establishment of businesses that benefit residents and fit the rural character of the Town. Also, Princetown lacks “gateway” and hamlet areas at its entrances that promote the Town’s unique character and welcome visitors to the Town. The Town currently has opportunities for encouraging economic development that is harmonious with the Town’s rural identity at its border with Rotterdam along Route 7 and on Route 20.

SECTION 12. VISION AND GOALS

12.01 Vision

Based on input received from the Citizen Survey and planning workshop, a vision statement has been developed to articulate the hopes and desires for the future Princetown. This future vision is:

Princetown is a clean, healthy, and beautiful rural place. Our community's character reflects our small town and rural heritage and includes preserved open spaces, farmland, a clean and "green" environment, a low density of residences, and limited commercial businesses. The town is an affordable place to live and continues to have no need for a town tax. We have services and facilities that allow senior citizens to be able to stay in Princetown. Princetown has a strong sense of community that emphasizes good neighbors and families. We have pleasing, attractive town centers/hamlets that allow for compatible mixed uses, and businesses and infrastructure to support them that are of a scale and design consistent with our rural character. Our business community is oriented to establishments that meet the needs of our residents such as small grocery stores, professional services, hairdressers, diners, and similar businesses. Our citizens enjoy a variety of recreational opportunities including hiking, biking and walking trails.

12.02 Goals

Goals serve as the general ends toward which planning efforts are directed. Goals are broad and begin to answer the question "how will the vision be implemented." Goals challenge the community to reach its full potential while remaining realistic and achievable.

| TOPIC | GOAL |
|-----------------------------------|---|
| Community Character | Preserve the rural character of Princetown. |
| Environmental Protection | Preserve and enhance the natural resources of the Town including but not limited to woodlands, wetlands, streams, open spaces, groundwater resources, wildlife habitats and other environmentally sensitive areas, and ensure that growth and development is sensitive to and compatible with the Town's natural environment. |
| Agriculture | Remain "farm friendly" by preserving farmlands and encouraging agricultural opportunities. |
| Cultural and Historical Resources | Preserve cultural and historical lands, structures, and activities that contribute to community character, identity, and sense of place. |
| Hamlet/Town Center | Establish one or more hamlet zones that strengthen our town's identity and quality of life and allow for compatible mixed uses. Establish gateway areas at primary entrances into Town. |
| Housing | Strive for housing that maintains the rural nature of the town and |

| TOPIC | GOAL |
|-----------------------------------|--|
| | meets the needs and special needs of residents. |
| Transportation | Encourage an efficient and safe transportation system that is consistent with the character of our town. |
| Recreation | Develop recreational and pedestrian opportunities. |
| Community Services and Facilities | Provide suitable and energy efficient community facilities to Town residents, and utilize shared services and consolidated facilities with adjacent municipalities when appropriate. |
| Business Development | Encourage businesses and services that are consistent with the rural character of the Town and that satisfy demonstrated local needs. Review the location of current commercial zones and consider re-zoning some areas to fit better with current uses and the desire of residents to promote businesses that are compatible with the character and needs of the Town. Also, adjust allowed and special uses in the various commercial zones so that they better align with community character and desires of residents. |
| Government | Develop and maintain cooperation, coordination, and mutually beneficial relationships with local, county, state, and federal units of government, and ensure open government and public participation in procedures used for resolving future issues. |

SECTION 13. STRATEGIES AND RECOMMENDED ACTIONS

13.01 *Community Character*

| |
|---|
| GOAL: Preserve the rural character of Princetown. |
|---|

A. Amend zoning, subdivision, and site plan regulations in town to strengthen the role community character plays in the review and permitting of new development.

1. Ensure that all Princetown's land use laws include purpose statements that detail the important role community character plays in the town. Community character was defined by the public during the public input phase of this project. Add a definition of community character into the land use laws to be consistent with this plan and include concepts used by the public such as: low density residential development mixed with farms and open spaces; small businesses clustered in commercial zones with more intensive uses located in industrial zones; creation of mixed use hamlet/town centers; absence of big-box stores and major developments; country setting, friendly and quiet, peaceful, private, safe, farms, and small town feel.
2. Incorporate procedures to evaluate visual impacts during review of major projects. When reviewing a major project, the Town's goal should be to protect visual resources and rural character. When any project has the potential to impact visual resources of importance to the Town, the Planning Board or Zoning Board of Appeals should:
 - a. Consider use of the DEC Visual Environmental Assessment Form during the SEQRA process to help evaluation of visual impacts;
 - b. Consider use of the NYS DEC Visual Assessment Policy as a model;
 - c. Require submittal of viewshed images associated with the project;
 - d. Determine the extent of visibility of the project;
 - e. Determine if the project will have a significant negative impact on the visual and aesthetic character;
 - f. Mitigate impacts.
3. Incorporate the following development standards in local land use laws to minimize impact on scenic resources from major housing and commercial projects and those projects that have the potential to significantly affect visual resources of importance to the Town:
 - a. Encourage siting of new structures in a manner that will least likely to block scenic views;
 - b. Encourage the use of screening, camouflage, low profiles, or downsizing visible structures;
 - c. Whenever possible protect mature trees and other unique features such as stone walls;
 - d. Promote commercial building design and siting that is consistent with historic and traditional architecture and development patterns in the area, including setbacks, building styles, scale, rooflines, and signage.

4. Consider putting less emphasis on use of a minimum lot size and instead regulating by use of average lot sizes. The overall density established in the zoning is much more important to meeting the town's community character goals than simply stating minimum lot sizes. Minimum lot sizes simply space out homes. Density establishes the overall number of new homes allowed. Establish a density measurement in zoning, and allow for an average minimum lot size (averaged over all new buildable lots on a parcel) similar to what currently exists in Tables 6.1-1, 6.1-2, and 6.3-1 of the Zoning Law. This method allows more open space to be created and offers flexibility of design and lot sizes. Figure 19 illustrates traditional subdivision layout using minimum lot sizes versus using an average density layout to achieve the same number of houses while preserving valuable natural features as open space.
5. Subdivision and site plan review should pay more attention to site disturbances and siting of structures during project review to protect the environment, promote open space, and development that is consistent with rural character. Consider including:
 - a. Require variation in setbacks and lot sizes to eliminate the appearance of standardized suburban subdivision lots;
 - b. Site new structures that preserve scenic views whenever possible;
 - c. Encourage planting of trees wherever possible;
 - d. Protect historic resources.
6. Establish in zoning anti-monotony standards for commercial development design standards to ensure new buildings are built in a manner consistent in scale and design to the character in Princetown. Anti-monotony standards are those that prevent each building from looking exactly like the neighboring structure.
7. Consider adjusting the commercial districts throughout town to specify nodes of alternate zoning to prevent strip development. Land that is between nodes should be low density residential districts of GR-4 or GR-5. This is especially important because the current C-1 district includes an important area of prime farmland, wellhead recharge areas, and areas that have severe environmental limitations due to being in the floodplain. Commercial uses should be concentrated in nodes on better land and out of floodplains. Also, consider establishment of new commercial zones, where appropriate, in the northern part of town.
8. Change zones in town to accommodate hamlets /town centers, industrial (relocating/creating), critical environmental area zones, as it relates to community character.

B. Establish policies that serve to protect rural character and manage growth.

1. Consider requirement of physical site visits by the town planner and/or individual members of Planning Board.
2. Require follow-up and enforcement by CEO of subdivision, site plan and special use permit approval conditions, and any design standards.

(See also Environmental and Agriculture recommendations below as each of these categories contribute to community character.)

FITTING INTO THE LANDSCAPE

Rural development should fit into its natural surroundings, rather than be superimposed as a dominant element in the countryside.

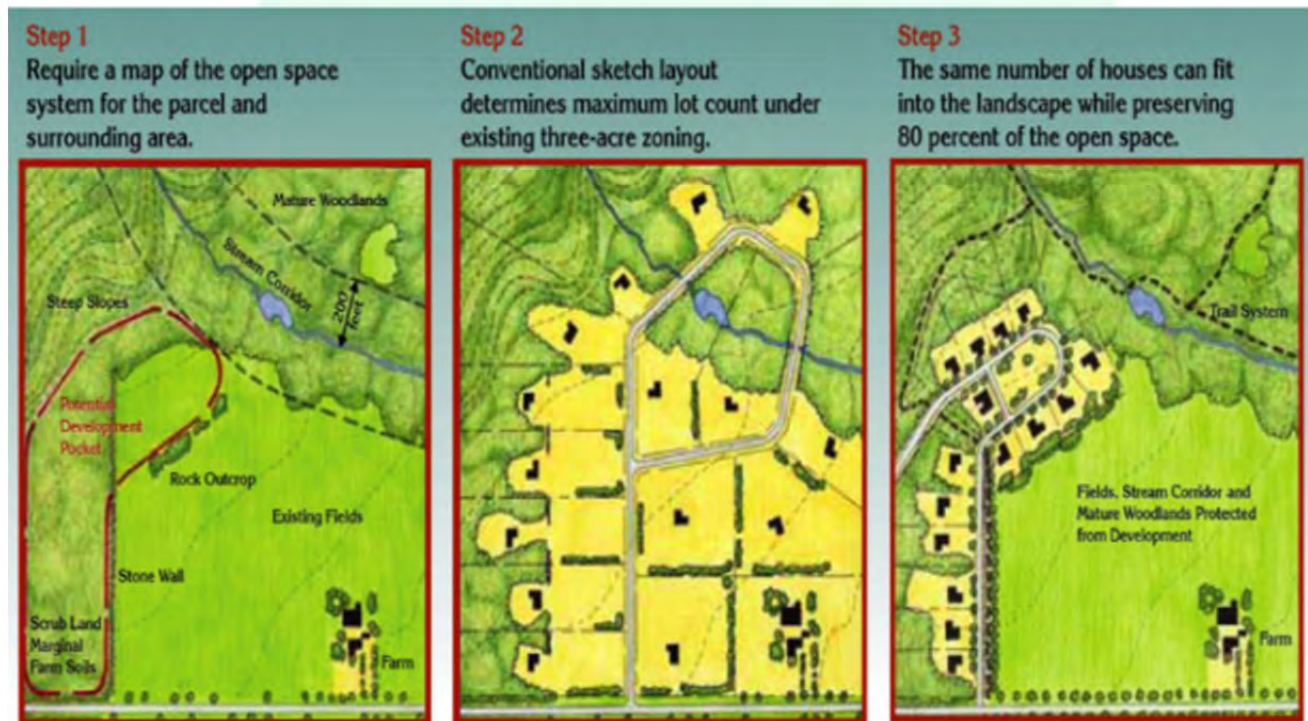


Figure 19. Example of minimum lot sizes versus average density of development.

Minimum Lot Size: While “large lot sizes” do spread new houses out and control the amount of development that can occur, they can often result in uniform “cookie cutter” growth patterns, force people to buy more acreage than they may want or can afford, and have not always been successful at maintaining open space. If a 3-acre minimum lot size were to be established, then every lot created would have to be at least that size.

Average Density: Instead of a large minimum lot size, an overall density of housing development is established that must be met. That is done by setting the number of dwellings allowed per acre, with an average density and lot size (big enough for water and septic systems). When the lot size is separated from the density of development, the landowner gains the ability to be flexible in lot sizes and more creative in the development of the parcel.

13.02 *Environmental Protection*

GOAL: Preserve and enhance the natural resources of the Town including but not limited to woodlands, wetlands, streams, open spaces, groundwater resources, wildlife habitats and other environmentally sensitive areas, and ensure that growth and development is sensitive to and compatible with the Town's natural environment.

A. Amend zoning, subdivision, and site plan regulations in town to protect critical environmental features such as stream side vegetation, steep slopes, wetlands, ridgelines, floodplains, etc.

1. Due to the critical importance of the Wellhead Protection and Primary Recharge Areas of the Town's water supply, change them from overlay districts to base districts that restrict development to low density residential uses and limited, low-impact commercial use. These overlays currently overlap the C-1 District. In addition, the Town Board should consider reviewing any current, existing information, or engage a consultant to provide a study to support the change of the overlay to base districts in the General Aquifer Recharge areas.
2. Currently the Town has no means to protect those areas of its water supply aquifer that lie outside the boundaries of Princetown. Therefore, the Town should consider establishing watershed rules and regulations to protect both the W-2 Primary Recharge area in Duanesburg and the General Aquifer Recharge overlay area (W-3) that lies in the neighboring town of Rotterdam.
3. The Town should not allow residential lot reduction in the Wellhead Protection (W-1), Primary Recharge (W-2), or the General Aquifer Recharge (W-3) zones.
4. Consider applying a per lot open space/recreation fee to new, major commercial projects and major subdivisions for the purpose of funding parkland establishment and supporting new recreation programs in town; the fee structure should be progressive depending on scale of project.
5. Enhance application submittals and review requirements for subdivisions so that more detail on existing conditions and site features are shown. Wetlands, slopes, ponds, streams, floodplains, ridgelines, prime farmlands, and critical wildlife habitats, are all items that should be included (if not presently included) on any subdivision application to ensure adequate protection of these resources during development.
6. To facilitate inclusion of items in the recommendation above, the Town should charge PEAC (Princetown Environmental Advisory Committee) with conducting a critical environmental inventory that includes scenic views, wildlife habitat, wetland and water resources, and prime farmland.
7. Add provisions for use of conservation and clustered subdivisions to zoning and subdivision laws that would allow open space to be preserved. Zoning would include

details on when, where, and under what circumstances the Town would allow such subdivisions. The subdivision law would detail how this type of subdivision would be accomplished. These kinds of subdivisions are useful to protect open space and critical environmental features. Large developments could also use this layout technique and be required to be designed in a traditional hamlet style neighborhood. There are several ways to apply these innovative lot layout techniques:

- a. Encourage submittal of concept plans for both traditional and conservation subdivisions for all major subdivisions,
 - b. If the conservation and clustered subdivision plan is implemented then consider waiving the per lot open space recreation fee.
8. Include the Floodplain district on the official zoning map as an overlay zone so that this is better incorporated into the planning process.
 9. Review and add where necessary requirements related to mining for minerals, oil, gas and other natural resource extraction operations. Ensure that regulations related to major projects which would also need a DEC mining permit are consistent with NYS mining laws.
 10. Include lighting standards in commercial zoning to reduce light pollution and glare. External lighting should be no higher than 16 to 18 feet and all should use full cut-off (shielded) lighting fixtures. Develop standards for lighted signs, maximum illumination levels, and parking lot lighting.
 11. All land use laws in Princetown should be updated to reference NYS DEC and Federal storm water and erosion control requirements. Work to minimize impervious surfaces, and avoid compaction of soils over large areas in areas having hydrological vulnerability.
 12. Incorporate the review and protection of critical natural habitats into land use laws.
 13. Enhance role of Environmental Advisory Committee (PEAC). This Committee should attend training sessions and could be called upon to assist the Planning Board with field visits, research, or site reviews of projects, or take on a larger environmental advocacy role in the Town. The Town should provide a budget for PEAC to attend environmental training and purchase relevant documents and materials as needed.

B. Establish policies that serve to promote environmentally responsible behavior.

1. Establish regulations related to personal use wind turbines and commercial wind farms. Make a distinction between the two. Consider allowing personal wind turbines with site plan review in all districts. Standards for all wind turbines should be developed to control density and noise, safety issues, aesthetic impacts, and to prevent shadow flicker on any existing dwelling. Any wind law should include in its purpose statement an assurance that the rural character of Princetown is maintained.
2. Promote use of solar panels and other alternative energy uses at the Town Hall and throughout the Town as well as adopting recycling to the greatest extent possible.

3. The Town should encourage green building technologies such as Leadership in Energy and Environmental Design (LEED) and Low Impact Development (LID) techniques.

13.03 Agriculture

GOAL: Remain “farm friendly” by preserving farmlands and encouraging agricultural opportunities.

A. Amend zoning, subdivision, and site plan regulations in town to be more “farm-friendly” and to preserve potential and existing farmlands during development.

1. Purpose statements in land use laws should be expanded and strengthened to recognize agriculture’s contribution to the town’s rural quality through open space, wildlife habitats, watershed purification, and natural resource preservation.
2. Encourage conservation subdivisions or clustering for large developments taking place on agricultural fields, where at least 50% of the potential open farmland is preserved undeveloped (see Recommendation 13.02A.5). Major subdivisions should be developed to preserve open and available farmland.
3. Use average lot sizes (see Recommendation 13.01A.6) and allow for flexible road frontage requirements to creatively site new houses. This flexibility can preserve farm fields more effectively. Large road frontage requirements work to space houses out but also contribute to uniformity and conversion of more farmland than needed for residences.
4. Enhance the Zoning Law to promote farmers markets, subject to a special use permit. Farmers markets are different from farm stands in that the majority of products sold at farmers markets do not have to be produced at that location or farm.
5. Consider allowing for and encouraging flexibility in agri-business, niche farming and alternative farming uses in the zoning. Zoning could specify a variety of allowable agri-businesses including u-pick, agri-tourism, processing, and retail uses that may be associated with farming.

B. Establish policies and programs that promote agriculture.

1. Consider other local incentives that support farming. Work with local landowners to ensure that all those eligible for participating in the agricultural assessment program do so.
2. Support purchase of development rights and lease of development rights programs. Encourage and support use of agricultural easements placed on farmland by willing landowners.
3. Support the state right to farm law to demonstrate the importance of farming to the community, and include provisions that authorize local mediation of conflicts before courts are involved.

13.04 *Cultural and Historical Resources*

GOAL: Preserve cultural and historical lands, structures, and activities that contribute to community character, identity, and sense of place.

- A. Establish policies and programs that identify, protect, and educate people about Princetown’s cultural and historic resources.**
1. Enhance the community gateways or “welcome” signs, with landscaping and thematic signage. Gateways can establish a theme and can include signs, sculptures, or ornamental historic objects.

13.05 *Town Centers / Hamlets*

GOAL: Establish one or more town centers/hamlets that strengthen our town’s identity and quality of life and allow for compatible mixed uses. Establish gateway areas at primary entrances into Town.

- A. Amend zoning, subdivision, and site plan regulations in town to establish new zoning districts that would allow development of town center/hamlet areas, particularly in “gateway” areas of Town.**
1. Create one or more new zoning districts called Town Center or Hamlet - one in the vicinity of Town Hall and one in the vicinity of Route 20 and Route 406. Any Town center/hamlet district should allow a mix of commercial uses, higher density, and development standards that require hamlet style lot sizes, setbacks, and amenities, as long as it does not adversely impact the Town’s water supply.
 2. Any proposed Town center/hamlet district should be large enough to grow over time as a more concentrated center.
 3. The proposed Town center/hamlet district(s) should be the first area(s) in town considered for sewer infrastructure.
 4. Give priority to establishing these districts in “gateway” areas of Town near the border with Rotterdam and near border with the Town of Guilderland.

13.06 *Housing*

GOAL: Strive for housing that maintains the rural nature of the town and meets the needs and special needs of residents.

- A. Amend zoning, subdivision, and site plan regulations in town to provide flexibility in meeting the housing needs of residents.**

1. Add a residential use category called “senior citizen housing” and allow it in all zoning districts if established standards and site conditions can be met. Add a definition for this use. Further market analysis should be conducted to identify other appropriate senior housing types, including assisted living facilities.
2. Consider allowing for one accessory apartment within a single family residence in all districts, provided adequate water and waste treatment exist on the parcel. Add clear development standards and require that an accessory apartment be subject to site plan review and permitted via special use permit.
3. Re-evaluate the location of multi-family (M-F) districts in the town.
4. Consider adding in building design standards for multi-family structures to ensure they are built consistent with the single-family nature of residential development in Princetown.

13.07 *Transportation*

GOAL: Encourage an efficient and safe transportation system that is consistent with the character of our town.

A. Amend zoning, subdivision, site plan, and roadway regulations in town to better manage traffic impacts, and maintain and develop new roads that are rural in nature.

1. Apply access management techniques for new development. Access management serves to reduce the number of curb cuts on roads. Proper access management can prevent costly highway improvements, can improve safety, reduce congestion and delays, and make pedestrian travel safer. Some basic access management principles are:
 - a. Minimize the number of curb cuts wherever possible;
 - b. Commercial developments should allow for cross and joint access where applicable;
 - c. Site parking areas to the rear, or side whenever possible;
 - d. Use landscaping to establish visual and physical boundaries between parking lots and residential uses;
 - e. Include landscaped islands within parking lots whenever possible;
 - f. Limit access to a site with preferably one controlled point; and
 - g. Use street trees wherever possible.
2. Require traffic impact studies when a project proposes to add more than 100 vehicles per day to any road.

B. Establish policies and programs that maintain rural character while enhancing transportation systems.

1. Work with Schenectady County to provide an enhanced transportation system with stronger emphasis on walking paths and trails, shared roadways for pedestrians and bikes, and public transportation.
2. Establish a policy that local, county, state and federal highway departments should maintain trees and vegetation along roads to the maximum extent, and minimize road widening. Both road features contribute to rural character. This is important because all capital projects of other government agencies in Princetown must consider this comprehensive plan.
3. Recognize the existence of the Capital District Transportation Committee's plan: New Visions 2030 and work with Schenectady County where appropriate to support its implementation.

13.08 Recreation

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| GOAL: Develop recreational and pedestrian opportunities. |
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- A. Amend zoning, subdivision, and site plan regulations in town that foster development of recreational opportunities.**
 1. Consider establishing a per lot open space/recreation fee for new major subdivisions (per 13.02 A 4) to fund establishment of parkland and to support new recreation programs in town.
- B. Establish policies and programs that plan for and encourage development of recreational opportunities.**
 1. Develop a recreation plan that meets the needs of all residents. Appoint a volunteer coordinating committee to oversee this effort. Have people from different walks of life come together and work proactively on the recreation plan.
 2. Create mechanisms whereby the Town can acquire or receive land that can be used for the benefit of the residents of the town.
 3. Any recreation plan should include a Capital Improvement Plan (see Section 13.12) that sets up staff, equipment, property, budgetary and other capital needs. Identify funding sources for new recreation facilities or programs.
 4. Encourage an interconnected system of open spaces to offer recreational opportunities, and link important environmental areas in town. Preserved open spaces should be connected via trails.
 5. Investigate the feasibility of creating a system of green corridor walking trails, bike trails, and other pathways for pedestrians. Link these trails to ones in adjacent communities. During development approval processes, increase use of mitigation costs and

public/private partnerships to finance and/or develop these trails. Trails should link to the planned town center.

6. Help establish the “Long Path” hiking trail through Princetown by assisting the New York – New Jersey Trail Conference and the Long Path North Hiking Club move the trail off roads and onto properties of willing landowners. Establishing this trail places the town along a nearly 400-mile trail system from New Jersey to the Adirondacks.

13.09 *Community Services and Facilities*

GOAL: Provide suitable and energy-efficient utilities and community facilities to Town residents, and utilize shared services and consolidated facilities with adjacent municipalities when appropriate.

1. Explore ways to share services with adjacent communities to reduce expenses. The Shared Municipal Services Initiative is a New York State program designed to provide financial assistance to municipalities interested in investigating opportunities to work together. Conduct a feasibility analysis and needs assessment to determine the benefits of full or partial consolidation of Town functions or operations.
2. Allow for inter-municipal review of projects during SEQRA. In order to foster regional analysis of environmental impacts, and to increase communication between municipalities, adjacent municipalities in the region should have the opportunity to review proposals as interested agencies and vice versa. Work with adjacent towns to establish municipalities as “interested agencies” under SEQRA. Further, current state law requires notification of any public hearing when a project falls within 500 feet of a town boundary. Because this step often comes too late for effective participation, adjacent towns should be notified in the earliest stages of a project review and offer input. The Princetown Town Board should work with adjacent town governments to set up mechanisms for communication and input on projects that have inter-municipal or regional impacts.
3. The Town should continue to support local fire and ambulance departments through direct funding, volunteerism promotion and participation in fund raising activities. Work with volunteer fire and emergency services and continue to look for innovative ways to provide for the recruitment and training of citizen volunteers. Offer all available tax incentives to attract new volunteers.
4. The Town should develop a driveway ordinance for new construction, especially where there are long driveways proposed, that sets minimum standards for width, slope, angle of departure, turnaround area for emergency vehicles, and other factors as deemed advisable to protect health and safety.
5. Ensure that Town residents are protected with an updated Emergency Preparedness Plan and disseminate the contents of that plan to the community.
6. Foster improved telecommunications and utility infrastructure, including cellular, broadband services, fiber optic, Wi-Fi, DSL, high speed Internet, and/or cable access

connections. Identify locations on public land that may be technically and aesthetically feasible for placement of transmission tower structures. Participate in State-level programs aimed at improving telecommunication technologies in rural areas.

13.10 Business Development

GOAL: Encourage businesses and services that are consistent with the rural character of the Town and that satisfy demonstrated local needs. Review the location of current commercial zones and consider re-zoning some areas to fit better with current uses and the desire of residents to promote businesses that are compatible with the character and needs of the Town. Also, adjust allowed and special uses in the various commercial zones so that they better align with community character and desires of residents.

A. Amend zoning, subdivision, and site plan regulations to facilitate the establishment of businesses that serve the needs of the town and are consistent with its rural nature.

1. Review current commercial zones and determine if current C-1, C-2, and I zones are still applicable based on current uses, traffic patterns, and goals of the Comprehensive Plan. In particular, consider re-zoning the gateway areas of Town along Route 7 near the border with Rotterdam and along Route 20 near the border with Guilderland from C-1 and C-2 to Town center/hamlet districts to encourage development that will enhance the Town's community character and economic base.
2. Modify zoning regulations to allow mixed commercial/residential uses where appropriate. This may necessitate creation of a new mixed use zone.
3. Re-evaluate current allowed and special uses in the commercial zones and modify to be more consistent with rural community character goals, more compatible with current residential uses, and more in line with the type of businesses desired by residents. More intensive uses now allowed in the C-1 zone should be limited to heavy commercial or industrial zones.
4. Consider establishment of commercial "nodes", rather than fixed-width zone strips along major roads in town that better align with current uses.
5. Establish design standards for all commercial uses. These should include at the least, architectural design, building form, and signage guidelines to foster new commercial and mixed-use development (where allowed) that retains small town, historic, and rural character in Town.
6. Establish an enhanced site plan review section within zoning in order to subject more commercial uses in the C-1 and C-2 district to this section with less emphasis on special use permits.
7. Consider expanding the existing PRD (planned residential development) in zoning to include the establishment of a hamlet or hamlets and associated small neighborhood-scale businesses within the commercial zone. It may be desirable to allow these PRD's to develop as mixed use/live work complexes. Further, consider adding design standards to

ensure that these developments are created with ample open space, protection of important environmental features, and in a manner consistent with rural and small town. Clustered, conservation subdivision, or hamlet style developments may all be appropriate for a PRD.

8. Consider adding a maximum building footprint size to commercial retail structures to prevent big box development.
9. Consider adding a definition to zoning that would allow small gathering places (i.e., “third places”) such as tea rooms, coffee shops and bistros in all zones in order to encourage beneficial social interaction. Creation of “third places” should strictly adhere to the town’s zoning laws governing signs and parking. In addition, the following rules should be considered:
 - a. Appropriate appearance. If constructed or established in any residential, mobile home or multiple family district, the third place must conform to the look and character of its neighborhood, i.e., houses, barns, garages.
 - b. Noise. All sounds, including music, that are created within any third place must not be audible to any residents on any adjoining or nearby property.

13.11 Government

GOAL: Develop and maintain cooperation, coordination, and mutually beneficial relationships with local, county, state, and federal units of government, and ensure open government and public participation.

1. The Princetown Town Board should enact an Action Plan to implement the recommendations of the Comprehensive Plan.
2. The Princetown Town Board should publish an annual progress report detailing achievements in the implementation of the Comprehensive Plan.
3. The Princetown Town Board should keep the Comprehensive Plan current by requiring an independent review every five years in order to make changes as needed.
4. Encourage the Civic and Historical Committee, or similar, to assist in planning a “Princetown Day” with community/youth events, like bands and cultural/social events, street/community festivals, and speakers and other programs to involve local government and residents. Use town-wide events and activities to bring different groups of people together in a positive way.
5. Establish an annual or semi-annual town-meeting to foster communication with residents. This would also be an opportunity for the Town Board to hear concerns and issues from the public and to develop a work-plan to address critical needs. If appropriate, combine this town meeting with the “Princetown Day” (see above).
6. The Town Board should provide leadership and coordination to connect all community and volunteer organizations in Town to mutually advertise events, volunteer needs, donations, programs, etc.

7. Use innovative communication technologies to involve residents in town dealings.
8. Maintain an up-to-date community bulletin board at town hall to advertise community events and activities.
9. Establish an up-to-date community calendar and E-newsletter on the Town website. The town website should be professionally managed, kept up to date, and provide easy access by residents to the following: board minutes, important documents (e.g. Comprehensive Plan), application forms, local laws, maps, plans, and other critical information.

13.12 *Other Land Use Law Strategies, Suitable for All Goals*

1. Review purpose statements of all land use laws to ensure that the goals of this Comprehensive Plan are addressed.
2. Update and strengthen the site plan law to ensure it meets the goals of the Comprehensive Plan.
3. Review definitions section of the zoning law and make sure all uses and key terms are defined, and clarify as necessary. And update Town zoning codes to ensure consistency between the local regulations and NYS laws related to administration and procedures. Update all land use laws to ensure that all time frames and administrative procedures are consistent with NYS Town Law. Especially ensure consistency with all SEQRA, County Planning Board review (239-m of NYS General Municipal Law), and NYS Agriculture and Markets Law 25-aa requirements.
4. Ensure that the Planning Board and ZBA consult the Geographic Information System (GIS) maps incorporated into this Comprehensive Plan to better understand the resources at each site as they are reviewing development proposals and variance requests.
5. The Town Board should ensure that members of the Planning Board and Zoning Board of Appeals fulfill New York State's annual training requirements.
6. Consider requiring site visits for all subdivision, site plan review, and variance applications by members of the associated boards.
7. Establish a Capital Improvement Plan for all town capital expenditures, including utilities, infrastructure, long range staff, equipment, property, and structures for future town needs¹.

¹ A Capital Improvement Plan, or CIP, is the tool through which the town can show its plan for capital improvements. It is a document that can show how projects to be built in a particular year relate to those built in other years, shows the relationship among investments in different infrastructure (roads, sewer, water, parks) and relates to the future land use elements of this comprehensive plan. A CIP usually covers 5 years and typically includes details on projects to be built, funding needs and priorities, and equipment and staff needs and priorities. These documents are excellent planning and budgeting tools and are usually "rolling plans" where the plan is updated each year, dropping off the previous year and adding one more year at the end of the cycle.

SECTION 14. PRIORITIZED ACTION LIST FOR TOWN BOARD

| Priority | Action(s) | Type | Section References |
|----------|---|---|--|
| 1 | Water Supply Protection <ul style="list-style-type: none"> • Change overlay districts to base zoning districts. • Establish watershed rules and regulations to protect the aquifer, particularly where it is outside Princetown's municipal boundaries. | Regulatory (all) | 13.02A (all) |
| 2 | Review Commercial Zones and Make Changes as Appropriate | Regulatory | 13.10A |
| 3 | Preserving and Protecting the Rural Character of Princetown <ul style="list-style-type: none"> • Amend zoning, subdivision and site plan laws; establish regulations related to wind turbines. • Site visits by Planning & Zoning Boards or PEAC. • Local initiatives to support farming such as lease or purchase of development rights, funding. • Rural road standards (new roads). • Enhance trails, paths, shared roadways, maintain trees and streetscapes. | Regulatory Program Program Regulatory Program | 13.01A, 13.02A 13.02B 13.01B 13.03B 13.07A 13.01B, 13.08B |
| 4 | Town Center/Hamlets <ul style="list-style-type: none"> • Development of Town Center/Hamlet district and establish zoning. | Regulatory Program | 13.05A) |
| 5 | Identify places in town of scenic, recreational, critical environmental, agricultural significance <ul style="list-style-type: none"> • Amend subdivision, site plan, and zoning to better identify and evaluate these places. • Enhance the community gateways or "welcome" signs, with landscaping and thematic signage. Gateways can establish a theme and can include signs, sculptures, or ornamental historic objects • Policies and programs related to recreation. | Regulatory & Program Regulatory & Program Program | 13.02A&B 13.04, 13.10 13.08B |
| 6 | Commercial Building Standards <ul style="list-style-type: none"> • Amend zoning, subdivision and site plan to include design standards. | Regulatory | 13.10 |
| 7 | Improve and Enhance Communication Between Town Government and Citizens | Program | 13.11 |
| 8 | Review and Establish Inter-municipal Agreements with Neighboring Towns | Program | 13.09 |
| 9 | Senior Housing | Regulatory | 13.06A |
| 10 | Five-Year Capital Improvement Plan | Program | 13.12, 13.08 |

