

FINAL

June 26, 2018

Village of Voorheesville Comprehensive Plan



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Executive Summary

Over the past several years, the Voorheesville Board of Trustees recognized that the Village had not adopted formal planning documents to guide growth and development. Without such formal plans, the Board determined that it did not have the necessary tools to ensure that policies, programs, and land use regulations in the Village were responsive to current and future needs of the community.

To address this, the Village initially conducted a planning process targeted to South Main Street in 2015. This resulted in the “All Aboard Voorheesville, Main Street Master Plan.” That plan evaluated current conditions of South Main Street and recommended strategies and actions the Village could take to enhance that location. One of the recommendations in the “All Aboard” Plan was for the Village to develop a formal “Comprehensive Plan” for the entire Village of Voorheesville.

Subsequently, in 2016, the Village Board initiated such a Village-wide comprehensive planning process. The Trustees appointed a diverse Comprehensive Plan Steering Committee to develop a draft Comprehensive Plan. The Steering Committee (“Committee”) was composed of Village residents, representatives of the different Village boards (Trustees, Zoning, Planning, and Conservation), and some members at large. The Committee members varied in age and background; and represent different geographic parts of the Village. The Village Board also retained consultants Nan Stolzenburg of Community Planning and Environmental Associates, and Ellen Pemrick of E.M. Pemrick & Company to guide the Steering Committee through the process of developing the Comprehensive Plan.

To make sure the new Comprehensive Plan truly reflects the community’s vision for the future, the Committee held focus group meetings with businesses, the School District, and cultural and recreation organizations. The Committee also held a public visioning and planning workshop for the community and conducted a Village-wide survey to further identify the needs, wants and desires of the community. Public input was then used by the Committee to identify strengths, weakness, opportunities and threats in the Village (“SWOT” analysis pg. 13-16). This became the basis for focusing strategies to maintain the strengths, fix the weaknesses, take advantage of opportunities, and prevent threats from occurring. The SWOT analysis helped inform a “Vision Statement” (pg.17)—and identified themes (certain recurring themes became evident through this process) and goals upon which this Plan’s recommendations are based.

The major themes identified through the planning process are: Community Character, Environment, Walkability/Linkage, Business Development, Housing Opportunities, Infrastructure, Village Capacity, and Recreation/Community Event Access and Improvements. Each theme has a set of goals that are included in the Plan (pages 18-20)—which are a direct reflection of community and Committee input. How the Village can reach these goals is detailed in the Strategies section of the Plan (pages 21-49).

The Strategies section lists specific recommendations to achieve the future envisioned in the Plan. The recommendations consist of detailed, measurable steps that the Village can undertake over time. The Strategies section of the Plan is generally organized by each theme identified as important through the public process. In addition, the Plan offers a set of additional land use and zoning recommendations that are not tied to a specific theme, but that have been identified as important to meeting the overall goals of the community as stated in the Vision Statement.

Some of the major recommendations in the Plan include (but are not limited to):

1. Implementing streetscape improvements as detailed in the “All Aboard Main Street Revitalization Plan” developed by the Village in 2015;
2. Landscaping and other amenity improvements at the Rail Trail head on Grove Street;
3. Enhancing marketing and promotion;
4. Increasing coordination and communication with the Town of New Scotland to promote growth patterns beneficial to both communities, to promote town-wide biking, and reduce adverse impacts of development on the Village such as increased traffic;
5. Programming to enhance street trees and sidewalks;
6. Updating of stormwater planning, instituting methods to mitigate flooding, and further protecting water quality and recreation in the Vly Creek;
7. Adding in more flexibility to allow for use of two-family homes in more districts, additional mixed-use buildings on South Main Street, and accessory apartments;
8. Using the conservation subdivision design method to ensure that new, major subdivisions include protection of open spaces and the environment in the Residential A district;
9. Promoting the Village as a bike-friendly place;
10. Promoting small agricultural businesses and activities;
11. Planning for capital improvements on a five-year rolling basis;
12. Evaluating sewer expansion to South Main Street locations;
13. Improving access to the Vly Creek for recreation; and
14. Updating zoning and subdivision laws to foster new development that is consistent with community character, ensure that business districts are sensitive to different needs in different locations, adjust lot dimensions and development standards so new development will match existing neighborhood character, limit heavy industrial uses, limit new multi-family uses to a proposed new mixed use (business and residential) zoning district near Foundry Road with strict development standards, and protect wetlands, floodplains, and other natural resources.

An Implementation Matrix (pages 49-62) is also included in the Plan. The Matrix lists the strategies by theme, gives a target date for completing each, and identifies the Village agency or organization best able to provide leadership for that action. The Matrix is intended to help organize the implementation of the Plan over the next 15 years and allow progress to be able to be observed by the community.

The vision, goals and recommended strategies are based on significant public input and information about the Village; including demographic and economic conditions. That information is included in appendices where a wealth of information can be found: maps, a Profile and Inventory of Resources, economic and market conditions, details of the SWOT analysis, and other information referred to in the Plan in greater depth. All this information was used by the Committee in the development of the Plan to ensure it represents a realistic framework based on community input and current data.

A Sketch of Voorheesville Now and Then

In 1850 an astute cultural historian would have had a hard time delineating the difference between the people who would one day inhabit the Village of Voorheesville and those who lived in the rest of the Town of New Scotland.

In fact, if any distinction could have been made, the historian would quickly notice that the big goings-on were taking place in the south and southwest parts of the Town, in the hamlets of Unionville, Clarksville, and New Salem, even in the smaller hamlet of New Scotland.

Some of these hamlets were bedecked with plank roads that made traveling to and from the City of Albany a far easier chore. In May 1850, for example, the Albany and Clarksville Plank Road Company got the go-ahead for a single plank track from the Albany and Delaware Turnpike Road in Clarksville to the Albany and Bethlehem Turnpike Road (State Route 9W today) at Babcock's Corners (the Glenmont-Feura Bush Road today). That put Clarksville on the map.

And a quick peering into the famed Beers map of 1866 for New Scotland shows the hamlets mentioned above containing far more dense populations than the area where the incorporated Village of Voorheesville would one day be.

But a transformation began in September 1863, at the height of the Civil War in America, that turned the demographic tables. On the 15th of that month cars from the Albany Susquehanna Railroad (later Delaware and Hudson) blew through what is Main Street today in the village on their way to Binghamton. The railroad had come.

Farmers and entrepreneurs in the village-to-be began to pay homage to the goddess of Opportunity. The new road made transporting goods of all sorts to the east and west of the "village," relatively speaking, a breeze. In terms of future potential development, the areas bedecked with plank roads no longer stood a chance.

Then, on November 3, 1865, only a few months after the Civil War ended, a second railroad came through town, crisscrossing the first at Main Street, and Voorheesville-to-be became a junction town. The new road was called the Saratoga and Hudson which later became the West Shore and still later the New York Central. Railroad buffs are able to relate the details of the transitions.

With two roads intersecting on Main Street newcomers to the area, as well as farmers whose families dated to when the Dutch were in charge, "colluded" regarding the future. There were individual initiatives of course but a collective will prevailed as well.

The records show that ordinary hay-and-straw merchants became big-time hay-and-straw merchants shipping thousands of bales of hay and straw to every point on the compass.

A huge cider and vinegar plant was built close by the Delaware and Hudson. The mill took in barrel upon barrel of apples from area farmers, morphed them into sweet and sour ciders, then shipped them to everywhere. The famed Mott's apple juice was produced at the village plant along Grove Street along with jellies for stores.

During this time two Cummings Brothers took advantage of the railroad by opening a slate business, shipping heavy pieces of stone for sidewalks and the like from the station—brought down from Reidsville by teams of horses. Nearly every home in the new village sported a walk from the Cummings Brothers' enterprise. You can notice some still today.

There were three hotels in town, the largest being the Grove. The Grove became a desired destination for city folk just married which soon earned it the nickname "The Honeymoon Hotel." Blissful couples from Albany took the 10-mile ride by rail and within a few feet of the station were in their rooms for days of rest and relaxation.

Almost from its beginning the Grove sported a track for racing horses, a baseball field, a large arena for hosting picnics and dances. Thousands came on holidays to join in events sponsored by the proprietors of the Grove or local groups. Hundreds attended baseball games ready to pummel the umpire who did not favor the locals with a call.

At one point a baseball league grew up with teams from towns situated along the D&H. Players in The Ville, for example, would hop on the train, head to Oneonta, play nine and be back home before dark. It's said the Voorheesville nine were a lot better than pretty good some years.

Of course, at a certain point this newly-thriving part of the Town of New Scotland needed a name. That came in 1868 when an Albany attorney, Alonzo B. Voorhees, moved into town and petitioned the U. S. government for a post office. On the first line of the application, where it asked what the new entity would be called, Voorhees penned in "Voorheesville."

He lived at the foot of Main Street for about three years—the last of which (1870) he became Town Supervisor—then returned to Albany (coming back from time to time for big holiday picnics).

In 1899 the folks who lived within the confines of the PO district of Voorheesville, and within the vicinity of the railroad, decided they wanted a more immediate government and took steps to become an incorporated village within the Town. As visitors see on the signs entering the village, they were successful.

All during this period, hospitality-driven and assiduous residents of the village welcomed guests for summer stays. Drove of city folk came to their boarding houses—and of course to the hotels near the station—to rid themselves of the stink of nineteenth-century industrial city life.

These welcome visitors spent their days taking walks in the woods, sitting along the Vly Creek—some below the 100-foot LaGrange Falls—or taking a buggy ride up to the Helderberg escarpment. There are photos of couples sitting along the Vly in semi-bliss contentment.

There is a history of the village covering this period published in 1986 by the Mayor and Trustees of the Village of Voorheesville called *Voorheesville, New York: A Sketch of the Beginnings of a Nineteenth Century Railroad Town*. This tome lays out in detail the creative business and social developments that took place in the thriving and bustling community after it got a head of steam. It is a marvel to see how residents of the village took it upon themselves to take advantage of all that a junction town afforded them.

But the story of Voorheesville's uniqueness was short-lived. In the early part of the twentieth century, a new type of moving machine came into prominence in the form of the automotive car. The vast majority of America agreed that this magnificent creation allowed for complete indulgence of one's personal desires to move.

That is, the railroad allowed travelers to go where the tracks went, travelers got on and got off when the time-table said to. The automobile could go anywhere, anywhere the driver wished, anywhere where roads were sound enough to bear the weight of the new machine.

In no time the towns in America that the railroad sprouted during the nineteenth century—as in Voorheesville—found themselves undergoing an identity crisis as the motor car became affordable to the masses.

Voorheesville's crisis, because the village had been the benefactor of two railroads, can be construed to have been twice as great as that of other villages affected by the railroad's continuing demise.

While it is somewhat of an exaggeration, suffice it to say that by 1950, our astute cultural historian could not tell Voorheesville apart from any other town situated along a railroad line or, for that matter, from those in the "suburbs" whose residents never heard a freight train's whistle at 2 a.m.

In the 1950s there was a group of old-timers—really the business community—who had been touched by the Golden Age and sought to reinvigorate a village they once knew or heard of. They created holiday light-show events to which visitors came in deadly droves. It died because the tail started wagging the dog.

While one might applaud the efforts of these few to invigorate, there was no way they were going stand off the rushing tide of technological changes that were structurally modifying the economic and social life of the village. This meant that the face-to-face social relations Voorheesvillians had enjoyed for a good half century would be no more—for the foreseeable future.

And when housing developments were introduced in the village in the 1960s, particularly Salem Hills and Scotch Pine, older residents were scandalized, affronted. There are stories about the delivery of the mail to the new residents (without a Voorheesville name) being sabotaged

The new developments were within the village's boundaries, but they had another lineage. Salem Hills was in Voorheesville but not called Voorheesville. Many of the older residents also believed that the new development reflected a different way of life. Something suitable for a suburb or a city but not for a village which grew up around the railroad.

And though the village's public library sponsored a wonderful community-wide celebration called Small Town at the Millennium in 1993, and the village administration sponsored the most convivial of celebrations in honor of the village's 100th birthday, the re-creation of face-to-face, public-square-community-living lasted only as long as the festival.

Of course, the churches maintain sub-communities which are important to the social cohesion of the whole—though there are changes in that sphere as well—but in the second decade of the new millennium, a face-to-face community-wide sense of community remains absent.

In that way Voorheesville is much like any demographically-comparable village in America.

There are local pundits who assess the impact of the incorporated village on the Town of New Scotland—now and over the years—and that might be a topic for debate some time—but what is certain is that the village, while making up one-twenty-seventh of the town's geography, has a population one third the town's.

Some members of the Town of New Scotland Historical Association used to regard that as a problem. I was counsel for the defense.

The hamlet of New Scotland has all but vanished, Clarksville has a newly-born vision of itself as historically important, and Feura Bush retains a sense of self as in olden times. Where Voorheesville fits into this panorama of town-highlights remains open for discussion.

It's no wonder there's a group of citizens who gather regularly to set right an upended identity and figure out what community means in the twenty-first century. One wonders whether the ghosts of folks from a former railroad town have anything to offer.

As the officially-appointed historian for this wonderful village for the past 30 years, I say they do.

Dennis Sullivan
Voorheesville Village Historian
November 1, 2017
Voorheesville, New York

Introduction

Why a Formal Comprehensive Plan?

New York State law requires that local land use regulations be adopted in accordance with an overall “comprehensive plan.” That overall plan is the policy foundation upon which the community is built; and provides a framework for local land use laws, including zoning and subdivision regulations, and site plan review.

A written “comprehensive plan” is a single, formal document that identifies goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth, and development of a community. It provides guidance to municipal leaders, government agencies, community organizations, local businesses, and residents, and helps to ensure that the community’s needs are met, both now and in the future.

State law (in this case Village Law 7-722) specifically grants municipalities the authority to prepare and adopt formal comprehensive plans. The State considers adoption of such a plan to be a critical means to promote the health, safety and general welfare of the people of a municipality and to consider the needs of the people.

In 2016, the Village Board initiated development of this formal Comprehensive Plan to evaluate current conditions and the many changes that have taken place or are currently taking place within the Village since an earlier Plan was developed in 1971. The Plan is an outgrowth of other planning efforts completed in the Village over the years. For example, in 2015, the Village developed its Main Street revitalization plan (All Aboard, the Village of Voorheesville Main Street Plan). That effort resulted in a series of recommendations to improve the aesthetics and vitality of South Main Street. Among those recommendations was one to prepare a new, formal Comprehensive Plan. The Village Board recognized that having such a Comprehensive Plan would be an important tool to not only begin to implement the Main Street Plan, but to enhance the entire Village.

This Comprehensive Plan is intended as a road map that identifies steps and actions for the Village to take over time to enhance its quality of life. The Plan should be a vital document that remains a centerpiece for discussion and decision-making at many different levels in the Village. To ensure this, the Plan includes an action plan designed to help the Village Board implement the recommended actions over time. (It is important to note that it is a guide, and not a law. Any changes to zoning or other local laws are implemented later through the adoption process legally required for such amendments). This Comprehensive Plan is designed to play a pivotal role in shaping the Village of Voorheesville for the next 10 to 15 years.

This Plan articulates a long-term vision for the Village, along with community goals, and actions the Village can take to achieve them. It is both a practical and far-sighted document. Practical—because it lays out a series of objectives and actions that the Village of Voorheesville realistically intends to accomplish over the coming years. Far-sighted—because it states the Village’s goals and aspirations for its future.

The process of preparing this Comprehensive Plan was designed to focus on answering three primary questions:

1. **What are the current conditions in the Village of Voorheesville?** The Plan is built upon the strengths, weaknesses, opportunities, and threats facing the Village and its residents, businesses, and landowners.
2. **What is the future direction desired by the Voorheesville community?** The Plan addresses this by establishing a community vision and a set of long-range goals.
3. **What can the Village do to attain its vision?** The Plan offers a comprehensive set of recommended actions that address issues of concern in the Village. These recommendations can be implemented through policy changes, expansion of existing or creation of new programs, organizational changes, grant acquisition, regulatory updates, and other steps that will guide the Village toward a successful future.

Implications of Having a Formal Comprehensive Plan

The adoption of this formal Comprehensive Plan has several important implications. First, all other government agencies involved in planning capital projects in the Village of Voorheesville must first consider this Plan. That means the Village now has a much larger stake in what other governmental agencies want to do when they are proposing a capital project within its boundaries.

Second, it is the policy of New York State to encourage comprehensive planning for the purposes of protecting the health, welfare and safety of its citizens. Therefore, most State agencies recognize, if not require, a formal “comprehensive plan” as a condition for grants and other funding assistance. This assures that public funds are spent in pursuit of a well-defined public goal.

Other implications of having this Comprehensive Plan include:

- Programs and regulations may be adopted to implement the Plan to protect the Village’s resources and encourage desired development and growth.
- Community consensus and support can be built on the shared vision, goals, and strategies presented in the Plan. This can be translated into a new sense of hope and direction for the future of the Village and an improved quality of life for all residents.
- This Comprehensive Plan also contains data, maps, and specific information that can be vital in marketing and promoting the Village, and helpful to entrepreneurs and others who want to learn more about Voorheesville.

New York State law requires that Comprehensive Plans be reviewed and updated on a regular basis. Therefore, this Plan should be reviewed every five years, and updated or supplemented as needed by the Village of Voorheesville to reflect current needs at that time. This review will be a chance to gauge progress on implementation and perform needed maintenance on the Plan so that it remains relevant to our community. Any future revision should include an update of relevant existing conditions, verification of the community vision and goals, a summary of completed action items, and the addition of other relevant steps based on the Village’s changing needs.

The Village Board intends to use this Plan as a checklist of actions as well as a roadmap for establishing policies and programs. The Planning Board and Zoning Board of Appeals should also refer to the Plan when reviewing projects to ensure consistency with community goals. Landowners and businesses can use the Plan to better understand the resources and conditions in the Village as they make personal decisions about individual properties.

Planning Events and Milestones

This Comprehensive Plan is based on community input, and an analysis of existing conditions, resources, and programs in the Village. Public opinion was gathered throughout the planning process in many ways.

The Plan incorporates the knowledge and skills of the Comprehensive Plan Committee, elected officials, the general public, organizations and agencies working within the Village, and business owners.

The following planning activities, including public input, took place to develop this Plan:

1. Formation of the Comprehensive Plan Steering Committee (November 2016).
2. Monthly Comprehensive Plan Committee Steering Meetings (Throughout process).
3. Focus Group Meetings: Business, Cultural and Recreation Organizations, School (February 2017).
4. Joint Village Board, Planning Commission, Zoning Board of Appeals, Conservation Advisory Council, Village Staff meeting (March 2017)
5. Public visioning and planning workshop (May 2017).
6. Village-wide survey (May to June 2017).
7. Development of Village-wide inventory and profile of resources and characteristics, including development of all resource maps via a computerized Geographic Information System and analysis of these maps.
8. Evaluation of public input and all data to develop the “Strengths, Weaknesses, Opportunities and Threats” (“SWOT”).
9. Development of vision and goal statements from information learned from all public input.
10. Development of recommended policies and recommended actions, including an action plan for implementation.
11. Joint meeting with the Town of New Scotland Comprehensive Plan Committee (September 11, 2017).
12. Update meeting between Village Board and Comprehensive Plan Steering Committee (October 4, 2017).
13. Development of full draft Plan.
14. Presentation of the draft Plan to the public at informational meetings, and for formal comment at a public hearing (November 2017).

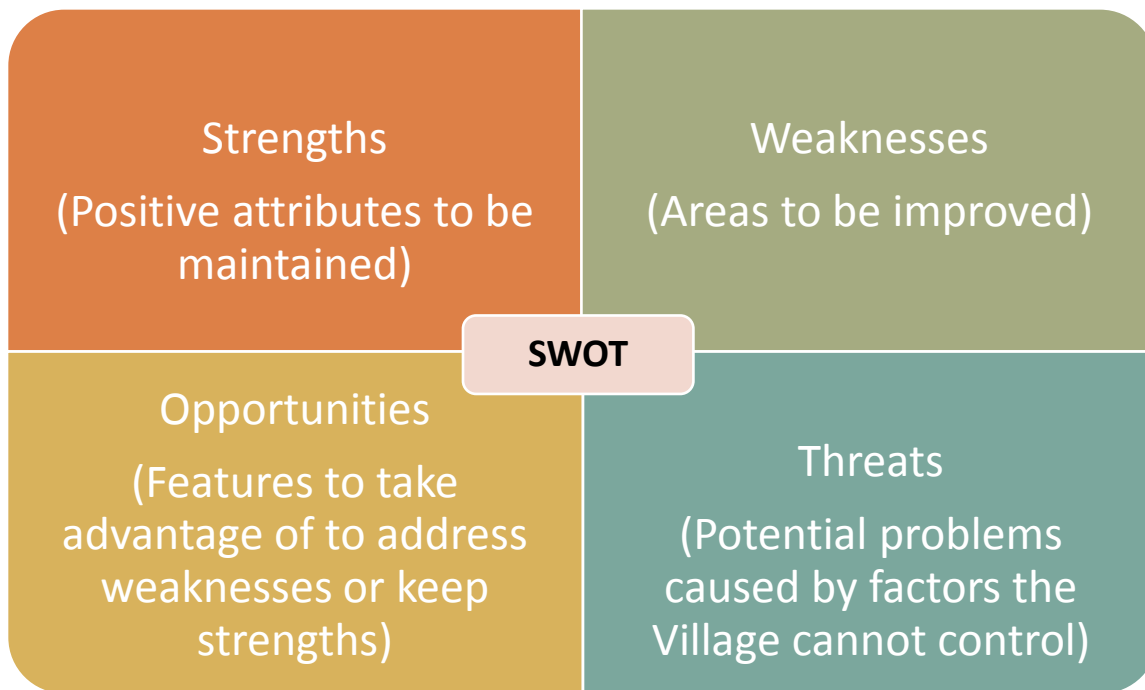
15. Submittal of draft Plan to Village Board (December 7, 2017).
16. Village Board review and public hearing (January 2018).
17. Draft plan sent to Albany County Planning Department for required 239-m review (June 2018).
18. Environmental review as per New York State Environmental Quality Review Act (June 2018).
19. Adoption of Plan by Village Board via a resolution (June 26, 2018).

Trends and Issues in the Village of Voorheesville

Strengths, Weaknesses, Opportunities and Threats

An evaluation of strengths, weaknesses, opportunities, and threats (“SWOT”) facing the Village of Voorheesville form an important part of this Plan. Public input and analysis of current conditions in the Village helped identify the SWOT features. The features included in the SWOT are those to be addressed in this Plan. Organizing the information by this SWOT also helps the Village focus on methods to maintain its strengths, fix its weaknesses, take advantage of opportunities, and prevent threats from occurring.

The following SWOTs have been identified as significant features and are based on public input and research about the Village of Voorheesville.



Full details on all the SWOTs identified can be found in Appendix 4.

Summary of Strengths

The Village of Voorheesville would like to maintain these features about the Village:

- Community Character
 - Small town feel
 - Streetscapes
 - Aesthetic character
 - History
 - Traffic level
 - Trains
 - Small businesses
 - Demographics of community
- Caring, friendly, safe, sense of community, quaint atmosphere
- Community events
- Beauty of surrounding landscape
- School district excellence
- Library
- Rail Trail
- Small businesses
- Walkability
- Natural resources such as wetlands and the Vly Creek
- Access and convenience of the Village's location in Capital District
- Desirability as a place to live/family friendly
- Memorial Day event



Figure 1: Quote received from Community Workshop

Summary of Weaknesses/Issues

The Village of Voorheesville would like to address these issues:

- Needed Infrastructure upgrades
 - Sidewalks maintenance and connections
 - Water
 - Lighting
 - Sewer
 - Roads
 - Bike facilities (lanes, racks, connections)
 - Parking for businesses
 - Railroad underpass
- Lack of central hub for communication and information sharing
- Lack of café/restaurant as a central gathering place for community
- Aging population and desire to have residents age in place

- Business unfriendly perception
- Lack of diversity of businesses
- Impacts of growth outside the Village
- High rent and housing costs
- Lack of jobs
- High school taxes
- Lack of marketing and promotion
- Lack of activities and events, especially those desired by teens
- Lack of flexibility in land use regulations
- Traffic issues such as increased volumes and speed in various locations
- Perceived lack of housing diversity
- Flooding

Summary of Opportunities

The Village of Voorheesville would like to take advantage of these:

- Enhance green space, parks, recreation opportunities
- Promote more small business development
- Allow for additional use of two-family homes and accessory apartments
- Allow for additional mixed use of buildings on South Main Street
- Improve streetscape and facades on South Main Street
- Make pedestrian improvements (See Box, next page)
- Promote Rail Trail facilities, amenities, marketing, aesthetics for recreation and economic development
- Maintain community character through methods such as commercial design standards, establishment of national register historic district, enhanced conservation subdivision designs to maintain open space and rural character, complete streets
- Create economic development programs
- Establish central website as hub for information
- Promote additional café/restaurants in Village
- Implement zoning changes to allow for more diversity of businesses, additional mixed-use buildings on South Main Street, two-family homes, accessory apartments
- Establish railroad quiet zone(s)
- Enhance shared services with Town of New Scotland
- Increase access to Vly Creek
- Improve marketing and promotion of activities
- Forge closer ties with school district and its programming
- Implement traffic calming measures for existing streets and new streets (See Box, next page)
- Plan for more community events and activities; expanding programs at the Library

Summary of Threats

The Village of Voorheesville considers the following threats to being able to reach its long-term goals:

- Businesses are not successful and leave
- Changes that alter the community character in the Village.
- Development taking place outside the Village in the Town, especially development that impacts traffic, community character, and economic viability
- Housing affordability
- Lack of activities, places, jobs for young people
- Lack of diverse housing options
- People not centered and involved in the community
- Circumstances where the Village becomes only a place that people travel through to get to a different destination

Pedestrian Friendly Features Include:

- Filling sidewalk gaps
- Bike-friendly facilities (lanes, racks, routes)
- Planning for complete streets for safe, convenient access and mobility of all roadway users of all ages and abilities
- Accommodating pedestrians, bicyclists, public transportation riders, and motorists, including children, the elderly, and persons with disabilities.

What are Traffic Calming Measures?

Traffic calming measures are methods used to slow cars. These techniques can be applied to existing roads as well as new roads. Methods include:

- Reducing street area (such as with a landscaped median)
- Traffic diversion
- Surface treatments
- Bumps, humps or raised crosswalks
- Sidewalk extensions to reduce curb radius

Vision and Goals for the Future

Vision

This vision statement is an important part of this Comprehensive Plan because it sets and conveys the long-term direction for the Village of Voorheesville. The vision statement establishes what the Village intends and aspires to be.

Voorheesville's vision is:

In the future, the Village of Voorheesville will be a safe, secure community welcoming to all. We will be successful in maintaining our quaint and distinctive community—characterized by having traditional neighborhoods, a vibrant business community, places to gather, railroad history and historic structures that are woven into our sense of place, an active and involved community culture, and an exceptional school district. South Main Street and other business locations, cultural resources, and our parks and greenspaces will be linked to each other and to residential areas with well-maintained sidewalks and bike paths. We will sustain a walkable Village with well-maintained roads that calm and support all vehicular and pedestrian traffic. The Voorheesville community will support our local businesses and we will take advantage of our unique character and assets, such as the Rail Trail, to promote smart economic growth. We will value the beautiful environment in which we are located and continually seek ways to be sustainable. Housing in Voorheesville will be affordable to all generations and consistent with our traditional Village character. Our up-to-date infrastructure will support these activities. For all these reasons, Voorheesville will be a wonderful place to live, work and raise families.

Themes and Goals

The Village of Voorheesville’s vision is further defined and fine-tuned by a series of goals. The goals are organized into ‘themes’ that reflect the major components of this Comprehensive Plan.

Themes: The Committee established the following themes for the Plan to focus on. The themes have been established based on the input received from the community, focus groups, public workshops, a resident survey, and a youth workshop. These themes help organize the Plan for action and implementation. The themes are:

- Community Character
- Environment
- Walkability/Linkages
- Business Development
- Housing Opportunities
- Infrastructure
- Village Capacity
- Recreation/Community Event Access and Improvements

Goals: Each theme has a series of goals established to help the Village of Voorheesville attain its long-term vision, address identified needs, and enhance the quality of life in the Village. A goal is an observable and measurable result and is directly connected to the theme and the overall vision of the Village. Each goal has one or more objectives to be achieved within a targeted timeframe.

Village of Voorheesville goals, by theme, are:

- **Community Character**
 - Maintain the Village’s small town character.
 - Ensure the Village remains well-kept, quaint, peaceful, quiet, and welcoming.
 - Preserve the Village’s historic character and structures.
 - Enhance the Village’s sense of community and community involvement.
 - Improve aesthetics, streetscapes, lighting, parking and other amenities, with an emphasis on South Main Street.
 - Ensure maintenance of an exceptional school district.
- **Environment**
 - Enhance the protection of vital open spaces and natural resources including the Vly Creek, floodplains and wellhead protection areas.
 - Decrease noise from train whistles.
 - Promote clean energy and renewable energy opportunities in the Village.

- **Walkability/Linkages**
 - Increase connections between sidewalks and all parts of the Village with new multi-use sidewalks, pathways, and the Rail Trail.
 - Improve sidewalk conditions.
 - Enhance safety for drivers, pedestrians and cyclists.
 - Enhance linkages between Village open spaces, the Vly Creek, and pathways to Thacher Park.
 - Implement traffic calming measures.
- **Business Development**
 - Provide a supportive and business-friendly environment, including small agricultural operations in appropriate locations.
 - Enhance the variety of retail, service, and dining opportunities consistent with residents' vision for the community.
 - Enhance and promote the Main Street business district.
 - Utilize Village assets such as its traditional historic character, the Vly Creek, and the Rail Trail to promote tourism and recreation-based businesses.
 - Enhance the design of new commercial development to ensure consistency with the Village's traditional and historic character.
 - Increase local job and internship opportunities.
 - Provide for regulations that are clear and user friendly.
- **Housing Opportunities**
 - Control scale and intensity of new housing to ensure consistency with Village's character and infrastructure capacity.
 - Encourage housing options that are affordable for all generations, that attract new families, and that allow our seniors to age in place.
 - Increase opportunities for mixed commercial/residential uses in business locations.
- **Infrastructure**
 - Address and manage stormwater runoff.
 - Provide for up-to-date infrastructure that supports residential, commercial and community needs including water, sewer, lighting, roads, and internet/broadband.
 - Address infiltration and inflow issues with existing sewer system.

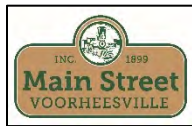
- **Village Capacity**
 - Plan for the needs of an aging population.
 - Increase efforts to share services with the Town of New Scotland or other municipalities when advantageous.
 - Enhance intermunicipal communication related to development proposals to promote communication and sharing of project applications, discussion about broader impacts, and methods to meet mutual goals.

- **Recreation/Community Event Access and Improvements**
 - Encourage additional community events and activities, especially those that increase intergenerational involvement.
 - Enhance or increase community gathering spaces.
 - Make the Village a bicycle-friendly community and enhance the use of the rail trail.
 - Enhance communication about and access to community events.

Strategies

The Village of Voorheesville desires to be proactive to meet its goals and vision. This means setting achievable actions that can be implemented in a reasonable time by the Village and its partners. While implementation of this Plan is under the direction of the Village Board of Trustees, many public and private partners, including residents and landowners will play important roles. The strategies recommended in this section will, when implemented, work to help the Village attain the goals set in this Plan.

Several icons are used in this section to direct the reader to additional information. These are:



This icon can be seen throughout this section of the Plan. Where it appears, it means that the proposed action comes from, and is detailed in the 2015 Village of Voorheesville “All Aboard, Main Street Master Plan.” That Master plan includes concept plans, illustrations, and other details for each recommendation. The Main Street Plan is incorporated in whole, and included as a part of this Comprehensive Plan. When you see this icon, please see Appendix 5 and information in the full Main Street Master Plan.

Appendix 8

This icon refers to Appendix 8 of this Plan. Where it appears, it means that more details can be found in Appendix 8 that describe each new zoning district proposed in the following strategies. To learn more about the proposed purposes, potential uses, recommended review process, and recommended development standards for each new district, please see Appendix 8.

Community Character

1. **Implement the Main Street Master Plan.** See Main Street Plan for more details on these recommendations. Priority items related to community character included in the Main Street Master Plan are:
 - a. Develop a façade improvement program.
 - b. South Main Street Streetscape Improvements.



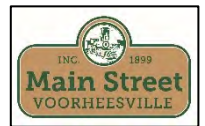


Figure 2: Example of one of the concepts from Main Street Plan



Figure 3: Example of Concept for Rail Trail Area from Main Street Plan

2. Continue to work to **develop railroad noise abatement programs** (Railroad Quiet Zone).
3. **Use existing character assets such as biking and the railroad as themes** to promote in a consistent and unified branding program the story about the Village of Voorheesville, and market and build a sense of community. A unified brand and theme should be used in as many ways as possible—including community banners, signage, logos, and artwork.
4. **Work with the Town of New Scotland to develop an intermunicipal agreement** that outlines cooperation and sharing of information during development project reviews in both municipalities. This agreement should recognize the inter-relatedness of the Town and Village and work to promote communication and cooperation. At the least, this agreement should ensure that both Town Planning Board and Village Planning Commission inform each other when site plan, subdivision and special use permits are being reviewed in areas near the municipalities' shared boundaries or that may have potential significant impacts on the other municipality. The Boards should seek to involve each other as interested agencies for State Environmental Quality Review purposes. This is not intended to make either municipality subject to the regulatory authority of the other, but to allow for discussion of potential project impacts related to community character, traffic, and the environment.
5. To promote knowledge, protection and promotion of the Village's historic resources, and **develop activities such as a historic walking tour**. Use digital apps, written maps and brochures, and interpretive signs to support this effort. The Village of Altamont has a similar program that could be a model for the Village of Voorheesville.
6. Consider **promoting and participating in a larger, regional historic tour** with the Village of Altamont and other locations in the Town of New Scotland.
7. **Enhance gateways and streetscape landscaping**. Areas suggested for enhancement include:
 - a. Enhance and maintain the gateways into the Village—and major intersections within the Village—with attractive landscaping.
 - b. Encourage additional improvements, including maintenance of the landscaping at and near the traffic circle.
 - c. Improve the paved triangle intersection at Route 156 and School Road.
 - d. Continue making improvements to the area at and near the Rail Trail parking/trail head area.
 - e. Improve the function and appearance of the railroad underpass.
 - f. Encourage the New York State Department of Transportation to comply with the Village sign law.
8. **Update zoning and other development regulations** to ensure that new development is consistent with maintaining the Village's community character. (See Box on next page for Zoning District Explanations):





- a. Develop a set of design standards for commercial structures and major subdivisions. This should be detailed and illustrated with pictures so that applicants and the Planning Commission understand what the design expectations are. Include as a new section in the Zoning Code. See Figure 4.
- b. To limit nuisances that may occur when residential and non-residential uses are adjacent to one another, require screening, lighting, use of setbacks or other mitigations whenever a non-residential district abuts a residential district.
- c. Add in a purpose statement for each of the zoning districts. This statement will be very important to communicate the long-term goal of each of the zoning districts and should reflect the use and character desired for that area.
- d. Consider renaming the zoning districts to more intuitive labels. For example, the Business A district along South Main Street should be labeled the “Main Street District.” Currently, all three locations zoned for business are regulated the same (Business A) when, these areas are all quite different.
- e. Revisit the sign law, incorporate recommendations from the Main Street Master Plan regarding signage and wayfinding design, lighting, height, and size; and allow for more flexibility in use of small temporary signs such as sandwich board types, banners and flags.
- f. Update lighting, noise, and landscaping development standards for business districts to give clear direction and expectations—to prevent glare and excess lighting and reduce noise. These areas should also be enhanced with building and street tree landscaping.
- g. Update zoning to address uses not currently included in the zoning law (such as solar panels, wind towers, self-storage PODS, short term rentals such as Air BnB’s, etc.). Any solar regulations should coordinate with the current use of the New York State Unified Solar Permit used in the Village.
- h. Create two zoning districts along Main street. The character differs on either side of the street due to lot size, setbacks, and uses. To address this, the Main Street West district would reflect the larger front yard setbacks and lot size and the Main Street East would reflect much shorter front setbacks and more frontage. Both districts however should encourage commercial development but also allow flexibility for conversion to residential uses. Both should also apply commercial design standards for new buildings as outlined in this Plan. See Zoning Concept Map.
- i. Evaluate the lot sizes and setbacks that are required in all districts, and update as necessary to ensure that new development matches existing patterns of development. This is especially important for the proposed Main Street district (currently designated as Business A district), and current Residential C-1 districts, where there may be a need to adjust these dimensions to reflect existing traditional development patterns and streetscapes. As part of this review and update, consider:
 - i. Lot sizes in areas where sewer already exists. In those areas, a smaller lot size may be appropriate because less space is needed for individual septic systems.



Figure 4: Stram Center in Delmar, NY, an example of a business located in and designed to be consistent with a residential area.

Consider lowering the size of the required lot to enhance Village-scale density in those areas having sewer infrastructure.

- ii. Adjust front setbacks to maintain the streetscape. In the Residential-C1, Business A and other residential districts, many buildings are closer to the road than the required 50'. Yet, the front setback for new buildings is required to be 50'. To avoid a 'gap tooth' look in the streetscape where one building is set much farther back than others, zoning should promote new buildings to match existing development patterns. Consider adjusting setback requirements to ensure new buildings can be placed at the common build-to-line that already exists. Consider adjusting the road frontage required in the Residential A district, where 150' of road frontage is required. That large road frontage may constrain innovative development of lots and may contribute to large and thus less affordable lots.

- j. Require use of the conservation subdivision design method for all major subdivisions in the Residential A district. This technique will allow preservation of at least 50% of the parcel as open space (See Appendix 5 for more information on this technique) while allowing for subdivision and the sale of new parcels. Allow for agricultural uses on preserved portions of those parcels. A conservation subdivision could result in a cluster of homes that could be designed as a traditional, hamlet-like neighborhood, or it could result in an 'estate lot' pattern of larger lots. The benefit of a conservation subdivision in the Residential A district is that it will allow for both development and preservation of important environmental and open space resources. Ideally, over time, the preserved open spaces would be linked with trails to benefit landowners and the community.
- k. Should a major subdivision take place in the Residential C-1 or Residential C-2 districts, set standards to ensure that the resulting lots are designed to promote more traditional neighborhood styles that exist in the Village; and encourage appropriate lot sizes, setbacks, connected streets, sidewalks, and street trees—rather than large lot suburban style development.
- l. Minimize the placement of parking lots for commercial buildings in the front of the structure in business districts outside the proposed "General Business District" (Hannaford Plaza, See Map). Commercial buildings should have shallow setbacks to match the build-to line of adjacent buildings. Side or rear parking is preferred to promote traditional streetscapes, and walkability.
- m. The Zoning Code should allow for flexibility in the number of parking spots required to limit overbuilt parking lots. The Planning Commission should be given flexibility to design appropriately sized parking lots to meet the needs of business and a district. On-street parking that may be available should be able to be counted towards meeting parking requirements.
- n. Evaluate the current allowed uses in the Residential C-1 and Residential C-2 districts to ensure that the uses allowed reflect the goal of those districts.

- o. Consider working with the Town of New Scotland to establish a transfer of development rights program (“TDR”). This would allow new housing to be developed in the most appropriate locations in or near the Village and hamlets and allow important open spaces to be maintained. (As a start, both municipalities should identify developable areas as well as those that could/should be protected).

9. **Update subdivision regulations to:**

- a. Specify that the Planning Commission can identify and work to protect historical or archaeological resources that may be located within a subdivision.
- b. Consider adding traditional neighborhood design and development standards for major subdivisions that could be used to ensure that streetscape, setback, design, traffic, lighting and other features are consistent with Village neighborhoods. These standards could be applied by the applicant or Planning Commission when they feel it is warranted.

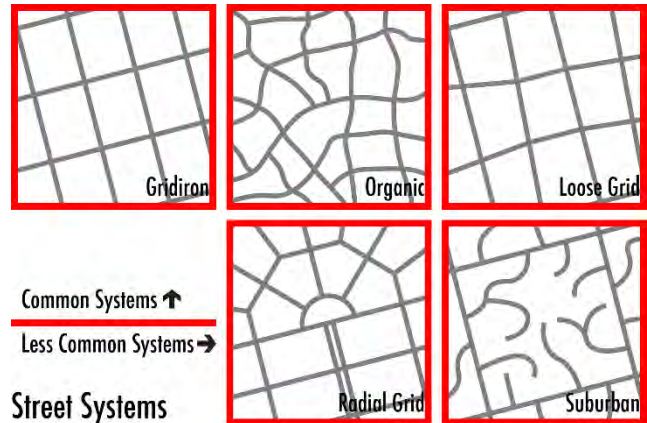


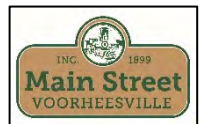
Figure 5: Comparison of Different Street Types

- c. Add street construction standards for the design of new streets that are proposed for any major subdivision to ensure that they are not overbuilt, have street trees, and are consistent with the character of the Village—and designed to accommodate low volume traffic. This could include a requirement for sidewalks. Promote traditional grid or modified-grid streets to minimize the use of dead end streets in new subdivisions.
- d. Other lot improvements that are currently not addressed in the subdivision law should be addressed. These include grading (the subdivision law should refer to Village stormwater rules), roads, blocks, access, driveways, road names, street lights, use of dead end streets, right of ways, curb radius, road dedications, drainage, pedestrian access, utilities, etc.
- e. Enhance the review process and development standards so that natural features, community character, and pedestrian opportunities are planned for and included in new subdivisions.

- 10. **Explore with the Town of New Scotland the feasibility of establishing a new Town-level zoning district as a transition “ring” around the Village** that would allow for development patterns that would promote physical and aesthetic links to the Village. This could include requiring development designs for Town-level projects to have trails, pathways, sidewalks, preserved mutual open spaces, connected roads, and Village-style streetscapes. This transition area could include many of the hamlet development standards that the Town is including in its zoning.

Environment

1. Continue **participating in the NYSERDA Clean Energy Communities Program**.
2. Consider **signing the New York State Department of Environmental Conservation Climate Smart Community pledge** and carrying out activities that promote renewable energy and climate change awareness. (See <http://www.dec.ny.gov/energy/50845.html> for more information on this).
3. Evaluate desirability and feasibility of **initiating a community solar program**. See <https://www.nyserdera.ny.gov/All-Programs/Programs/NY-Sun/Customers/Solar-Options/Community-Solar>. A community solar program is designed so that an array of solar panels is established. Anyone in the area can access the clean energy produced by the panels and get credits on their electric bills.
4. **Enhance street trees in the Village**. Street trees add to community character, address climate change, offer wildlife habitats, and serve to slow street traffic. The Main Street Master Plan offers specific recommendations for appropriate street tree locations, forms, and species.
 - a. As a starting point, develop a street tree program that includes an inventory of existing street trees. This inventory might provide an opportunity to partner with a Voorheesville Central School District environmental studies class.
 - b. With this information, follow with development of a plan and a budget to maintain, replant, and enhance street trees.
 - c. Consider participating in the National Arbor Day Foundation's Tree City USA designation program.
 - d. Use the Urban Forestry Street Tree Inventory as the template for initiating a street tree inventory program.
5. **Develop a Green Infrastructure Plan**. This is recommended in the Main Street Master Plan but is equally beneficial for all areas of the Village. Green infrastructure is an approach to water management in towns and villages that protects, restores, and mimics the natural water cycle. Green infrastructure can be effective and economical; and enhance the landscape and streetscape. Green infrastructure promotes natural features such as wooded areas, wetlands, streams and natural floodplains, and other undeveloped areas. It also means planting trees and restoring wetlands and emphasizing water conservation using both the natural environment and engineered systems to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife. Common features include the use of rain gardens, permeable pavements, green roofs, infiltration planters, trees and tree boxes, bioretention areas, vegetated or dry swales, porous pavement, stream buffer restoration, and rainwater harvesting systems. At the largest



scale, the preservation and restoration of natural landscapes (such as forests, floodplains and wetlands) are critical components of green infrastructure.

6. **Consider creating one or more National Historic Register Districts.** This type of historic district is not a local zoning district but gives recognition to an area as a “National Historic Register District.” The steps to accomplish this include conducting a study to inventory historic resources and determine eligibility for listing on the State and National Register of Historic Places, and then preparing a historic district nomination. Once formed, structures within the district are eligible for significant tax credits (20% for residential and 40% of costs for commercial) for rehabilitation that follows criteria of the Secretary of the Interior. Note this is NOT a zoning district and there are no regulatory requirements.



7. **Update zoning to address environmental protection** needs including:
- a. Find ways to incentivize the use of green energy and green building techniques in new development. Zoning can promote green building standards and policies for new development or re-development. Review United States Green Building Council, LEED standards, and the Columbia Law School’s Model Municipal Green Ordinance for guidance.
 - b. Update zoning to address solar panel use in the Village. Limit the use of large scale solar farms unless they are a community system designed to decrease energy costs locally. Consider allowing roof mounted solar panels for residential and business use as a permitted use and coordinate it with current use of the New York State Unified Solar Permit. Zoning should distinguish between roof mounted panels (as permitted), and ground mounted systems (permitted by right but not allowed in front yards and with setbacks). Ground mounted systems should have setbacks and general standards and not be placed in front yards.
 - c. Confirm Wellhead and Aquifer Protection District overlay boundaries with hydrogeologic information.
 - d. Consider using net acreage to calculate allowable density in all zoning districts. This means that acreage containing those specified environmental features would be subtracted from the total acreage to determine maximum allowable residential density.
 - e. Enhance floodplain and stormwater management in the Village.
 - i. Compare current floodplain regulations to those that previously existed in the Village and update as needed to minimize flood damage, protect water quality, and improve natural functioning of the floodplain. This update must also be done in recognition that many existing homes, businesses and structures have long been located within floodplain locations.
 - ii. Work to implement recommendations from the Vly Creek Flood and Stormwater Mitigation Plan, and other stormwater management techniques, to mitigate and reduce flooding and protect water quality in the Vly Creek.

- iii. Request that the New York State Department of Environmental Conservation and FEMA update the floodplain maps that were last updated in May 2012.
- iv. Promote the use of best management practices in floodplain areas and use methods such as rain gardens and rainscaping to help trap and filter stormwater; disconnecting rain gutters from any sewer system and storm drains, encourage the use of bioretention areas; and allow for and encourage the use of porous concrete and other pervious surfaces where appropriate to reduce impervious surfaces.
- v. Work with landowners to enhance their understanding of the importance of the Vly Creek and the stream bank area. Educational programs such as self-audits, options for being a stream-friendly neighbor, tree planting programs, and “adopt a stream” programs can all be used to help protect water quality. Work to encourage the maintenance of existing, or the development of new buffer areas of natural vegetation (not lawns), along the Vly Creek.
- vi. Currently, New York State stormwater and erosion control rules require preparation of a stormwater pollution prevention plan for commercial developments that disturb more than one acre of land, and for residential developments that disturb more than 5 acres. Because most lots in the Village are smaller, consider establishing more stringent stormwater management planning requirements that lower the acreage threshold for incorporation of stormwater pollution protection methods when development takes place in the Vly Creek corridor.

Walkability/Linkages

1. **Develop a pedestrian plan for the Village.** Seek funding for this through the Capital District Transportation Corporation’s Corridor Linkage Study program. The plan should include Maple Avenue, Route 155 and Route 85a and School Road as part of the corridor. The Main Street Master Plan includes general recommendations for sidewalks, crosswalks and railroad pedestrian crossings in that location—but there are other locations throughout the Village that can be addressed to improve walkability. In this plan, the Village should evaluate the development of additional sidewalks, sidewalk extensions, crosswalks, traffic calming methods, and landscaping to improve walkability.
 - a. Of critical importance is to outline priority sidewalk segments; and to construct and improve crosswalks, pathways, and bike lanes. It should also address links to Town areas (and hamlets) to/from Village locations. The plan should build on the sidewalk map included in this Plan and the Capital District Transportation Committee, Village of Voorheesville sidewalk inventory. The pedestrian plan should include a complete inventory of sidewalk conditions and issues, evaluate curb ramps, crosswalks, and signals; as well as identify locations for bike racks, benches, public seating, street trees, and other streetscape amenities. The “ITE Walkable Urban Thoroughfares” and the



“NACTO Street Design Guide” can be used to aid in understanding the full range of options. See other resources in Appendix 5.

- b. Evaluate where traffic conditions create unsafe speeds and pedestrian conditions. At those locations, consider the use of traffic calming measures such as narrowing travel lanes, installing medians, the planting of more street trees, and improved intersections to slow speed and improve safety. Traffic calming techniques can be applied to both existing and new roads.
 - c. A critical component of this plan should be to improve walkability at the School Road/Maple Avenue intersection, and to make improvements to aid in pedestrian traffic to and from the elementary school.
 - d. The plan should include a prioritization schedule and budget so capital improvements can be planned for over time.
 - e. As part of this effort, evaluate and consider participating in and seeking funding for New York State Department of Transportation program Transportation Alternatives Program (“TAP”) for Safe Routes to Schools. This program supports extension of sidewalks and crosswalks to enhance walkability from neighborhoods to schools. This effort should also include exploration of a bike path or shared lane from the Elementary School to Grove Street, or through placement of bike paths elsewhere.
 - f. Based on public input for this Comprehensive Plan, the following streets or sections are considered critical gaps that should be linked with sidewalks on a priority basis:
 - School Road north to the Library
 - Grove Street to the Rail Trail access
 - South Main Street to Grove Street
 - Altamont Road to School Road
 - Stonington Hill Road to access Village property along the Vly Creek
 - Mountainview Street
 - Pine Street
 - g. Work with New York State Department of Transportation to explore development of a sidewalk or shared vehicle/bike lane to connect the Village with the high school.
 - h. Work with the County Department of Public Works and New York State Department of Transportation to evaluate and plan for traffic calming methods, especially along Maple Avenue and Route 208 (School Road), Altamont Road, and Helderberg Parkway. The Village should work towards traffic calming in those locations, and work with the Albany County Sheriff to enhance traffic enforcement and lower speed limits.
 - i. Work with the Albany County Sheriff to enhance enforcement activities to promote safe pedestrian crossings.
 - j. Work with the Town of New Scotland to promote sidewalk, road and pathway connections between new developments located adjacent to the Village with those within the Village.
2. **Promote the Village as a bike friendly place.** See Appendix 5 for additional resources, but bike racks, bike paths, bike lanes or shared lanes should be part of the mix used to promote safe biking. Bike lanes can consist of new pathways, shared paths, or the re-marking of roads to

allow for marked shoulders for bike use; and should be part of the pedestrian plan. *See also recommended Recreation actions.*

3. **Establish a new wayfinding signage program.** This program should incorporate unified sign design, branding, and placement—to identify and direct people to South Main Street businesses, the elementary school, the library, the Rail Trail, parks, parking lots, access to the Vly Creek, and other significant locations in the Village.
4. Evaluate feasibility and costs of installing **curbs and other streetscape features along Maple Avenue** to improve pedestrian safety.
5. **Update zoning and subdivision regulations:**
 - a. When major subdivisions are proposed, require sidewalks, especially on streets identified as locations for that infrastructure in the sidewalk plan.
 - b. Promote the planting of new street trees, or the replacement of existing street trees if construction requires removal.
 - c. Encourage all new subdivisions to include sidewalk sections and/or pathways to link development to existing neighborhoods, or to provide alternatives to support overall walkability in the Village such as funding a sidewalk capital improvement program (in lieu of placement of sidewalks on the property).
6. **Implement the Main Street Plan** recommendations for additional enhancements and amenities at the Rail Trail:
 - a. Rail Trail Trailhead Phase I - Parking Area and Hospitality Building/Museum;
 - b. Rail Trail Trailhead Phase II - Observation Tower, Mott's Grove, & Community Garden; and
 - c. Rail Trail Trailhead Phase III - Pedestrian Railroad Crossing, Main Street Pocket Park (mini-park), and Rail Car Arbor Rose Garden.





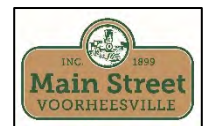
Business Development

1. **Promote the Village as a business-welcoming place.**
 - a. To aid in this, develop an online guide to starting or expanding a business in the Village that includes information on zoning and signage regulations, the land development process, required permits, etc. (See a model of this from another municipality at <http://www.leesburgva.gov/businesses/land-development-process>)
 - b. Create a new page on the Village website that includes information about the demographic and economic data/conditions in the Village. This information is largely contained in the appendices of this Plan. This should be used to help market the Village.
 - c. Provide easier online access to Village codes and regulations. Post the most up to date versions of the subdivision and zoning laws. Provide one-on-one assistance to potential zoning or subdivision applicants so that they have help with understanding the planning process and review of applications in the Village.
 - d. Make communication between the Village and citizens, organizations, and businesses a priority. Promote transparency, information sharing, and discussion through use of the Village's website, social media, and written materials.

2. **Establish an ad hoc economic development committee** to meet regularly with local businesses and provide a forum for discussing issues and concerns, identifying solutions, and collaborating on projects of mutual benefit to the Village and the business community. Within this group or

as a separate effort, consider creating a joint Town of New Scotland/Village of Voorheesville economic development initiative that coordinates economic initiatives in both communities.

3. With the help of businesses and the ad hoc economic development committee, **develop marketing materials and/or a webpage to highlight local business opportunities** (focusing on business opportunities that complement existing establishments, especially those that are consistent with Rail Trail uses, opportunities for restaurants, and the Village’s historic character). Distribute these materials to potential entrepreneurs and investors, to successful business owners in other communities who might want to open an additional location in the Village, and to bankers, attorneys, accountants, and other professionals who serve the business community.
4. Facilitate and encourage development of a **program that links the school district and the business community** to sponsor internship/job shadow opportunities for high school students at local businesses.
5. Work with area real estate agents and landowners to **create and maintain an inventory of vacant and underutilized sites and buildings** that can support commercial uses. Make this information on commercial real estate opportunities available to businesses and investors. See Appendix 2, Land Use and Property Values for details on the types, acreages, and number of parcels by land use in the Village. Note that Table 4 indicates there are 86 parcels totaling 328 acres of vacant land in the Village (26% of total land area). Not all that vacant land is buildable however: some have environmentally sensitive features such as wetlands, steep slopes and floodplains.
6. **Review and update zoning to:**
 - a. Consider allowing temporary businesses, such as tiny “pop-up” stores and food trucks, near rail trail access points during the summer months to serve trail users and give entrepreneurs a chance to test the market. The Village could establish a permitting process and charge vendors a small fee; applicants would be required to follow guidelines regarding hours of operation, booth sizes, etc.
 - b. Update Village zoning law to promote more small business development in the business districts and especially on Main Street. Evaluate current permitted uses in the Business districts. On South Main Street, allow for additional mixed-use buildings. These would allow for commercial uses on the ground floor and residential uses on upper floors or to the rear on ground floor. Residential uses should not fill ground floor commercial spaces.
 - c. Make adjustments in district boundaries and requirements:
 - 1) Adjust Businesses A and B (BA and BB):
 - a) Rename the Business A district along South Main Street to the “Main Street District” and ensure that development standards are consistent with South Main Street’s character.
 - b) Integrate the Main Street Master Plan recommendations into the zoning.



- c) Consider adding other uses to the business districts such as gallery, museum, kiosk, surface parking lot, religious assembly, trade school, day care center.
- d) Have design standards for new commercial buildings in the Main Street District so the traditional neighborhood character is preserved. In other Business districts, commercial design standards should promote consistency of new buildings with that district or neighborhood.
- e) On South Main Street, ensure that new structures that are built maintain the common setback that currently exists.
- f) Allow for and promote shared use parking lots and cross-lot access as called for in the Main Street Master Plan.
- g) Consider placing a maximum square footage on retail spaces so that the scale and intensity of such uses are consistent with the Village setting and this Plan's direction.
- h) Treat the Business A district for the Hannaford Plaza differently than the Business A district located at Mobil/Smittys. They are very different in scale and use and should be treated separately with development standards unique to each area.
 1. For the Mobile/Smittys area at the Maple and Altamont Road intersection, create a new "Creekside Commercial District" (CC, See Concept Map)¹. This proposed district includes the current Business A district in addition to the elementary school property, Vly Creek Farm and Fire House/Village Department of Public Works properties. The purpose of this district is to further develop this as a 'gateway' district with major goals of enhancing safe pedestrian opportunities, design standards to enhance the aesthetic character there, and protection of the creek and floodplain. Zoning for this district needs to be explicit in the types of traffic studies to be completed, aesthetic design, and methods to protect water quality and floodplain functioning. In this proposed district:
 - i. Develop a new set of permitted and specially permitted uses and dimension requirements for that area that are consistent with improved walkability, traffic control, minimizing impacts to the Vly Creek and its floodplain, and with a scale and intensity of use that avoids adverse impacts to the gateway area.
 - ii. Require business development in this district to complete a multi-modal traffic impact study that analyzes potential traffic impacts beyond those related to street "Level of Service". A multi-modal impact assessment should evaluate the impact of a proposed project as well as necessary enhancements to pedestrian and cyclist movement in the vicinity and

¹ In creating the concept for the Creekside Commercial District, the Plan recommends consolidating businesses in that area and taking a proactive step to include the parcel containing the current Mobil Mart on Maple Ave into the proposed Creekside Commercial District.

bus transportation—with a particular focus on the areas of egress and ingress in front of a proposed business; and other key locations on Maple Avenue, Altamont Road, and Helderberg Parkway (such as the intersections). Any such study must also evaluate traffic using peak traffic hours for the school district and take into consideration proposed residential developments that have been approved but not constructed yet.

2) Adjust Industrial District:

- a) The Industrial district (I) is very large and allocates too much space to industrial uses in the Village. Consider focusing the Industrial district around the Atlas Copco property (See Concept Map); and create a new zoning district for the other portion of the current Industrial district near Foundry Road—to provide for a mixed use commercial residential district (MU-BR). This particular area has opportunities for additional commercial development but should not be oriented towards industrial uses. It seems better suited to a mixed-use district, providing for general business and mixed residential, commercial, service, and recreational uses. All uses there should receive site plan approval from the Planning Commission. Some uses may also need a special use permit to ensure consistency with mixed uses, while others may need just site plan approval. Consider establishing a maximum commercial building square footage to prevent large scale retail. Establish a list of permitted, site plan approved, and special permitted uses for this new district. See proposed concept map.
- b) Define heavy industry uses as they are allowed in the Industrial district. Similarly, light industry needs to be defined.
- c) The parcels on the other side of the railroad track behind Zelda and West streets are a Department of Environmental Conservation Regulated wetlands. Given this area is almost fully within a regulated wetland, it is not likely an appropriate area for industrial development. Establish a new zoning district called “Conservation,” and allow for urban farming and low intensity outdoor recreational uses.
- d) The portion of the current Industrial district along the railroad tracks and Grove Street is wholly within the Wellhead Protection District. As such, industrial uses are not appropriate there. Change the zoning designation of this area to be Business B.

Appendix 8

Appendix 8

3) Wellhead Protection District

- a) The current Wellhead Protection District extends throughout a significant portion of the Village. Among other restrictions, it requires a 200’ well/septic separation, no new single family or two-family dwellings on lots < 2 acres. Consider the uses permitted in this district from the perspective of water quality and ensure that such uses are consistent with wellhead protection.

- a. The Wellhead Protection District an area that could benefit from a sewer. If not a sewer system, then consider alternative wastewater management systems in this area—such as a decentralized system that treat multiple users or a “RME model,” that creates an entity to operate and maintain septic systems to ensure water protection even when the septic is still on the property of a private owner. These models may help allow for more dense and intense uses in the South Main Street area. Currently the wellhead protection district rules are likely to prevent more intensive use of South Main Street.
- d. Signs, Article X
 - 1) For ease of use, convert the standards for signs into a table by land use district.
 - 2) Add sign design standards for all districts and establish new sign size requirements tailored to the specific character of each business district. Current regulations allow for up to a 15-foot sign. On South Main Street, and in the proposed Creekside Commercial district, shorter, or ground-mounted signs with landscaped bases may promote streetscape character better. Clarify size requirements and address some contradictions that exist in allowable sizes for signs. Address new sign types such as LED and digital signs.
 - a. Consider adding in a sign size bonus for providing certain design elements such as no lighting or when an externally lighted sign is proposed.
 - 3) Consider adding a section in the zoning to regulate use of LED signs.
 - 4) If LED or internally lit signs are permitted, consider allowing only externally lighted signs in the Main Street district to promote the streetscape discussed in the Main Street Plan.
 - 5) Allow for sandwich signs, banners and flags in the BA (Main Street) district. They are currently prohibited.
- e. Consider splitting the home occupation category into two—minor and major. Allow minor home occupations without Planning Commission review, and require special use permits for major ones.
- f. Promote urban farming activities within the Village. Allow for small agricultural operations having animals on larger parcels in the Residential A district—and crop/plant operations on other parcels. Zoning should clearly define what agricultural operations are and offer standards to protect neighbors from any nuisances that might arise from odor or noise. Consider standards like setbacks and manure management requirements. Urban farming activities could include greenhouses, hop farming, community gardens, tree farming, vineyards, aquaponics, and others. Zoning should address the desire to promote the development of agricultural entrepreneurship, local foods, and farm to table entrepreneurs—but be sensitive about the need to mitigate potential negative impacts of urban agriculture.

Housing Opportunities

1. **Promote the services of the Albany County Rural Housing Alliance (ACRHA)**, which offers grant and loan programs to assist income-eligible households in rural Albany County with home repairs or the purchase of a first home. ACRHA also offers regular homebuyer education seminars.
2. **Work with the Town of New Scotland** to jointly address the need for more affordable housing. Some programs that could be considered include:
 - a. A community land trust or a community development corporation.
 - b. Establishment of a housing trust fund to support provision of more affordable units.
 - c. Establishment of a transfer of development rights (“TDR”) program to be coupled with open space/farmland protection. A TDR program should focus on lands within the Voorheesville Central School District. It could incorporate density bonuses for projects that provide for dedicated affordable units.
3. **Update zoning to address affordability and diversity of housing needs.** Considerations include:
 - a. Encourage additional mixed-use development in the two proposed Main Street districts through zoning updates to further allow for flexibility to use structures in this area for commercial and residential. Because the Village’s goal is to further the commercial development along Main Street, commercial uses should be allowed as a permitted use with site plan review if exterior changes are needed and allow for residential use (single-family, two-family, and up to two apartments), as a specially permitted use.
 - b. Expand the use of “Accessory Apartments.” Currently, accessory apartments are only allowed as an apartment in a principal building. No garages or other accessory buildings can be used for apartment use. To expand affordable housing opportunities consider allowing for accessory apartments in accessory structures in all residential zoning districts.
 - c. Review senior the Village’s senior housing provisions. Currently, senior housing is permitted with a special use permit in the Residence districts. Local Law 2 of 2005 added in density and other lot dimension and development requirements for senior housing. Consider adding architectural design standards; as well as height, setback, and other site layout development standards for senior housing—to reflect the desire of the community to minimize the size, impact, and intensity of such uses and to ensure they fit seamlessly into our existing residential neighborhoods.
 - d. Consider permitting, with special use permits, alternative style residences that are consistent with neighborhood character such as courtyard houses, and cottages.
 - e. Do not allow for planned unit developments anywhere in the Village.
 - f. Consider allowing for more use of two family homes.
 - i. Allow for re-conversion of a former two-family home back to such a use.

ii. With new developments or subdivisions, maintain the essential character of single-family residences in residential districts but allow for some flexibility in use of two-family homes by allowing some percentage of dwellings to be two-family units. Zoning can establish a two-family unit percentage that differs by district. For example, a major subdivision in the Residential A district may be allowed a lower percentage of two-family units in the development. Others, such as developments in the Residential C-1 and Residential C-2 districts could be allowed a slightly higher percentage of two-family units.

iii. All new two-family homes allowed should have adequate density and design to maintain a single-family neighborhood character. Any new two-family structure should be stacked with a ground floor and upper floor unit or a design that emulates a single-family structure.



g. Consider establishing an inclusionary zoning provision in the local law. Inclusionary zoning requires that a certain percentage of new units in a major subdivision or multi-family development be dedicated as affordable units (based on Albany County income standards). The units would be required to be integrated into the development with the same quality and style as other housing. Inclusionary Zoning could be mandatory; or voluntary but encouraged through a density bonus attached as an incentive to provide for a percentage of units as affordable. Many communities address their affordable housing needs through Inclusionary Zoning. There may also be opportunities to link requirements of inclusionary zoning with other innovative techniques such as the transfer of development rights.

h. Address the new style of 'Tiny Houses' (< 750 square feet in size) that are gaining in popularity in some locations and determine whether they will be allowed in the Village; and if so, how and where. Where allowed, tiny houses as a temporary accessory structure could be allowable as a specially permitted use, but temporary tiny houses as a principal use on a parcel should not.

4. Work with the Town of New Scotland to **establish neighborhood design standards for new subdivisions** that are proposed to be adjacent to or within about ¼ mile of the Village boundary. Work with the Town to encourage new development in these locations to be designed to protect environmental features that cross municipal boundary lines and important open spaces. This planning should also be oriented to evaluate and mitigate any potential adverse impacts of new development such as increased traffic through the Village.

5. **Adjust senior housing requirements:**

a. Senior housing is allowed in all the residential districts. Local Law No. 2 of 2005 added a section to the zoning law to permit senior housing and gives some direction. This should be updated, however, to ensure that the standards it requires result in development

that is consistent with the Plan and desired community character. In particular, the density, size and intensity that the senior housing law allows for should be considered. Based on this Plan, smaller, more single-family functioning units should be encouraged. In addition, other dwelling unit options for senior citizens such as accessory apartments, two-family houses, and use of cottage style structures should be considered.

6. **Establish a new Multi-Family zoning district at Pheasant Run, and continue current zoning regulations that prohibit non-senior, multi-family developments in all districts except in the proposed mixed use (MU-BR) district.** The MU-BR district is proposed for the area adjacent to the Atlas Copco site and along Foundry Road (See Zoning Concept Map). When the MU-BR district is created, allow for multi-use developments in that location only with standards that control the scale, intensity, and character including:
- strict architectural standards for design and style;
 - density limitations of no more than 4 units per building;
 - limitation on the number of multi-family buildings per acre; and
 - requirements to preserve open space.
7. Consider having a **community design charrette** to identify what building features would be aesthetically acceptable to the community for larger developments. A charrette is a planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. The charrette should result in a set of illustrations that can be incorporated into zoning to set the standard for acceptable building design. As an alternative to a charrette, or as part of it, the Village could consider doing a visual preference survey with the community. This also is a planning activity that results in a consensus on building design elements.

Appendix 8

Infrastructure

1. **Develop a capital improvement plan** that outlines, on a 5-year rolling basis, capital needs in the Village for sidewalks, roads, parks, Village buildings and structures. This should outline needed properties, staffing, budgets, and equipment.
2. Implement the Main Street Plan's recommendations to **create shared parking lots for Main Street businesses and apartments.** Negotiate with business property owners for shared public parking spaces—either through purchase by the Village, or public-private partnerships. This will be more feasible if sewer becomes available on Main Street (so that the back portions of Main Street lots can be used for parking instead of septic systems).





3. **Conduct a sewer expansion study** to explore the feasibility of providing services to other areas of the Village including, but not limited to: Main Street, and the Prospect Street to the Foundry Road/Atlas Copco area. For areas in need of improved sewage management systems, but for which connection to the existing public sewer is not practical, consider alternative systems such as cluster systems, community systems, and septic maintenance districts.

4. **Reduce infiltration and inflow (I&I) in the Village's sanitary sewer system** to protect the plant's capacity (See Box). Addressing the I&I issue would not only improve the plant's performance, enhance environmental protection, and hedge against the problem worsening, it would free up capacity for providing sewer service to other areas of the Village that need sewer service. This would allow an expanded base for paying the cost of sewage treatment plant maintenance.

What are Inflow and Infiltration (I&I)?

Inflow and infiltration are terms used to describe the ways that groundwater and stormwater enter into sanitary sewer systems.

Inflow is stormwater that enters into sanitary sewer systems. Inflow can come from footing/foundation drains, roof drains, downspouts, drains from driveways, groundwater/basement sump pumps, and even streams. Inflow can contribute a significant amount of water to sanitary sewer systems.

Infiltration is groundwater that enters sanitary sewer systems through cracks and/or leaks in the sanitary sewer pipes.

As a result of the inflow and infiltration, wastewater treatment processes can become stressed, and in extreme cases may result in treatment processes being unable to meet water quality discharge permit requirements. While this isn't the case for the Voorheesville sewage treatment plant - the plant does meet all of its permit requirements - the I&I does press the limits of the plant's capabilities, and limits the Village's ability to extend service to other areas of the Village that need it.

5. **Examine alternatives for a backup water supply** in the event of a catastrophic event occurring. The Village's water wells are located close to each other and relatively close to railroad tracks, which are heavily traveled with trains transporting oil and chemicals. Should a spill occur, the wells are vulnerable to contamination.

6. **Work with the Town of New Scotland to further implement stormwater management and flood mitigation** along the Vly Creek, as discussed above.

7. **Consider updating zoning and subdivision regulations:**

- a. For subdivision, site plan and special use reviews, update zoning and subdivision laws to require a multi-modal traffic impact analysis be conducted as part of the review in the proposed Creekside Commercial District, and in other districts at the discretion of the Planning Commission. Such an analysis should always be required if the proposal will generate more than 100 cars per day. A multi-modal study includes traffic counts and impact analyses of autos; but also impacts on transit, walking, and biking. This information is important for both the local review—and to answer and evaluate the traffic related questions required as part of the environmental review (SEQR) for any new project.

- b. Update zoning and subdivision regulations to minimize dead end streets, and to promote street trees, sidewalks and other types of pedestrian connections.

Village Capacity

Village capacity refers to the efficiency, ability, and capacity of the Village to carry out its tasks and duties. The following actions are recommended to help increase the efficiency and effectiveness of the Village.

1. **Identify additional shared services** that may be possible with the Town of New Scotland (and/or other nearby communities).
2. **Consider participating in the FEMA Community Rating System program.** This is a federal program that reduces flood insurance rates for the whole community when various flood control and public education programs related to flooding are undertaken.
3. **Regularly communicate with school district officials to foster new programs and cooperation.** Consider inviting school officials to the Village once or twice a year to update and communicate on mutual initiatives.
4. Promote **on-going training of the Planning Commission, Zoning Board of Appeals, and Conservation Advisory Council (“CAC”)**—through encouraging participation in conferences, trainings, and local sessions that address zoning and subdivision topics.
5. Encourage **coordination and communication between the Town Clerk and Village Clerk** to share information that could be cross-linked on municipal websites.
6. Consider establishing a **policy for the Village on annexing land** in the future.
7. **Sponsor a community round table** annually to continue sharing of information and discussion of relevant community events with the Village Board and the various community groups operating in the Village, including the Library. Like the cultural resources focus group held for development of this Plan, an ongoing round table can be vital to promoting cooperation, communication, and prevention of duplication of services. It may be advantageous for the Village to hold this round table near the annual reorganization meeting of the Village Board of Trustees.

Recreation/Community Event Access and Improvements

1. Promote the Village of Voorheesville as a bicycle friendly community by **providing convenient, secure bike racks or corrals near businesses and developing bike lanes on selected roadways.** Consider becoming a “Bicycle Friendly Community” through programs such as those developed

by the League of American Cyclists (See e.g., “The Building Blocks of a Bicycle Friendly Community”).

- a. In the long-term, consider working with neighboring communities to accomplish this task because some aspects of such a program may be better implemented regionally than within the Village alone. (See <http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>.)
2. **Work with the Town of New Scotland** and urge that their comprehensive plan identify and include compatible goals for promoting bicycling throughout the community. Main roads should be bike friendly with bike lanes, shared lanes, or appropriate shoulders. Explore pathways and bikeways or shared bike paths to connect the Village to Thacher Park and to Indian Ladder Farms. Work with the Town of New Scotland to identify roads, routes, or feasible linkages to accomplish this.
3. Encourage **new development to include bike racks or other bike parking facilities**. Provide for bike parking facilities on Main Street, near Hannaford, and in other business locations.
4. Create **better access to the Vly Creek** and promote its use for recreation. Consider improvements to access the Vly Creek at Nichols Park, at the Pine Street Park area adjacent to the Rail Trail, and near the sewage treatment plant. Support enhancements at Pine Street Park including a walking path, pavilion, picnic area and parking. Consider clearing an area in Salem Hills near the treatment plant—to allow for additional Vly Creek access.
5. Continue to **improve the entrance to the Rail Trail off Main and Grove Streets**. Consider additional amenities such as benches, picnic tables, directional signs or maps, and restroom facilities. This would benefit trail users as well as train watchers. The Main Street Plan offers details on specific improvements as well. Encourage implementation of safe pedestrian crossing at the railroad tracks at Main Street, and construction of a Train Observation Deck. (Note that the Village submitted grant applications for funding these two projects in 2017.)
6. **Enhance opportunities for community events** in the Village of Voorheesville.
 - a. Have a Town and Village commission to plan more joint Town and Village events. Continue to organize special events such as bike races to draw cyclists and spectators to the Village. (Larger events such as bike races may need coordination between the Town and Village and other agencies such as New York State Department of Transportation, County Department of Public Works, and others.)
 - b. Work with the Town and the Library to develop a community bulletin board placed in appropriate locations and online on both municipalities’ websites.
 - c. Work with the Library and other organizations to create a central clearinghouse for events, activities and meetings. Allow community organizations to list upcoming meetings and events on the Calendar on the Village’s website (<http://www.villageofvoorheesville.com/calendar.aspx>) or develop a system to link the various websites.



7. Consider the development of an **event focused on local foods, crafts, and agriculture**.
8. In collaboration with the Mohawk Hudson Land Conservancy and local property owners, **undertake a public art project along the Rail Trail**, like the current effort at Adams Street and Hudson Avenue in Delmar. This would require identifying a mural site, establishing an application process, and selecting an artist to complete the work.
9. Should it become possible, consider **extending the Rail Trail past North Main Street**.
10. **Create a “Museum in the Streets©” self-guided walking tour** to foster a sense of the Village’s history. This can be supported by signs, brochures, or use of smart phone applications. Similar initiatives have been developed in the Village of Altamont as well as places such as Bar Harbor, Maine and Ossining, New York.)

Other Recommended Zoning and Land Use Regulation Changes to Meet the Village of Voorheesville’s Goals

As part of the planning process to develop this Comprehensive Plan, an audit of zoning, subdivision and other land use regulations in the Village was conducted. The purpose of the audit was to evaluate the consistency between those regulations and the vision and goals as articulated in this Plan. The following recommendations are made to help fully align the Village’s land use regulations with that direction.

Purpose Statements.

1. Update Article I, Purpose (8): Zoning purpose statements should be updated so purpose statements reflect the desire, as expressed in this Plan, to make sure that new development is consistent with the community character, historic preservation, and conservation of sensitive environmental areas; and that it promotes uses consistent with the Plan. There needs to be a close tie between Plan and zoning purpose statements.
2. Add purpose statements to describe the rationale and purpose for each of the zoning districts. Each district should have its own reasons for existing and the zoning should outline what that is to clarify expectations for growth and development there.

Definitions.

1. The Building Permit and Certificate of Compliance definitions have development standards and requirements within them. Consider moving the standards to a separate section, so that they are not included within a definition.
2. Home Occupation—The zoning treats all home occupations similarly. However, not all home occupations function the same. Consider splitting out minor/major home occupations—and allow minors to be permitted without review; while requiring site plan review or special use

permits for major ones. Minors would be those that have no customers, signage, parking needs, or any outward sign of that use. Majors have customers, signs, parking needs and deliveries.

3. Missing definitions that should be added to the zoning include: agriculture, ambient noise, change of use, commercial design standard, comprehensive plan, easement, consistent in scale, community character, farm operation, historic character, impervious surface, important aesthetic features, portable on demand storage, traditional neighborhood, self-storage, SEQRA, sketch plan, and solar facility.
4. Re-define open space more broadly and be sure to include the environmental elements that are important such as wetlands, steep slopes, stream banks, etc.
5. All uses that are allowed by the zoning should have definitions to offer clarity to applicants and the Planning Commission.
6. Zoning has a section on wetlands but does not define them. A definition should be added.

Zoning in Residential C-1 and C-2

1. While the Village seeks to maintain the essential residential nature of these areas, it should consider whether some other uses should be allowed, including minor home occupations, day care, accessory dwelling units, two family houses (from converted single family), and solar panels (on roof). (Note that the Village currently uses the New York State Unified solar permit to allow for residential/smaller solar uses.)

Conservation Advisory Council Role

1. Expand this section to clarify what the Conservation Advisory Committee (“CAC”) can recommend. This section offers no direction, purpose, or guidance as to what the CAC’s recommendation should focus on. For instance, whether the CAC can ask for studies, field work or other data should be clarified.

Building Size and Setbacks and other dimensions

1. The Table of Dimensions establishes square footage size for buildings. It is not clear if those are minimums or maximums (it doesn’t say). At the least, this needs to be defined as minimum or maximum.
2. B&B’s are allowed with special use permit but also require a lot for a B&B to be larger. This may be a barrier to establishing any B&B—and zoning should be reviewed and determined if such a standard is needed.

Article XVIII Special Use Permits

1. Ensure this section is fully consistent in process, applications, and decisions with New York State Village Law 7-725-b.
2. Enhance the standards and criteria to be evaluated by the Planning Commission for issuing a special use permit. Community character, historic consistency/protection, protection of environmental features, maintenance of traffic flow, etc. are all key items identified in the Plan that should be evaluated and specifically evaluated in the special use process. The Planning Commission does this via SEQR. However, these issues should be specifically outlined as standards to meet.

Article XIX Site Plan Review

1. Update the site plan section to include additional standards for building design, traffic impact evaluation, etc. Review list of items to be submitted and make sure it includes all data the Planning Commission needs. Expand and detail with illustrations and architectural standards.
2. Review to ensure that all State law 7-725-a requirements and procedures are included.

Residential Cluster Development

1. Update this section by adding additional conservation subdivision language. Both zoning and subdivision laws will need to be amended. Add in additional details concerning the review process, requirements for applications, design steps, definitions, and criteria for preserving open space. See Appendix 5 for more information on the conservation subdivision technique.
2. Maintain the cluster provision but enhance it with additional process and standards to guide applications and the Planning Commission so that it results in an effective cluster. Consider requiring that the clustered portion of a subdivision incorporate traditional village-scale lots and designs—with connected, walkable streets; small lots; and small pocket parks/green spaces.

Article XX Zoning Board of Appeals

1. Replace this section with the language from Section 7-712 of the New York State Village law so that voting, membership, procedures are consistent and clarified.
2. Add in the state criteria for use and area variances so the Zoning Board of Appeals knows what parameters variances can be issued.
3. Add in details for appeals. The process should be clear, articulated and consistent with State law.

Where appropriate, processes should specifically add the County referral requirement for General Municipal Law 239-m reviews (site plan and special use permits)

Other “Housekeeping” Changes to Improve Zoning

There are a variety of housekeeping items that can help usability and clarity of existing laws. These include:

1. The online site at General Code Publishers is very hard to navigate. All amendments that have been made to the zoning law over the years should be included in one up-to-date zoning document.
2. Remove any law from General Code Publisher that is no longer in effect.
3. Make sure that anything labeled as a local law also has its content listed so that someone who does not know what local law number they need can see the topic.
4. There is an apparent long-standing discrepancy between the existing mapped zoning boundary and the County of Albany’s real property data showing where the Village boundary is. The Village should review, evaluate, and solve these discrepancies between the zoning district boundary and the County’s mapped Village boundary.
5. Add the zoning map, the Groundwater Protection District overlay and floodplain maps to the General Code site. These are all needed to properly interpret the regulations.
6. The way the online site is set up helps someone understand the legislative history of laws and amendments in the Village. This would be more appropriate for a page on the Village website if this remains important. The General Code page should have posted only those laws that are in effect now.
7. At some point in the future, the Village should consider ‘codifying’ their local laws so that they are all coordinated, numbered consecutively, and unified in a true code.
8. Update zoning to create a more user-friendly document that has more explicit purpose statements, definitions, and procedures. This update should include creation of a use and dimension table instead of a list, and new site plan review, special use permit, and Zoning Board of Appeals sections to ensure these are consistent with New York State Village Law and best practices for these methods.
9. Consider converting the ‘list’ format of the special and permitted uses in the zoning code into a table of uses so that one can see all uses that are permitted by right, with a site plan, or as a special use in one place by district—this format can offer clarity and ease of use.
10. For more understanding of the zoning, consider renaming districts with something more intuitive.

Other Suggested Changes to Subdivision Regulations

1. Purpose statements—update to be consistent with the goals established in the Plan.

2. Definitions—some terms need to be added including: buffer, escrow, frontage, corner lot, dead end street, screening, right of way, and Comprehensive Plan. Evaluate if the current definition of steep slope (as 30%) is adequate.
3. Update the review process to ensure that the Planning Commission continues to evaluate building envelope, setbacks, build-to-lines, and required buffers.
4. Section 302 generally talks about application of planning principles, environmental considerations, long-term planning, and community concerns and considerations. Enhance this section with definitions and more details to give the Planning Commission more guidance.
5. Add a section that outlines how the Village will be assured that a project will be completed and permitted improvements maintained. This may include use of tools such as covenants, security escrow or letters of credit, and inspections of improvements; as well as the release of security and escrow funding.
6. Add more development standards to the cluster development design (Section 602) section and coordinate this regulation with the cluster provisions in the zoning law to help guide the applicant and Planning Commission to design subdivisions in a way that effectively promote environmental protection, neighborhood character, traffic flow, and other neighborhood features.
7. Develop additional standards and specifications for keyhole (flag lots).

Putting the Plan into Action

Implementing the Comprehensive Plan will require a series of Board of Trustees policy decisions, program initiatives, and coordination with local, county, regional and state organizations and agencies. Some actions recommended in the Plan will also require funding.

This Plan details diverse types of actions including capital improvements, administrative actions, and establishment of programs and policies. Successful implementation of these actions over the next ten to fifteen years will be based on effectively setting priorities and allocating limited resources—people and funding—to the most important projects.

Accountable implementation weaves this Plan into the daily activities of the Village and its various departments, including budgeting and capital program funding. The most effective programs in the Village will be when they reach outside the local government to engage partners in the public, private, and nonprofit sectors in implementation.

It will be important to keep the public apprised of the efforts and effectiveness of actions taken to carry out the Plan. As such, the Village should establish an accountable implementation program that establishes and regularly publishes its accomplishments and reports on progress.

This section of the Plan outlines the specific actions for implementation and establishes interagency and organizational cooperation. The matrix presented below also connects plan implementation to the budgeting and capital planning process.

Critical Implementation Steps for the Board of Trustees

A. Inform the Public

The Board of Trustees should ensure that copies of this plan are available at Village Hall, in the local library, and on the municipal website. The Village should also ensure that a full set of large scale maps are provided for use by the Planning Commission, Zoning Board of Appeals, Conservation Advisory Council, Code Enforcement Officer, Village Clerk, and other committees.

B. Coordinate Implementation

The Board of Trustees will oversee all aspects of implementation of the Plan and will direct work to be done in the future. However, other groups and agencies should be called upon to assist the Board when needed including the Planning Commission, Conservation Advisory Council, local organizations, professional advisors, new committees as called for in this Plan, and the Town of New Scotland.

1. Establish an Implementation Committee, New Committees, and Work with Existing Committees.

The Board of Trustees has the responsibility of initiating implementation of the various actions in this Plan, but they should partner with a variety of agencies, organizations, and

residents to plan and carry out these actions. The following existing or new committees should be involved to help with Plan implementation. When the Board of Trustees desires to implement a project, it should advertise formation of the committee and recruit interested residents to assist. The first committee to be formed should be an implementation committee to help prioritize, organize, and form the other committees as needed. Small communities often have difficulty finding enough volunteers to assist in these efforts. To overcome this, the Board of Trustees should prioritize projects, set realistic expectations, identify short-term versus long-term actions, create specific but realistic tasks to be accomplished, and establish time frames that include an end-date for completion to guide volunteers.

Comprehensive Plan Implementation Committee: The Board of Trustees should create and then appoint members to a Comprehensive Plan Implementation Committee to move the priority actions recommended in this Plan forward. The committee should be composed of a diverse group of representatives of elected and appointed officials, citizens, business owners, and landowners—to help guide implementation of the Plan. The Board of Trustees should clarify its expectations, including time frames, identify any funding or other assistance it may choose to make available for the committees’ implementation efforts. The Board of Trustees should set realistic expectations, time frames, and reporting for this committee.

Other committees that should be involved in implementation include:

Planning Commission: This existing board can assist in development and review of updated zoning and subdivision regulations.

Marketing Committee: This new committee could assist in developing and promoting the themes and branding in the Village.

Historic Committee: This existing committee can assist in actions that promote and preserve the Village’s historic resources.

Solar Energy Committee: This new committee could assist in development and review of new solar regulations in the Village as well as seek opportunities for solar and other renewable energies that would benefit the Village.

Tree Committee: This new committee could concentrate on the inventory, maintenance and replanting of street trees to promote community character, pedestrian safety, traffic calming, and environmental sustainability. This effort should coordinate with efforts to implement traffic calming as street trees remain an important component of that technique.

Recreation and Pedestrian Planning Committee: This new committee could assist in the development of the recommended pedestrian plan and enhancement of recreational opportunities in the Village.

Economic Development Committee: This new committee could concentrate efforts on methods to become more business-friendly, and promotion of the Village to new businesses and entrepreneurs.

Public Art & Cultural Program Committee: This new committee could work to undertake public art and cultural programs such as the Museum in the Street idea.

C. Work on Priority Actions

The Board of Trustees should use the table below to help guide its implementation efforts. Some actions are short-term and low cost. Others are long-term actions that will require much time and more funding. All the actions are identified as priorities.

D. Keep the Comprehensive Plan Current

The Board of Trustees should update this Plan every five years. Further, the Village should review the list of priority actions being implemented on an annual basis to determine the status of efforts, as well as to identify other actions that should be implemented next. The Village should regularly evaluate and report on implementation progress and adjust the plan as necessary based on the evaluation and current events in Voorheesville. At its annual reorganization meeting, or shortly after, the Board of Trustees should review the status of implementation of the various components of the Plan; and ask for reports from the Conservation Advisory Commission, Planning Commission, Village Clerk, Code Enforcement Officer, and Zoning Board of Appeals regarding concerns and issues that have arisen during the past year that need to be addressed in updates to the Plan, local laws or regulatory action, or other programs in the Village. The Board of Trustees' review should be devoted to reviewing the action plan, identifying goals reached, retiring completed ones from the action list, and adding new ones.

Implementation Matrix

The following table provides a summary and priority of actions that the Village should take to implement this Plan. This table can be used as a checklist for the Board of Trustees to work from over time. It would be advantageous to print this matrix as a larger scale wall chart to help keep on track and inform all of progress made in Plan implementation.

Target Date

The Village of Voorheesville has prioritized the various actions recommended in this Plan. These are identified by 'target date', in the table below. Target dates are:

- 1 = first year after adoption
- 2 = 2 -3 years after adoption
- 3 = 4-7 years after adoption
- 4 = after 8+ years
- 5 = implementation is ongoing

This table lists the lead agency or group most likely to take a leadership role in implementing the action. In some cases, this calls for a new committee to be formed to assist in development of that idea. While ultimately, the Board of Trustees is responsible for the full implementation of this Plan, there are many other groups and agencies that should be called upon to assist.

Note that this chart includes only a summary of an action. Please see pages 21 through 49 for specific details related to each.

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
Community Character					
	Implement Main Street Master Plan	3	Village Board	✓	
	Continue railroad noise abatement program	2	Village Board		
	Appoint Marketing Committee. Develop and promote the use of themes and unified use of branding	2	Village Board appoints then New Marketing Committee		
	Develop an intermunicipal agreement with New Scotland	1	Village Board		
	Develop events that promote Village's historic resources	5	Historic Committee		
	Participate in larger, regional historic tour	4	Historic Committee		
	Enhance gateways and streetscape landscaping	3	Village Board	✓	
	Update zoning to be consistent with maintaining the Village's community character (See Regulatory Action Summary Chart, Below)	1	Village Board		
	Update subdivision regulations (See Regulatory Action Summary Chart, Below)	1	Village Board		
	Work with Town of New Scotland to develop mutual beneficial zoning on lands adjacent to Village	2	Village Board		
Environment					
	Continue with NYSERDA Clean Energy	5	Village Board		
	Participate in NYS DEC Climate Smart Community	2	Village Board		

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
	Appoint Solar Committee to evaluate and plan for community solar program	3	Village Board appoints then New Solar Committee		
	Appoint Tree Committee to enhance street trees <ul style="list-style-type: none"> o Inventory of existing trees o Maintain, replant, and enhance street trees o Participating in the National Arbor Day Foundation o Urban Forestry Street Tree Inventory 	2	Village Board appoints then New Tree Committee	✓	
	Develop a Green Infrastructure Plan	2	Village Board		
	Evaluate and take steps to create a national historic register district	3	Historic Committee		
	Update zoning (See Regulatory Action Summary Chart, Below)	1	Village Board		
	Review wellhead protection area to ensure boundaries are correct	1	Village Board		
	Update stormwater planning requirements to protect water quality in the Vly Creek	1	Village Board		
Walkability & Linkages					
	Appoint a Recreation and Pedestrian Committee to spearhead efforts to develop a pedestrian plan, including application of traffic calming techniques where needed	2	Village Board Appoints then New Recreation & Pedestrian Committee	✓	
	Promote the Village as a bike friendly place	2	New Recreation &	✓	

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
			Pedestrian Committee		
	Develop new wayfinding signage program	2	New Marketing Committee	✓	
	Improve curbs and other streetscapes	3	Village Board with input from Highway Dept., Tree Committee, Recreation & Pedestrian Committee	✓	
	Update zoning and subdivision regulations (See Regulatory Action Summary Chart, Below)	1	Village Board with aid from Planning Commission & Attorney		
	Implement Main Street Plan	2	Village Board and various committees	✓	
Business Development					
	Appoint Economic Development Committee to implement ideas to become more business friendly	1	Village Board Appoints New Economic Development Committee		

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
	Develop marketing materials	2	New Economic Development Committee		
	Develop program that links the School and the business community	3	New Economic Development Committee		
	Inventory vacant and underutilized sites	2	New Economic Development Committee		
	Update Zoning (See Regulatory Summary Chart, Below)	1	Village Board with Planning Commission and Attorney		
Housing Opportunities					
	Promote the services of the Albany County Rural Housing Alliance	5	Village Board		
	Work with the Town of New Scotland to develop or promote affordable housing initiatives	2	Village Board		
	Update Zoning to address affordability (See Regulatory Summary Chart, Below)	1	Village Board with Planning Commission and Attorney		

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
	Work with New Scotland to establish neighborhood design standards for new development that occurs adjacent to Village boundary	1	Village Board with Planning Commission and Attorney		
	Adjust senior housing requirements in zoning	1	Village Board with Planning Commission and Attorney		
	Allow for limited and controlled multi-family units in the proposed MU-BR district (See Regulatory Summary Chart, Below)	1	Village Board with Planning Commission and Attorney		
Infrastructure					
	Develop Capital Improvement Plan	3	Village Board with input from all committees and departments	✓	
	Implement Main Street plan for shared parking lots	3	Village Board	✓	
	Evaluate sewer expansion options	2	Village Board with Village Engineer	✓	
	Reduce infiltration and inflow in sewer system	5	Village Board with Village Engineer	✓	
	Evaluate alternatives for back up water system	4	Village Board with Village Engineer	✓	

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
	Implement stormwater management methods	2	Village Board with Village Engineer		
	Update zoning and subdivision ((See Regulatory Action Summary Chart, Below)	1	Village Board with Planning Commission and Attorney		
Village Capacity					
	Identify other potential shared services with New Scotland	2	Village Board		
	Consider participating in FEMA Community Rating System	3	Village Board		
	Communicate with School and Library on new programs and cooperation	5	Village Board		
	Provide for on-going training of Planning Board, ZBA, and CAC	5	Village Board		
	Enhance Town and Village Clerk communication to share information	5	Village Board		
	Develop policy on annexing land in future	4	Village Board		
	Sponsor community round table	1	Village Board		
Recreation & Events					
	Provide for and promote placement of bike racks, other bike friendly facilities	2	New Recreation & Pedestrian Committee	✓	
	Work with New Scotland to promote biking throughout community and to Thacher Park	5	New Recreation & Pedestrian Committee	✓	
	Create better access to Vly Creek for recreation	2	New Recreation &	✓	

Check When Done	Activity	Target Date	Lead	Include in Capital Improvement Planning	Status of Implementation
			Pedestrian Committee		
	Continue to enhance rail trail entrance at Main and Grove Streets	5	Village Board and New Recreation and Pedestrian Committee	✓	
	Work with Town of New Scotland, School and Library and appoint recreation committee to plan for and communicate better about events and activities	3	Recreation & Pedestrian		
	Undertake public art project	3	New Public Art & Cultural Program Committee		
	Expand rail trail in future	4	Village Board with Recreation & Pedestrian Committee	✓	
	Create Museum in the Street program	4	New Public Art & Cultural Program Committee	✓	

Summary of Zoning and Subdivision Recommendations Made

Theme	Specific Recommendations Related to Zoning and Subdivision Law Actions to Implement
	Update Zoning and/or Subdivision to Include:
Community Character (Zoning)	<ul style="list-style-type: none"> ○ design standards ○ purpose statements ○ revisit sign law ○ update lighting, noise, and landscaping development standard for business district ○ rename the zoning districts ○ address uses not currently included in zoning ○ lot sizes and setbacks. evaluate lot sized in areas where sewer already exists, front setbacks in residential districts, road frontage ○ Require use of conservation subdivisions design ○ Promote more traditional neighborhood style ○ Minimize placement of parking lots ○ Add in flexibility in the number of parking spots ○ Evaluate the current allowed uses in the RC-1 and RC-2 ○ Establish a transfer of development rights program
Community Character (Subdivision)	<ul style="list-style-type: none"> ○ Protect historical or archaeological resources ○ Adding traditional neighborhood design and development standards ○ Street construction standards ○ Street trees and sidewalks ○ Other lot improvements ○ Alternative street designs other than a cul-de-sac ○ Enhance review process
Environment (Zoning)	<ul style="list-style-type: none"> ○ Incentivize use of green energy ○ Address solar panels ○ Reduce impervious surfaces ○ Maximize flood damage prevention ○ Protection, maintenance of existing, or development of new buffer areas.... along Vly Creek
Walkability/Linkages (Zoning and Subdivision)	<ul style="list-style-type: none"> ○ New development to add sidewalks ○ Planting of new trees ○ Sidewalk section and/or pathways to ling new development

Theme	Specific Recommendations Related to Zoning and Subdivision Law Actions to Implement
Business Development (Zoning)	<ul style="list-style-type: none"> a. Allow temporary businesses b. Allow mixed use building c. Adjustments in boundaries and requirements <ul style="list-style-type: none"> i. Adjust Business A and B ii. Create new Creekside Commercial District at Maple/Altamont Road intersection iii. Adjust Industrial District and create new mixed-use district near Foundry Road iv. Evaluate standards in Wellhead Protection District v. Designate zoning district specifically for Main Street with Main Street East and Main Street West districts established to reflect the different lot dimensions and character that exists on each side of the street. vi. Promote business development on Main Street, but allow for flexibility to convert to residential uses. d. Signs <ul style="list-style-type: none"> i. Convert the standards for signs into a table ii. Add a sign design standard iii. Externally lighted iv. Zoning to regulate use of LED lights v. Allow sandwich signs, banners and flags e. Splitting the home occupation category into Minor and Major f. Promote urban farming activities allowing for animal agricultural operations on larger parcels and plants on others.
Housing Opportunities (Zoning and Subdivision)	<ul style="list-style-type: none"> a. Encourage mixed use development on Main Street, but maintain current prohibition of multi-family dwellings there b. Allow accessory apartments c. Architectural design standards for senior housing d. Alternative style residences such as cottages and courtyard houses e. No PUDs f. Allowance for more use of two-family homes <ul style="list-style-type: none"> i. Percentage of dwelling in new subdivision can be two-family units with adequate density and design g. Consider establishing an inclusionary zoning provision to require a % of new units are affordable. h. Work with Town of New Scotland to find ways to address affordable housing i. Allowance for multi-family dwellings in the MU-BR district with standards to control intensity and scale j. Create new multi-family zoning district around Pheasant Run development.
Infrastructure (Zoning and Subdivision)	Require multi-modal traffic impact analysis
	Minimize dead end streets
	Promote pedestrian connections

Theme	Specific Recommendations Related to Zoning and Subdivision Law Actions to Implement
Other Land Use Law Improvements (Zoning)	For zoning and in addition to the above, other recommended zoning changes that will improve the law and promote the themes of this Plan. These include updating purpose statements, definitions, conservation advisory council role, updating dimensions and uses as discussed above, redoing the Special Use, Site Plan, and Zoning Board of Appeals sections, improving the Cluster Development section, adding County Referral as required, and changes that improve the clarity and readability of the zoning. Other changes will improve the administration and clarity of the law including: Improvements to how General Code Publishers organizes and labels local laws online; fixing discrepancies between village boundary on zoning and real property maps; adding zoning, floodplain and water protection overlays to online sites; creation of a use table by district for clarity; and renaming districts to more intuitive names. Consider organizing all local laws into a 'code'.
Other Land Use Law Improvements (Subdivision)	For subdivision and in addition to above, Pages 44-48 offers a variety of other recommended subdivision changes that will improve the law and promote the themes of this Plan. These include updating purpose statements, definitions, review process, inspections, use of escrow accounts, development standards for the cluster section, and addressing flag lots.

Appendices

1. Maps
2. Profile and Inventory of Resources
3. Economic Development
4. Detailed SWOT
5. Helpful Information
 - a. Conservation Subdivision
 - b. Walkability Resources
6. All Aboard, the Village of Voorheesville Main Street Master Plan
7. Natural Areas and Wildlife in Your Community: A Habitat Summary Prepared for the Town of New Scotland
8. Concepts for New Zoning Districts Proposed in the Plan
9. Vly Creek Stormwater Analysis
10. Voorheesville Building Lot Summary Statistics

Appendix 1. Maps




The following maps are included in this Plan:

- Roads and Parcel Boundaries
- Property Class
- Flood Hazard Locations
- Steep Slopes
- Wetlands
- Aerial Photograph (2014)
- Zoning (current)
- Historic Buildout
- Commercial Properties
- Sewer Districts
- Community and Cultural Facilities
- Sidewalks and Gaps in Connections
- Wellhead Protection Area
- Traffic Counts
- Map of Property Values
- Zoning Concept Map
- Village Boundary Comparison

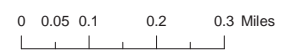
Village of Voorheesville


Albany County, NY

Roads and Property Boundaries

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad

Map Date:
11-2-2017





















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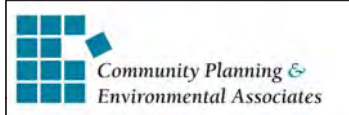
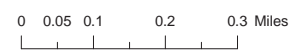


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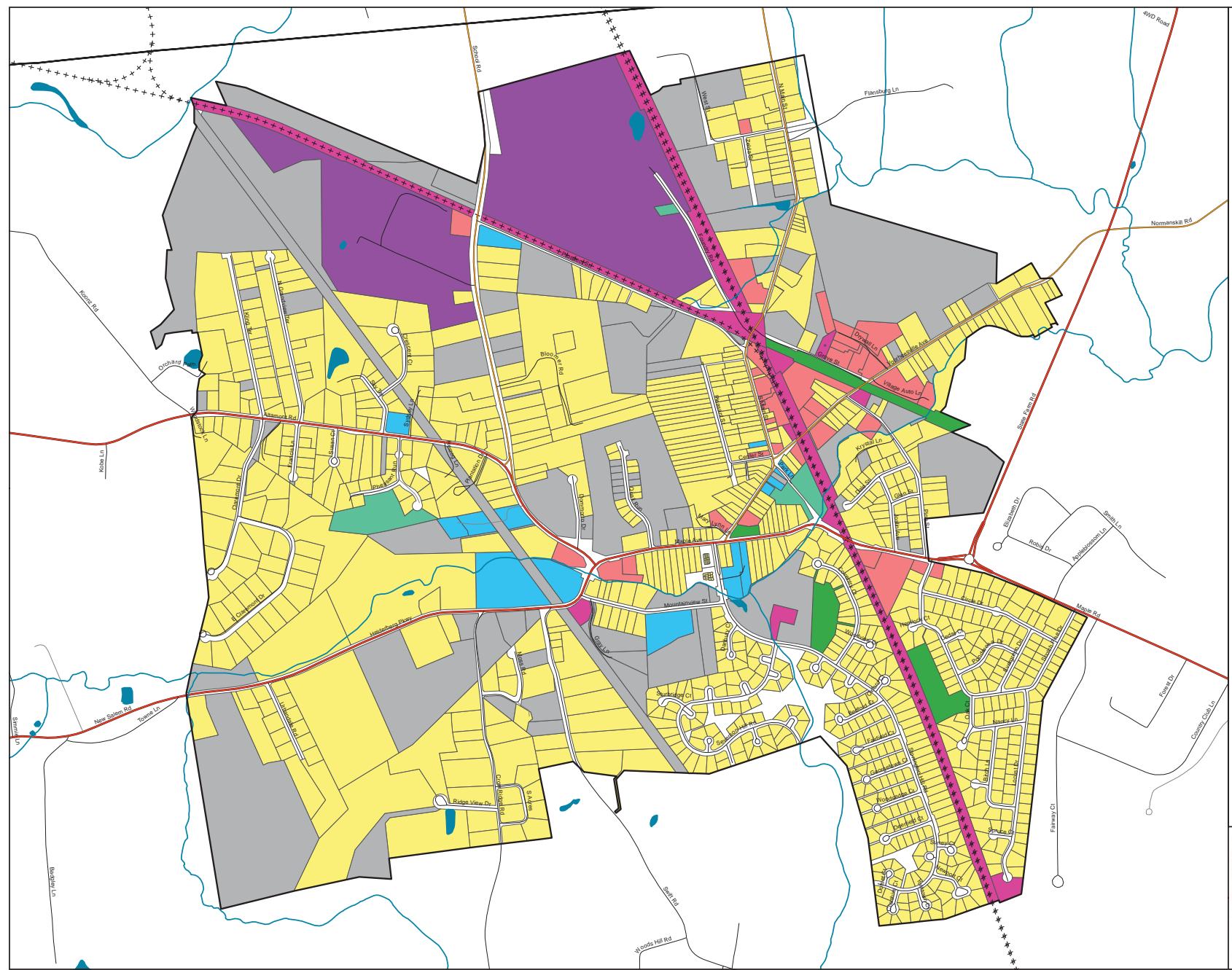
Property Class

-  Village Boundary
-  Town Boundary
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  +++ Railroad
- Property Class**
-  Residential
-  Commercial
-  Industrial
-  Community Services
-  Public Services
-  Recreation and Entertainment
-  Wild, Forested, Conservation Lands and Public Parks
-  Vacant Land
-  UnKnown

Map Date:
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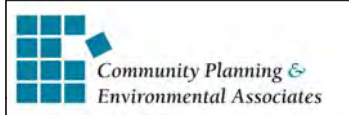
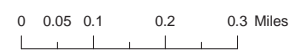
Village of Voorheesville

Albany County, NY

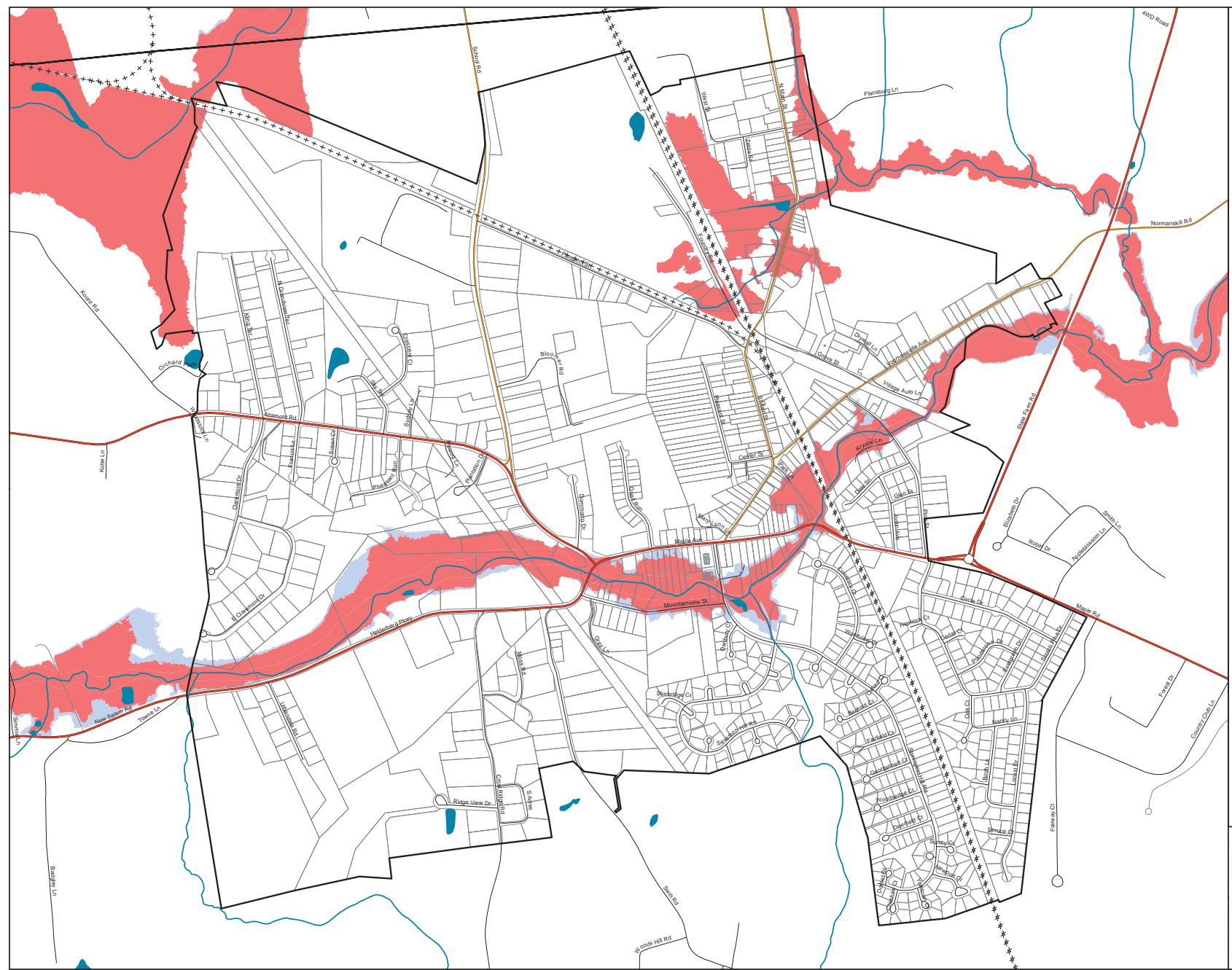
Flood Hazards

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Flood Hazards**
-  100 Year Hazard
-  500 Year Hazard

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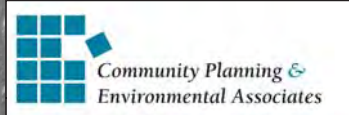
Steep Slopes

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Steep Slopes**
-  15 - 25%
-  25 - 45%
-  45% or more

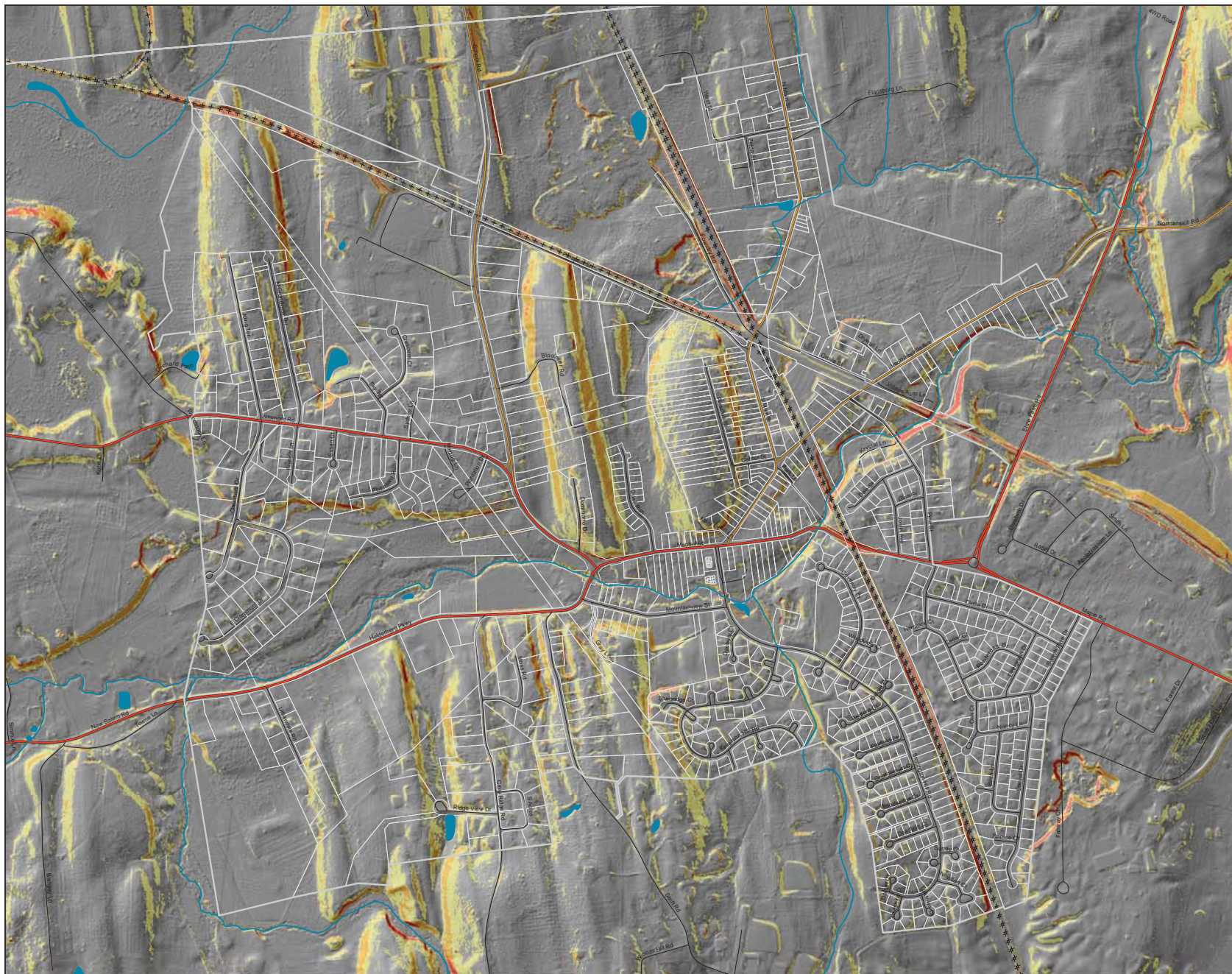
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
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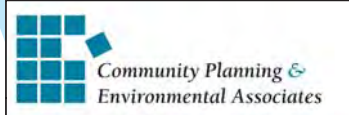
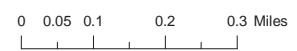
Village of Voorheesville

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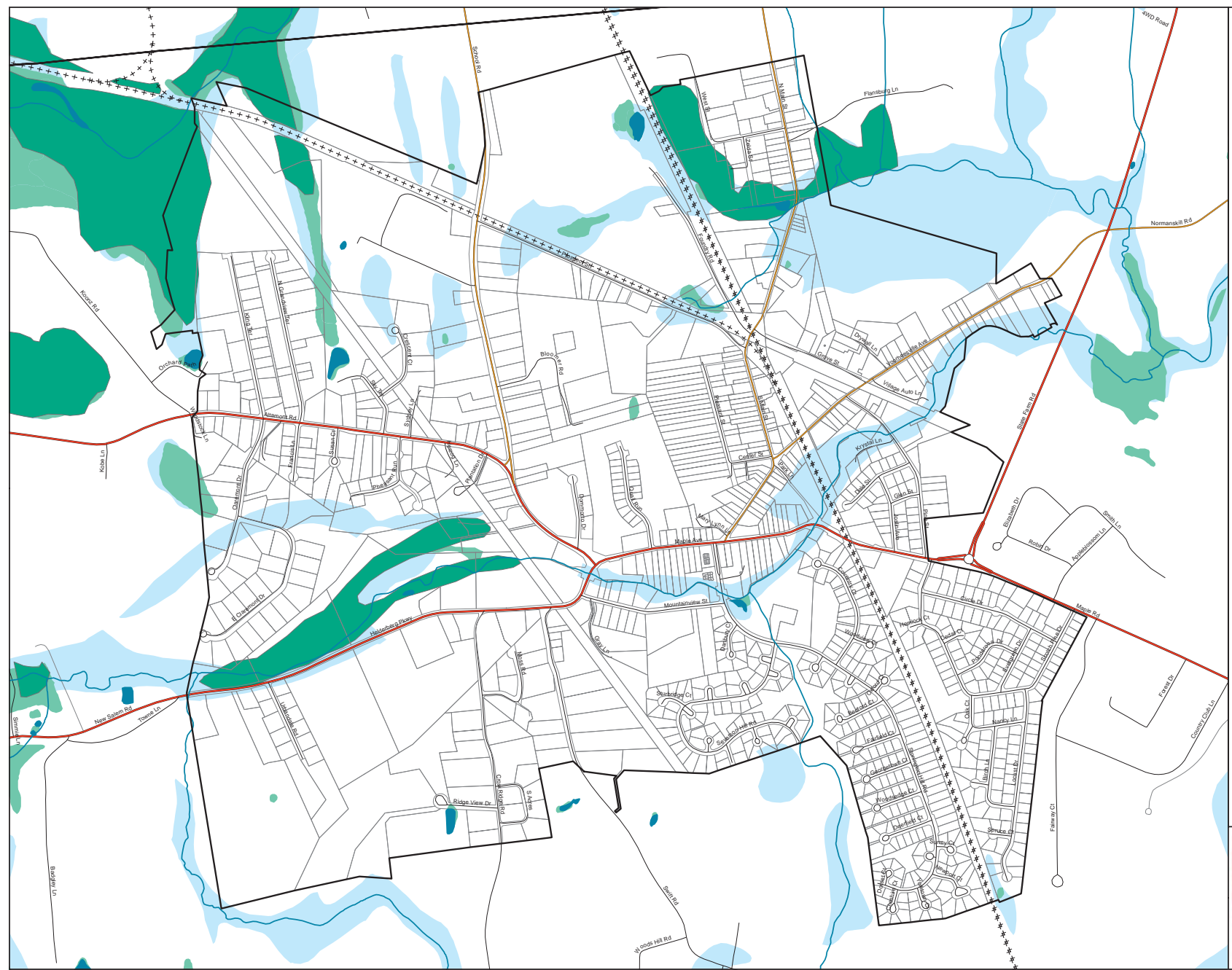
Wetlands

-  Village Boundary
 -  Town Boundary
 -  Property Boundaries
 -  Water
 -  Streams
- ### Roads
-  State Route
 -  County Road
 -  Local Road
 -  Private Road
 -  Railroad
 -  Wetlands - DEC
 -  Wetlands - NWI
 -  Hydric Soils

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

Village of Voorheesville

Albany County, NY

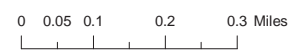

Aerial Photo 2014

-  Village Boundary
-  Town Boundary
-  Property Boundaries

Roads

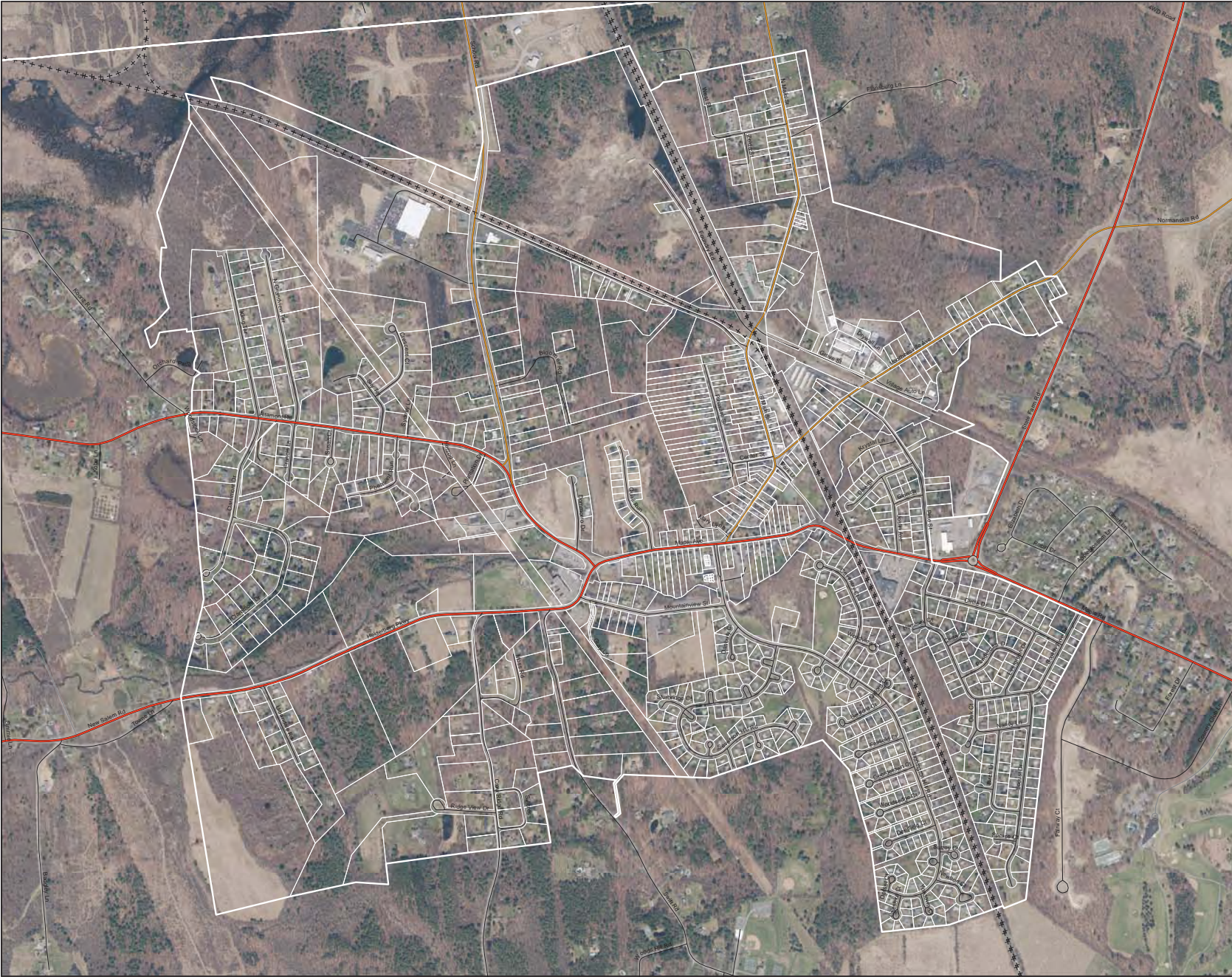
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad

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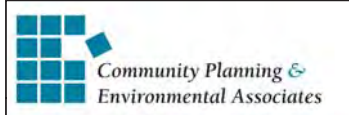
Zoning Adopted 1986

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Zoning Districts**
-  RESIDENTIAL A
-  RESIDENTIAL B
-  RESIDENTIAL C-1
-  RESIDENTIAL C-2
-  BUSINESS A
-  BUSINESS B
-  INDUSTRIAL

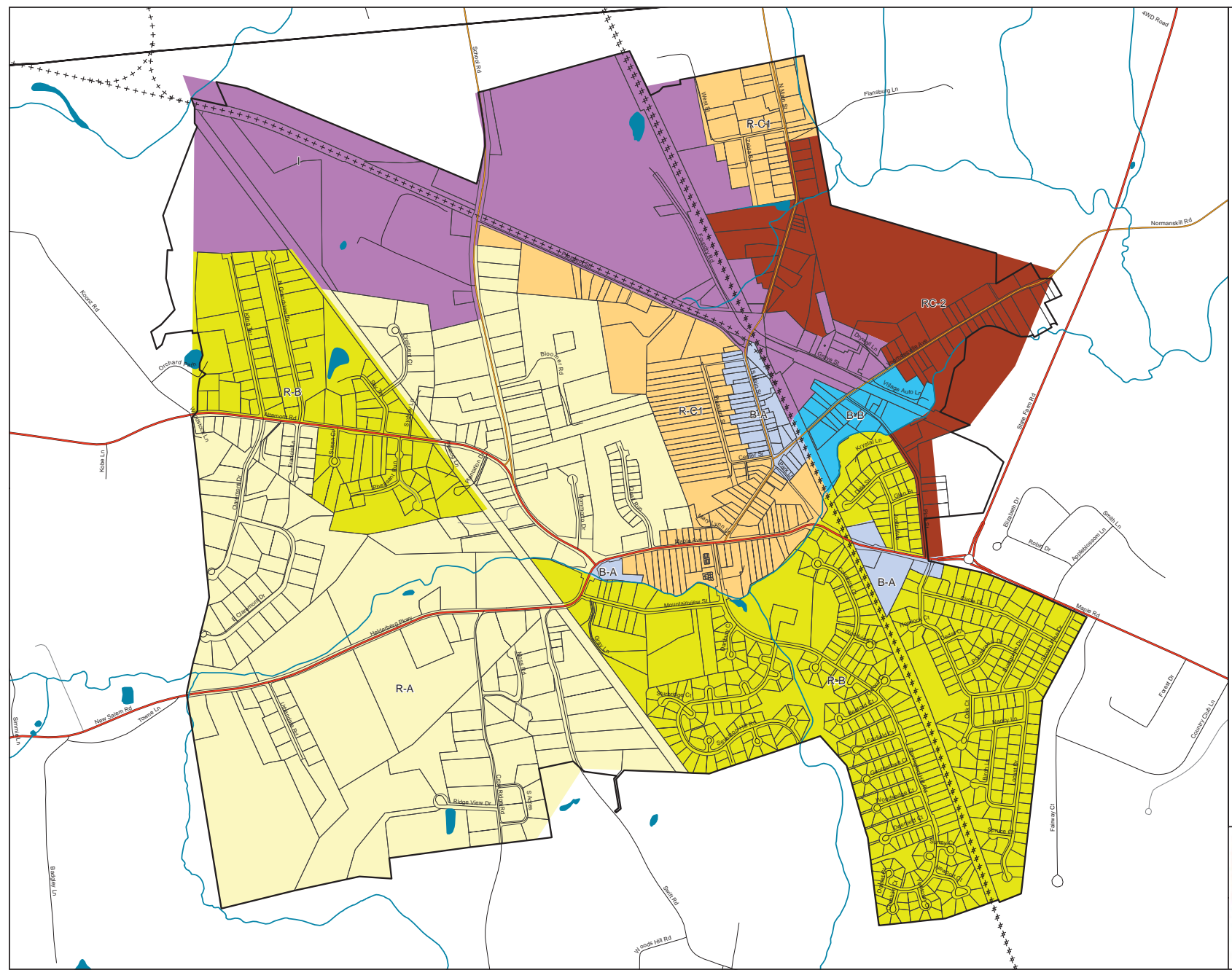
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Historic Buildout

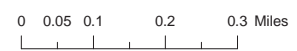

-  Village Boundary
-  Town Boundary
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad

Year Built

-  1790 - 1850
-  1851 - 1900
-  1901 - 1950
-  1951 - 1960
-  1961 - 1970
-  1971 - 1980
-  1981 - 1990
-  1991 - 2000
-  2001 - 2016



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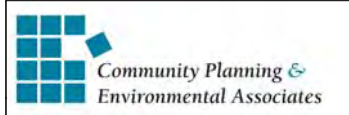
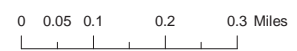
Commercial Properties

- Village Boundary
- Town Boundary
- Property Boundaries
- Water
- Streams
- Roads**
- State Route
- County Road
- Local Road
- Private Road
- Railroad

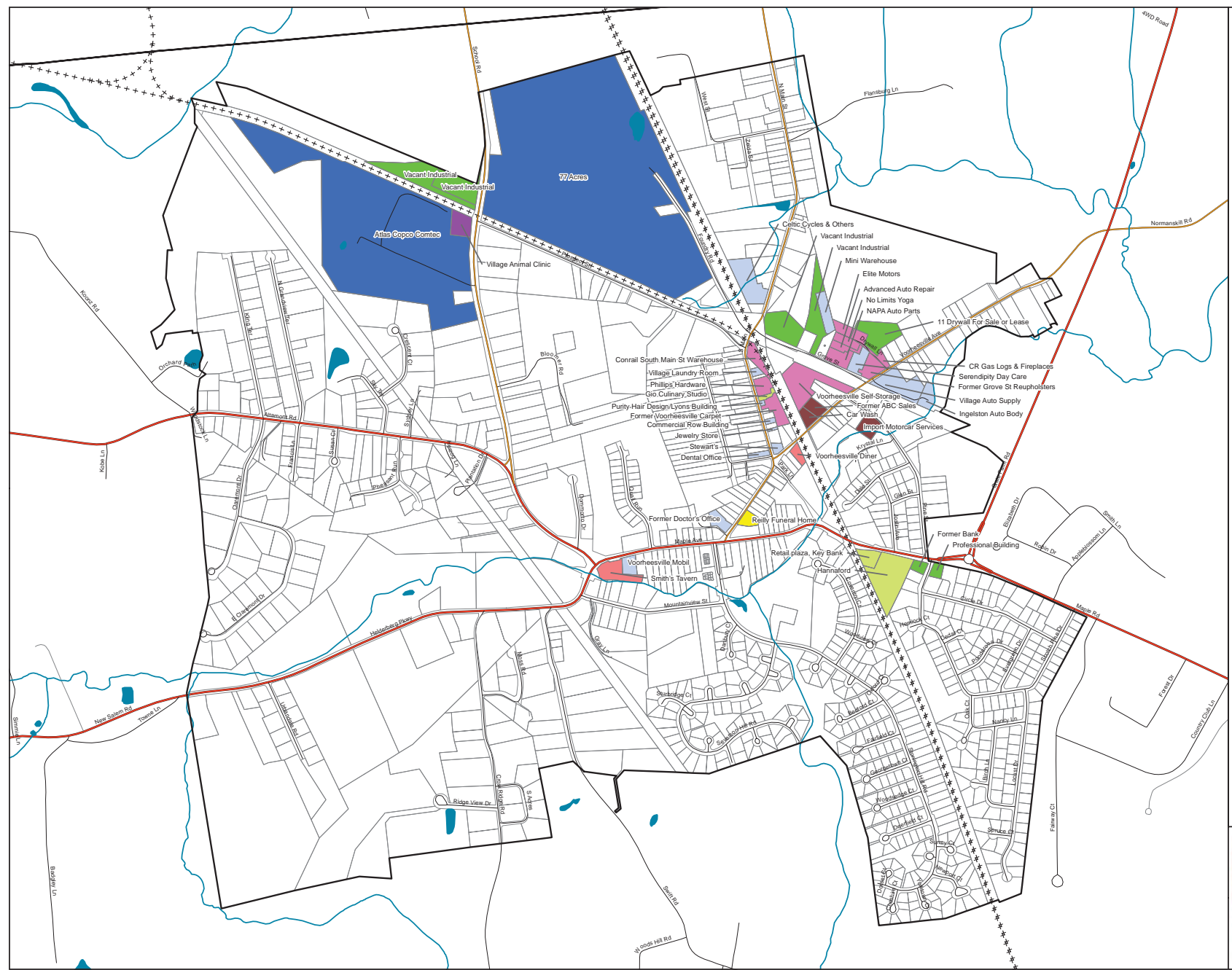
Commercial/Business Properties

- Bank/Commercial/Office
- Retail
- Dining
- Auto
- Funeral Home
- Kennel
- Manufacturing
- Multipurpose
- Storage and Distribution

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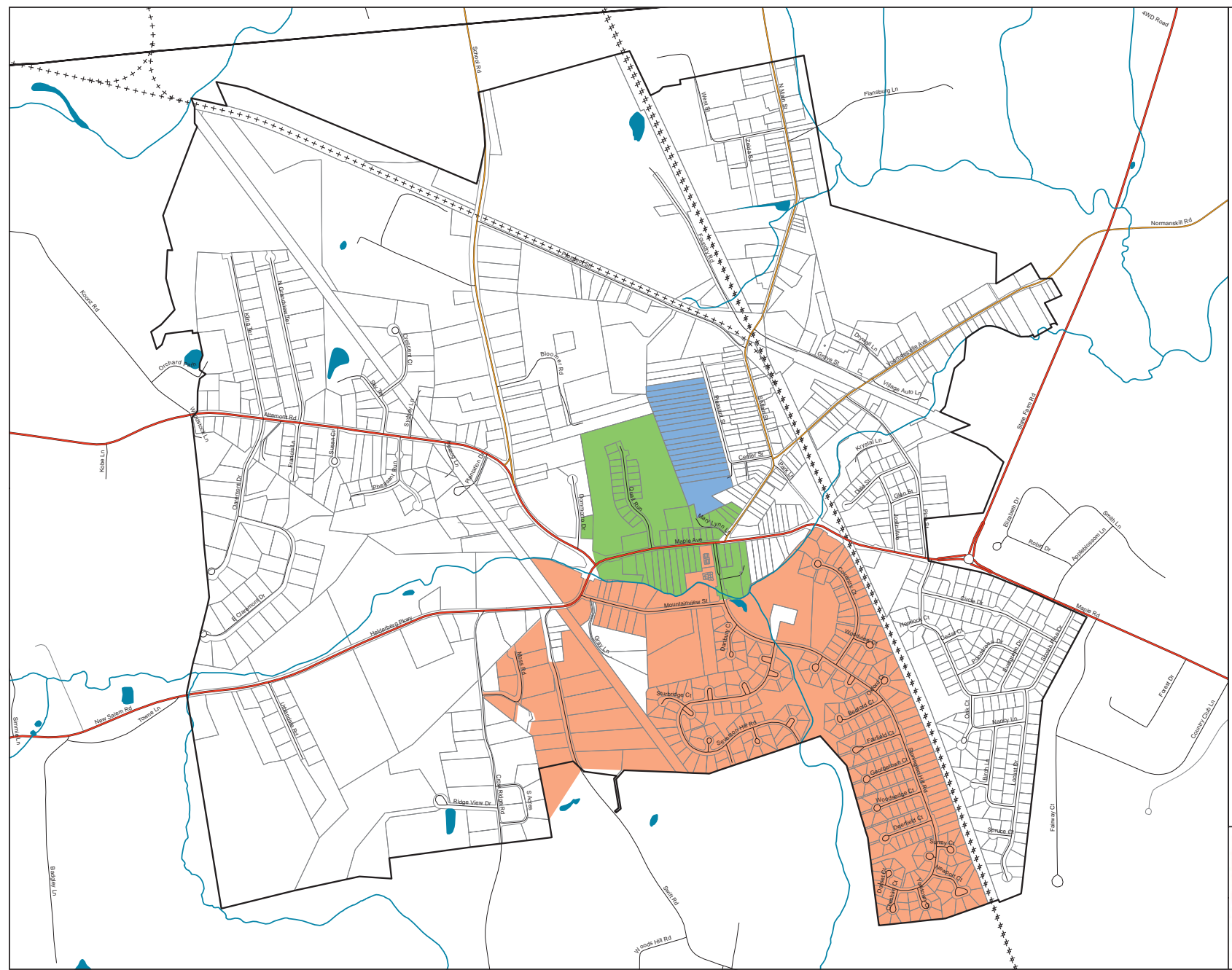


Village of Voorheesville

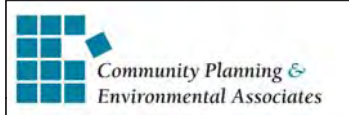
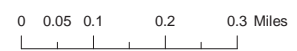
Albany County, NY

Sewer Districts

-  Village Boundary
 -  Town Boundary
 -  Property Boundaries
 -  Water
 -  Streams
- ### Roads
-  State Route
 -  County Road
 -  Local Road
 -  Private Road
 -  Railroad
- ### Sewer Districts
-  No. 1
 -  No. 2
 -  No. 3
























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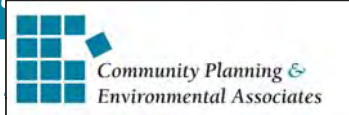
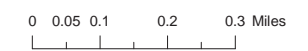
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Village of Voorheesville Albany County, NY

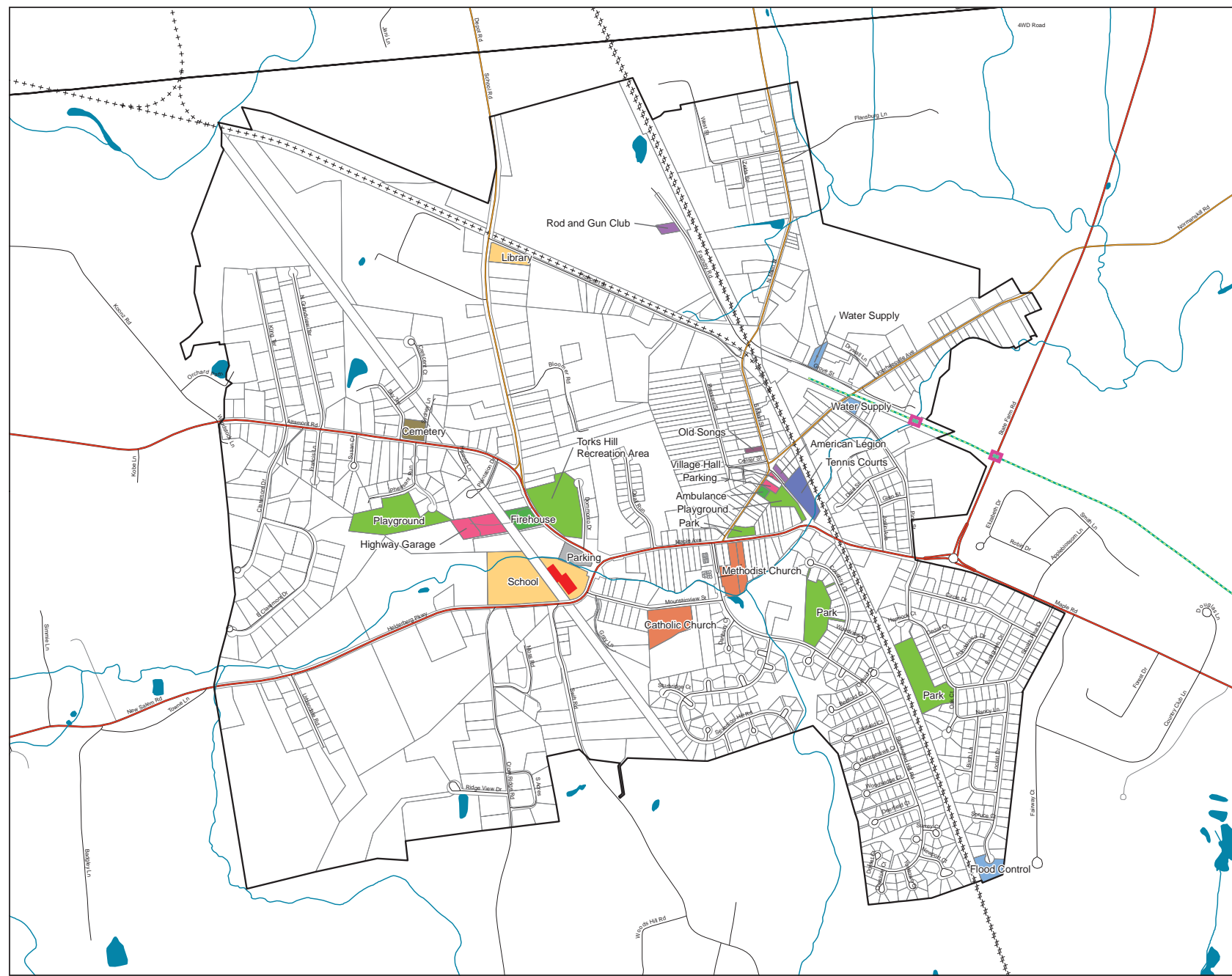
Community and Cultural Facilities

-  Village Boundary
-  Property Boundaries
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Facility Type**
-  Park
-  Educational
-  Cultural and Recreational
-  Government
-  Protection
-  Social
-  Sports
-  Religious
-  Cemetery
-  Water Supply/Control
-  Parking
-  Albany County Rail Trail
- National Register Eligible Structures**
-  Elementary School
-  Railroad Bridges

Map Date:
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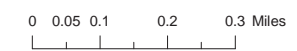


Village of Voorheesville Albany County, NY

Sidewalks

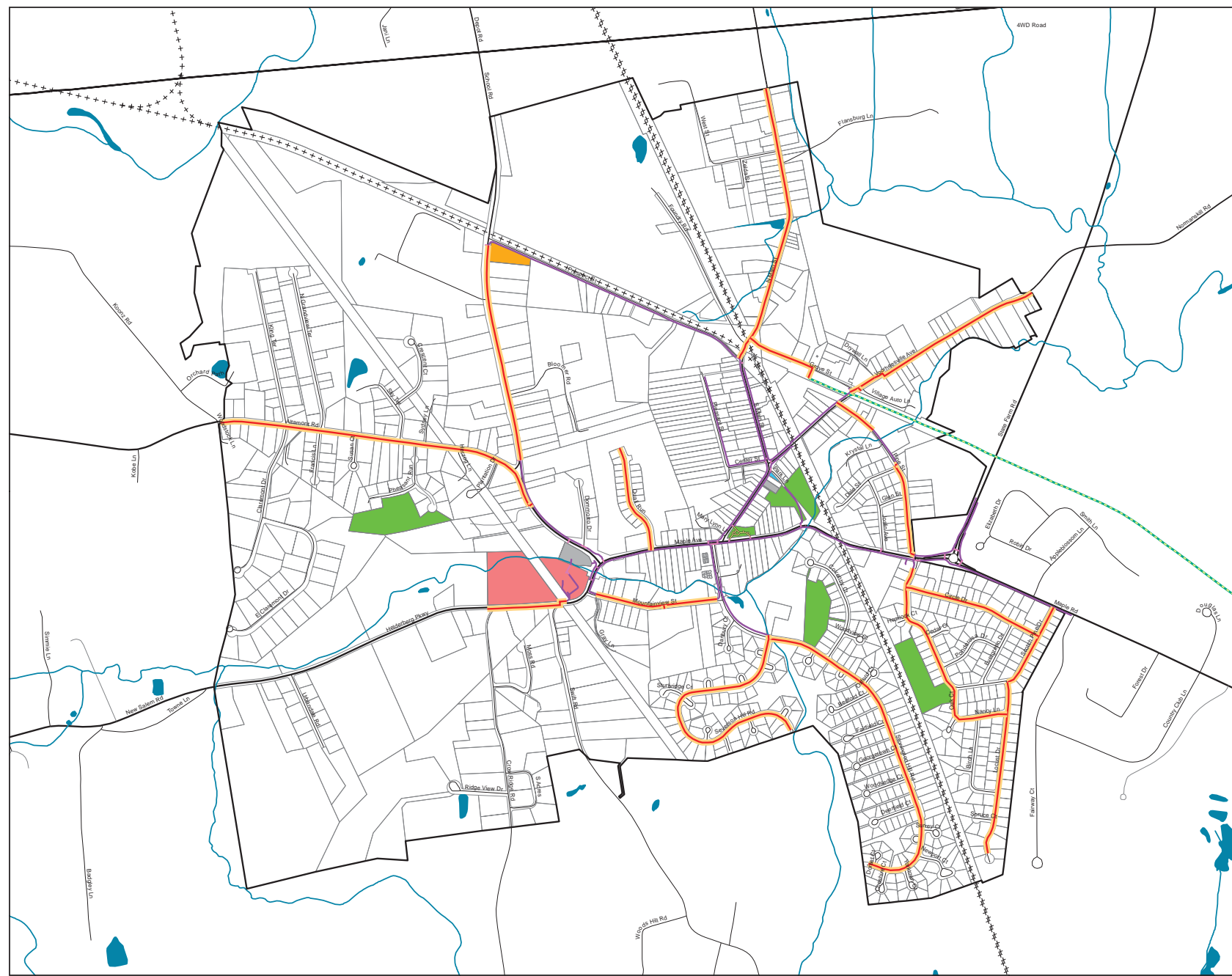
- Village Boundary
- Town Boundary
- Property Boundaries
- Water
- Streams
- Roads**
- State Route
- County Road
- Local Road
- Private Road
- Railroad
- Sidewalks**
- Sidewalk
- Crosswalk
- Park
- Gap in sidewalk or unclear crosswalk
- Parking and other Community Services**
- Parking
- School
- Library
- Park, Playground, Tennis Courts
- Village Hall

Map Date:
11-2-2017



**Community Planning &
Environmental Associates**












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Village of Voorheesville

Albany County, NY

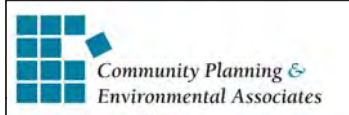
Wellhead and Aquifer Protection

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Protection Areas**
-  Wellhead Protection Area
-  Aquifer Protection Area

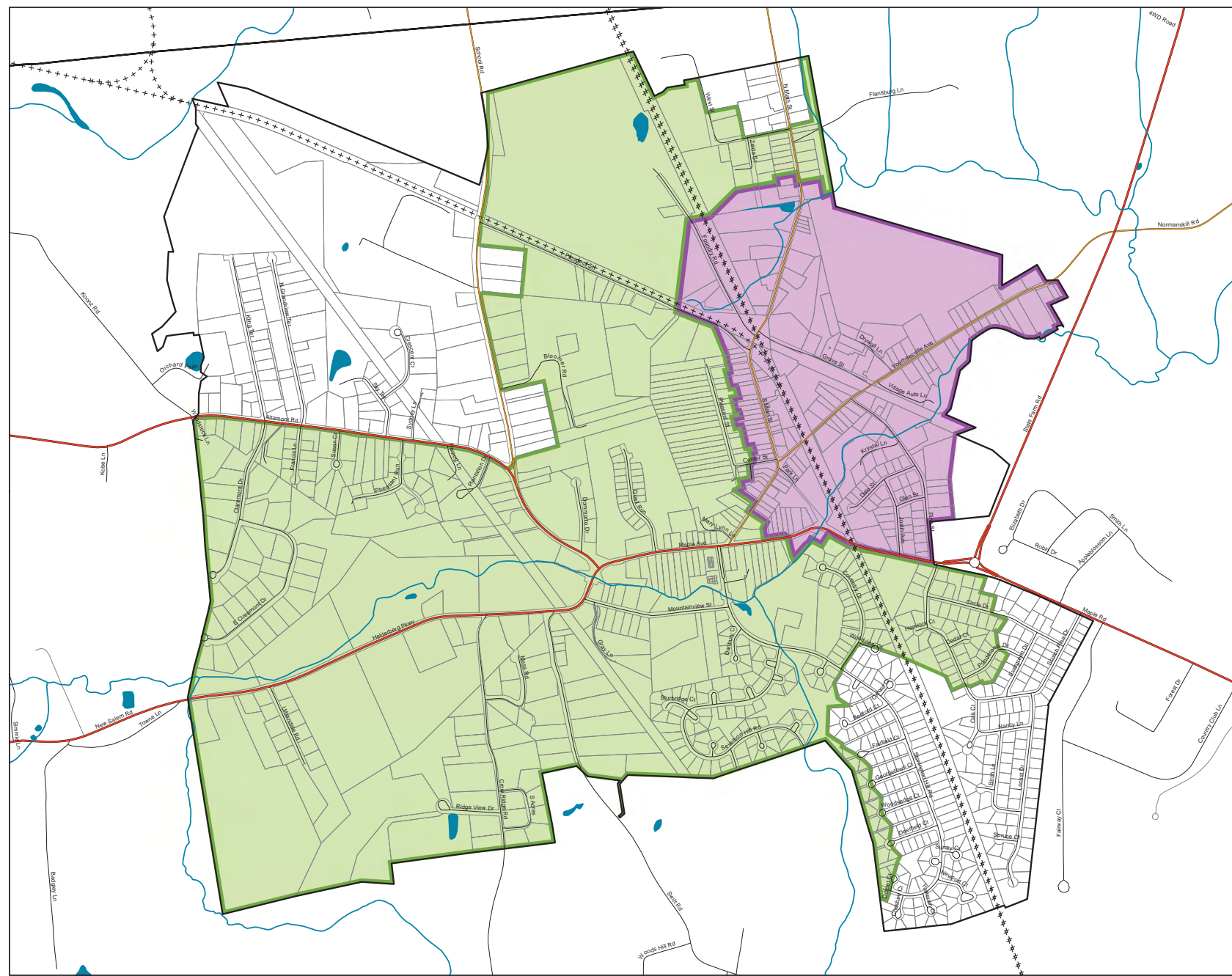
Map Date:
11-2-2017



0 0.05 0.1 0.2 0.3 Miles



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Village of Voorheesville Albany County, NY

Traffic Counts

- Village Boundary
- Town Boundary
- Property Boundaries
- Water
- Streams
- Roads**
- State Route
- County Road
- Local Road
- Private Road
- Railroad

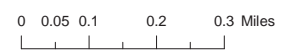
NYS DOT Annual Average Daily Traffic
(Estimated average daily traffic volume based on various sources, including short counts)

Count (Year)

NYS DOT Short Counts
(Actual daily traffic counts taken over a specific 2-7 day period)

Count (Year)

Map Date:
11-2-2017












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





Village of Voorheesville Albany County, NY

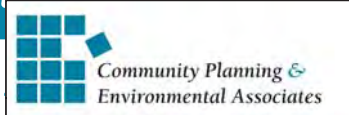
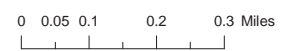
Property Values

-  Village Boundary
-  Town Boundary
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad

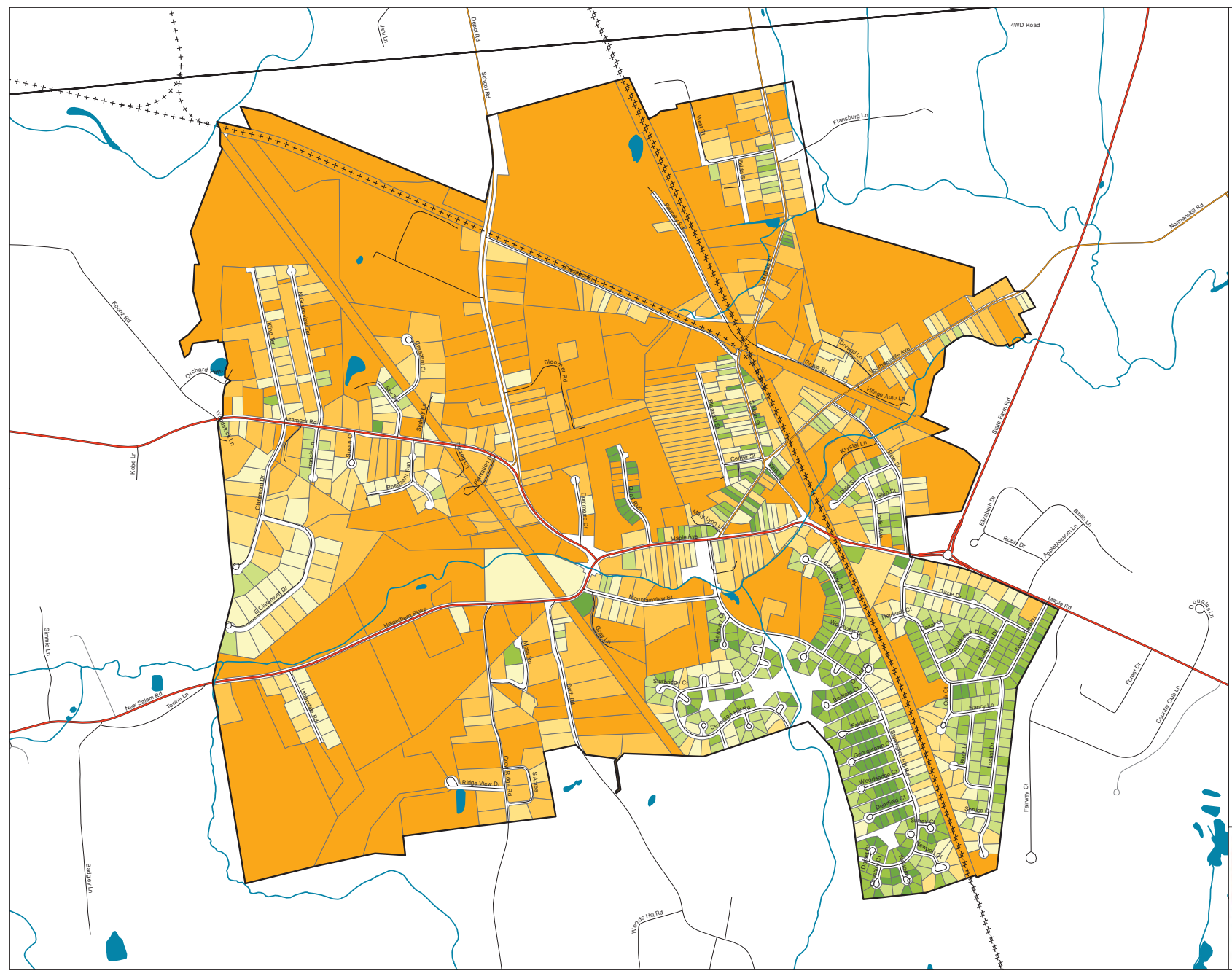
Property Values (total assessed value per acre)

-  250 - 125,000
-  125,000 - 300,000
-  300,000 - 480,000
-  480,000 - 600,000 (median = 545,667)
-  600,000 - 750,000
-  750,000 - 1,000,000
-  1,000,000 - 2,600,000

Map Date:
11-2-2017


























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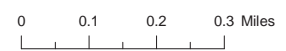


Village of Voorheesville Albany County, NY

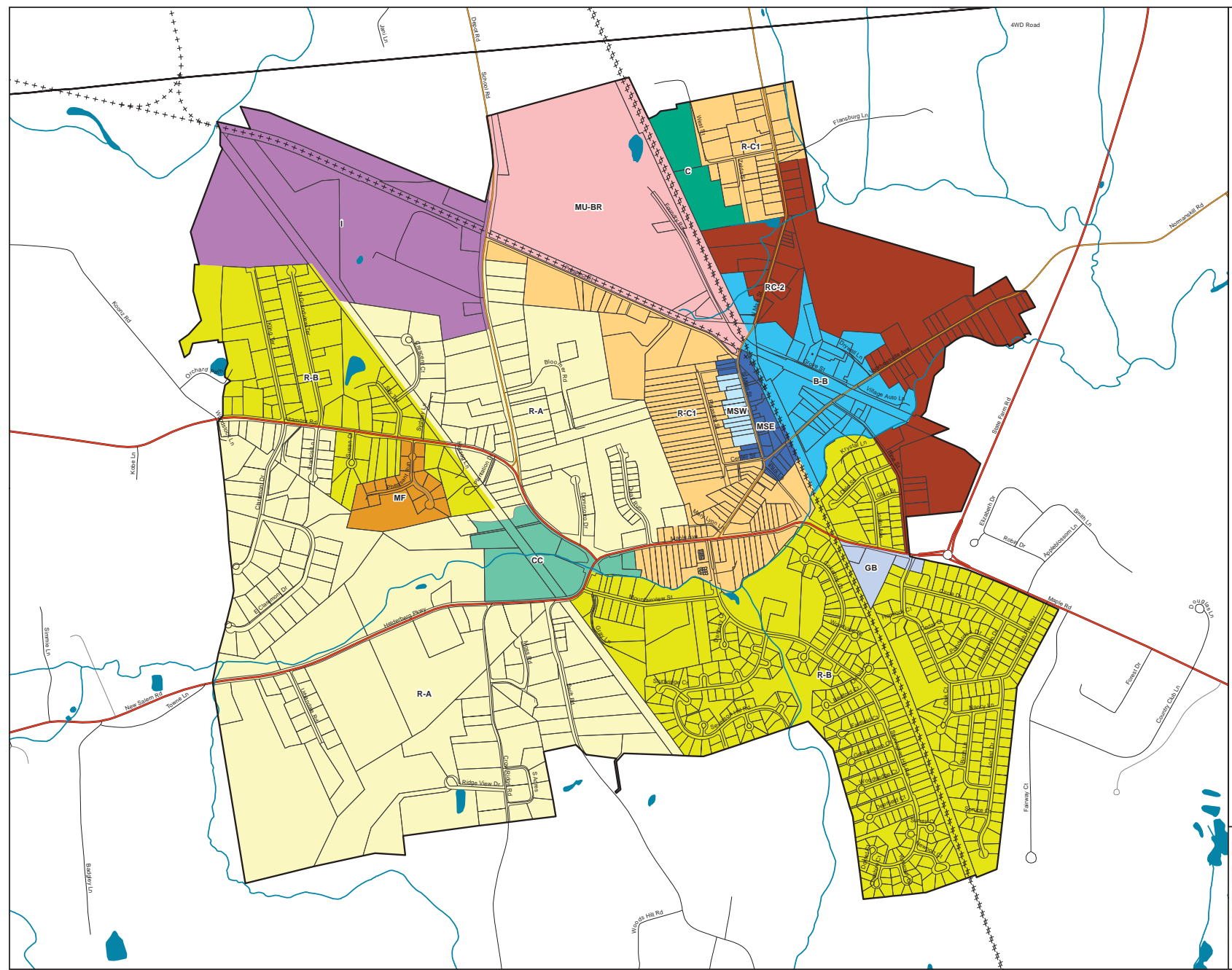
Zoning Concept

-  Village Boundary
-  Town Boundary
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  State Route
-  County Road
-  Local Road
-  Private Road
-  Railroad
- Zoning Concept Districts**
-  R-A, Residential A
-  R-B, Residential B
-  RC-1, Residential C1
-  MF, Multi-family
-  RC-2, Residential C2
-  MU-BR, Mixed Use Business Residential
-  MSE, Main Street East
-  MSW, Main Street West
-  CC, Creekside Commercial
-  GB, General Business
-  B-B, Business B
-  I, Industrial
-  C, Conservation

Map Date:
5-10-2018










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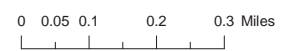
Village of Voorheesville


Albany County, NY

Village Boundary Comparison

-  Village Boundary New Version
Based on Tax Parcel Information
-  Village Boundary Previous Version
-  Property Boundaries
-  Water
-  Streams
- Roads**
-  Roads
-  Railroad

Map Date:
11-2-2017



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Appendix 2: Profile and Inventory of Resources

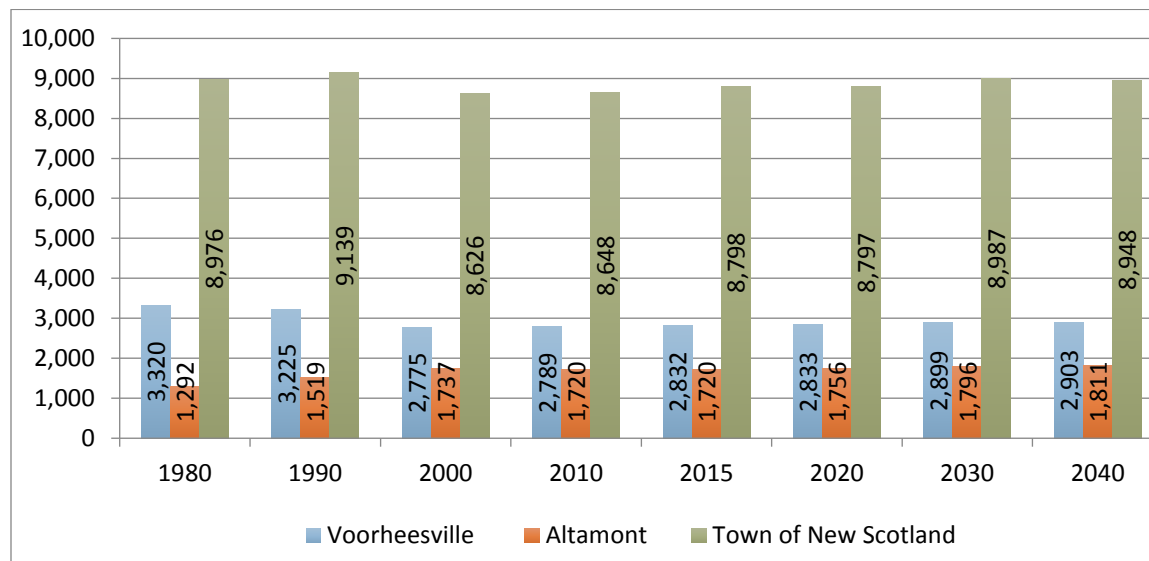
Population Characteristics

For several generations, the Village of Voorheesville has been considered a bedroom community in the Capital District. The Village continues to attract residents due to its excellent school system, its location, and bucolic surroundings. According to the 2010 Census, Voorheesville had an estimated population of 2,789. Between 2010 and 2015, the Census estimates the population grew by 1.5%, to 2,832.

From 1980 to 1990 the Village of Voorheesville saw a population decline by 2.9% to 3,225. This decline in the population was a foreshadowing of a severe decline that took place between 1990 and 2000 as Figure 1 illustrates. In that decade, the decennial Census reported that the population declined by 14.0%, or 450 people. There was a minor reversal of this trend in 2010 when the population increased to 2,789, a 0.5% increase from 2000. Slow growth trends continue today as shown in the chart below.

According to the Capital District Regional Planning Commission, the Village of Voorheesville's population is projected to increase modestly over the coming decades; the Commission forecasts a 1.6% increase from 2010 to 2020. By 2040, the Commission projects that the population of the Village will reach 2,903, the largest it has been since 1990, but still far below its population in 1990 and 1980. These current single digit increases may seem small; however, these changes may be felt more acutely by 2020. Often as a community's population grows, so does the demand on municipal services and infrastructure, such as water, sewer, schools, and roads.

Figure 6: Total Population, Voorheesville, Altamont, and New Scotland (1980-2040)



Source: 1990, 2000, 2010 US Census & Source: 2020, 2030, 2040, 2050 CDRPC Projections

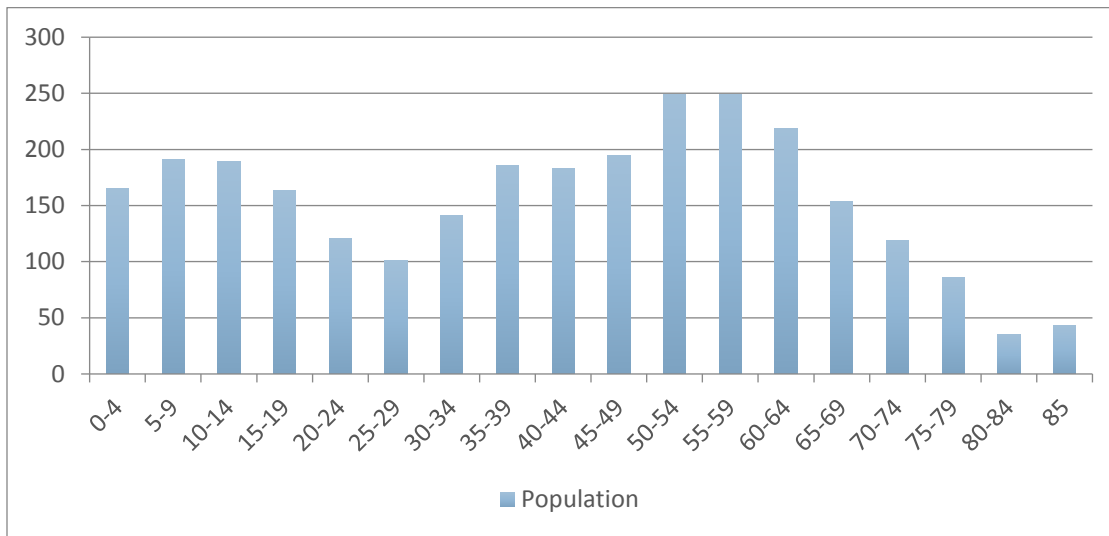
The Town of New Scotland and the Village of Voorheesville have similar population patterns. From 1980 to 2000, both municipalities experienced some population loss. The Town of New Scotland experienced similar population gains between 1980 and 1990 and since then, has experienced steady but small population increases. For both, future projections indicate marginal growth. This does not take into consideration recent subdivision approvals at the Town level that may sharply increase population growth levels.

Age Structure

Age structure can be described as the composition of a population, while age distribution is how various age groups in a population are spread out. The Village’s age stratification is indicative of a larger national aging trend as illustrated in Figure 2. The baby boom generation, which includes those born between 1946-1964, is significantly larger than any other generation, impacting both local and national age trends.

This large age increase in turn, has directly impacted the Village’s median age, which as of the 2010 Census, is 42.0, older than the national average of 36.8 years. This pattern is a common occurrence in the northeast, outside of urban areas. Over 30% of the Village’s population is over the age of 55, and, 15.7% are over the age of 65. As the baby boom generation continues to age into retirement, demographic shifts will inevitably occur.

Figure 7: Voorheesville Population Distribution (2010)



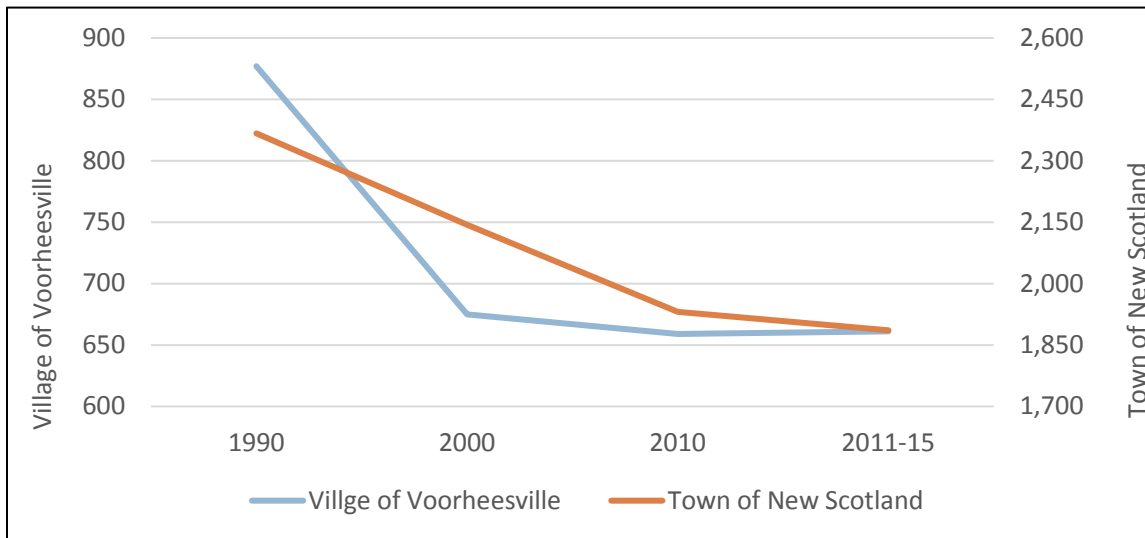
Source: 2010 Census

Aging Trends

Throughout the U.S., population trends over the next 30 years are expected to dramatically change. The US Census has projected that by 2050 there will be 83.7 million people over the age of 65, almost doubling the 2012 estimate of 43.1 million. Mirroring this trend to an extent, the Village of Voorheesville has a sizeable projected increase in the 65 years and older age group.

Since 1990, the Village has experienced an increase in population levels of those 65 years of age and older. This projected increase is expected to continue. In 1990, 309 people in the Village were 65 or older, equating to 9.6% of the population. By 2010, the number of people in the oldest group had increased to 437 but accounted for 15.7% of the Village's total population. By 2030, it is projected that 25.1% of the population will be 65 years of age or older, and a majority (51.0%) will be over the age of 45.

Figure 8: Voorheesville and New Scotland Age Cohort's Share of the Population, 18 years and Under



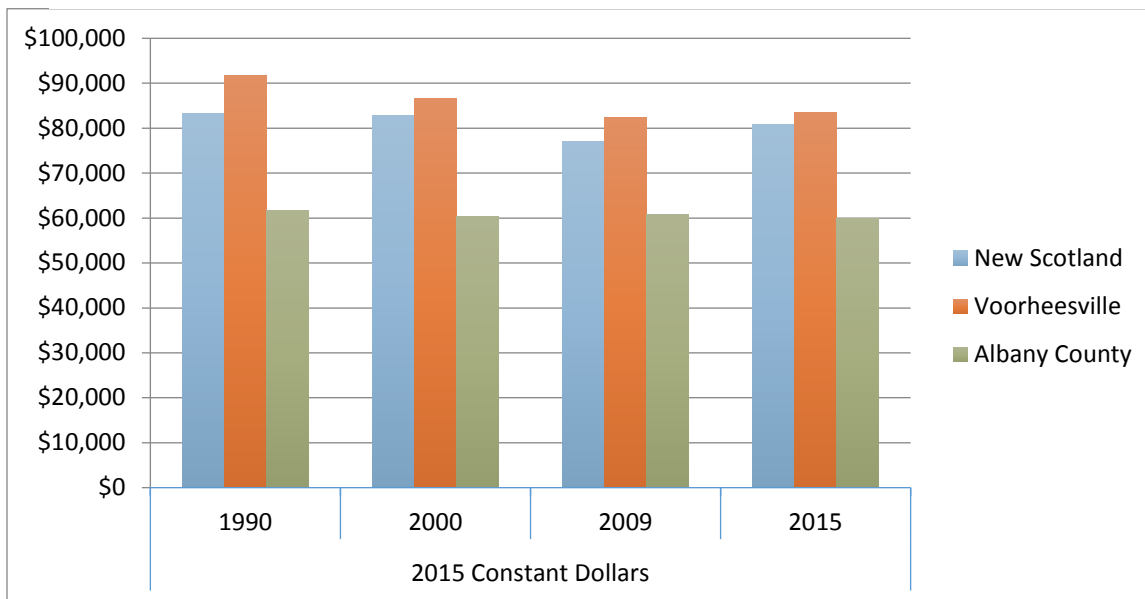
Source: 1990, 2000, 2010 US Census; 2011-2015 ACS

In comparing the area's younger population, specifically those 18 years and under, both the Village of Voorheesville and the Town of New Scotland have experienced continual decline. In Figure 3, the red line represents the Town of New Scotland with corresponding population rates located on the right axis and blue line representing the Village of Voorheesville with population rates on the left. Compared to the Town, the Village suffered a sharper decline in their population 18 years and younger. Between 1990 and 2000, the Village lost 23% of those 18 years and younger. During this same time, the Village experienced a significant population loss (14%) as shown in Figure 1. The Town of New Scotland has been slower to see a loss in those aged 18 years and younger. By 2010, both had similar slow levels of decline of this age group.

Income and Education Characteristics

Income levels are one of the most important variables for measuring a community's economic well-being. The median household provides a measure of socioeconomic stability for a broad section of a municipality's population. The Village of Voorheesville's median income has increased since 2009 but it is lower than what it was in 1990. According to the US Census, the 2000 median income was \$61,563 in the Village and \$58,956 in the Town of New Scotland. The 2005-2009 American Community Survey (ACS) indicated that incomes in the Village increased by 16.60% to \$76,587. The 2011-2015 ACS indicates that the median income for the Village was \$83,500, while the median in the Town of New Scotland was \$80,881.

Figure 4: New Scotland, Voorheesville, and Albany County Median Household Income 1990-2015 (2015 Dollars)



Source: 1990, 2000 Census, 2005-2009, 2011-2015 ACS

After adjusting for inflation, the Village's median household income in 2000 was \$86,545, slightly higher than that of the Town of New Scotland (\$82,880). Compared to Albany County, both the Village of Voorheesville and the Town of New Scotland have consistently had higher median household incomes. However, while these are higher levels than seen state-wide, both the Town and Village saw their median household incomes decline slightly since 1990. The 2005-2009 ACS showed a decline of 7.2% for New Scotland, and a 4.8% decline for Voorheesville from 2000 to 2009. The 2011-2015 ACS did show some recovery as New Scotland increased 5.1% to \$80,881 and Voorheesville a more modest 1.4% to \$83,500.

Poverty Rate

The Village of Voorheesville has consistently had low poverty rates. According to the 2000 Census the poverty rate for the Village was 1.9%, compared to the Town of New Scotland (7.0%) and New York State (14.6%). According to the 2011-2015 ACS, poverty levels increased to 3.3% in the Village while the Town of New Scotland decreased to 5.9%.

Educational Attainment

The Village of Voorheesville has relatively high educational attainment rates. According to the 2011-2015 ACS, 52.6% of residents aged 25 and over have a bachelor's degree or higher, compared to 29.5% in New Scotland and 20.1% in Albany County.

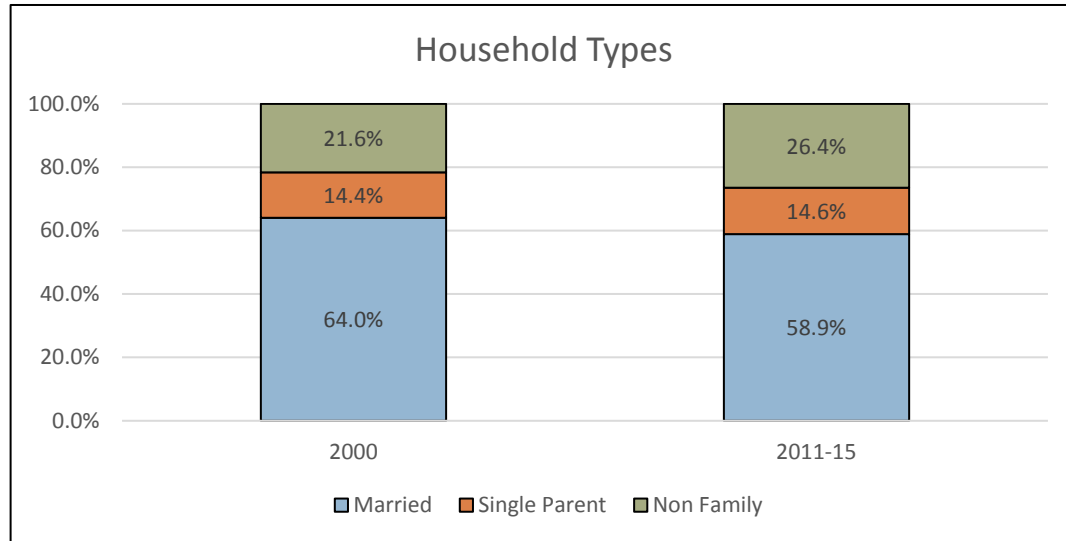
The chart below compares educational attainment, poverty rates and household incomes between Voorheesville, New Scotland and Albany County.

Table 1: Educational Attainment, Poverty Rate, Median Household Income in Voorheesville, New Scotland, and Albany County

2011 - 2015 ACS Estimates	Village of Voorheesville	Town of New Scotland	Albany County
Median Household Income	\$83,000	\$80,881	\$59,887
% of Individuals Living Below the Poverty Line	3.3%	5.9%	13.5%
% Residents Age 25+ with High School Diploma	15.0%	14.4%	26.5%
% Residents Age 25+ with Bachelor's Degree or Higher	52.6%	29.5%	20.1%

Understanding the household characteristic helps us learn more about the trends facing the Village.² The 2000 Census indicates that there were 1,074 households in the Village, of which 329, or 30.63%, have children under 18 years. Most householders were married (Figure 5) and had an average household size of 2.62 people. The 2011-2015 ACS showed that the number of households decreased slightly by 3.47% to 1,042. That decrease came from changes in single-person households.

Figure 5: Voorheesville Household types (2000 and 2015)



Source: 2000 Census; 2011-2015 ACS

The number of households in the United States has been slowly increasing regardless of population changes. This is due to a variety of factors, including higher divorce rates, later entry into marriage, and an increasing elderly widowed population – all of which increase the number of households even though there may be no population increase in an area.

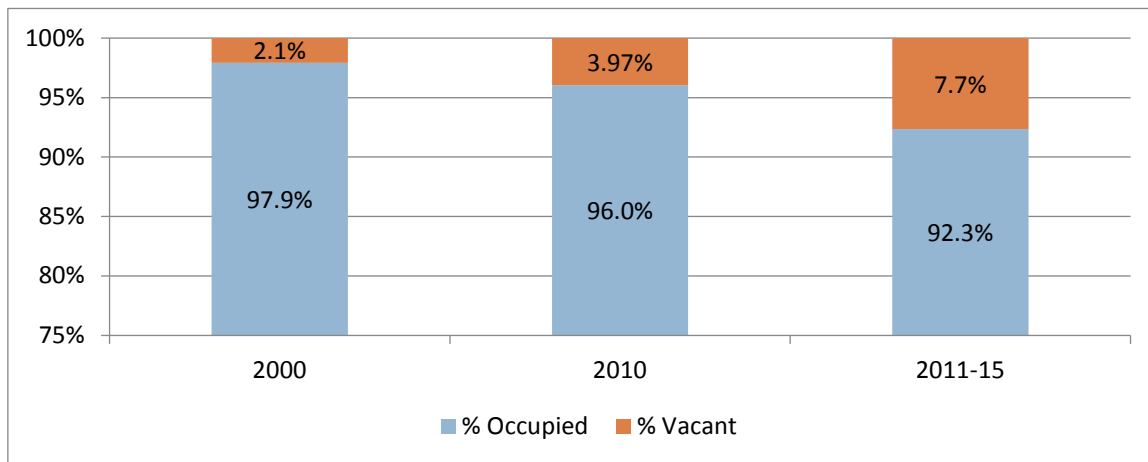
As the figure above indicates, the Village has experienced slight changes in household types. According to the 2000 Census, out of the 1,074 households, the majority were married households. According to the 2011-2015 ACS, the Village of Voorheesville experienced a slight decrease in the total number of households (3% decrease to 1,042), including a slight decrease in the number of married households at the same time as a slight increase in non-family and single-parent households. These minor shifts in the Village reflect national trends of decreased numbers of traditional married households and increases in non-traditional households including non-marital partners, increases in single parent households, and cohabitating parents.

² The decennial census is the definitive survey; however, the ACS provides data during the intervening years between the decennial census. However, the 2010 Census only used a short-form, so much of the information used in this section is from the ACS for household data sets.

Housing & Vacancy

According to the 2010 Census, the Village of Voorheesville had 1,112 housing units. The 2011-2015 ACS indicates a total of 1,074 housing units, a slight decrease from 2010. The ACS is an estimate however, and the margin of error in that data likely accounts for the difference.

Figure 6: Voorheesville Total Housing Unit Occupied and Vacancy Rates (2000-2015)



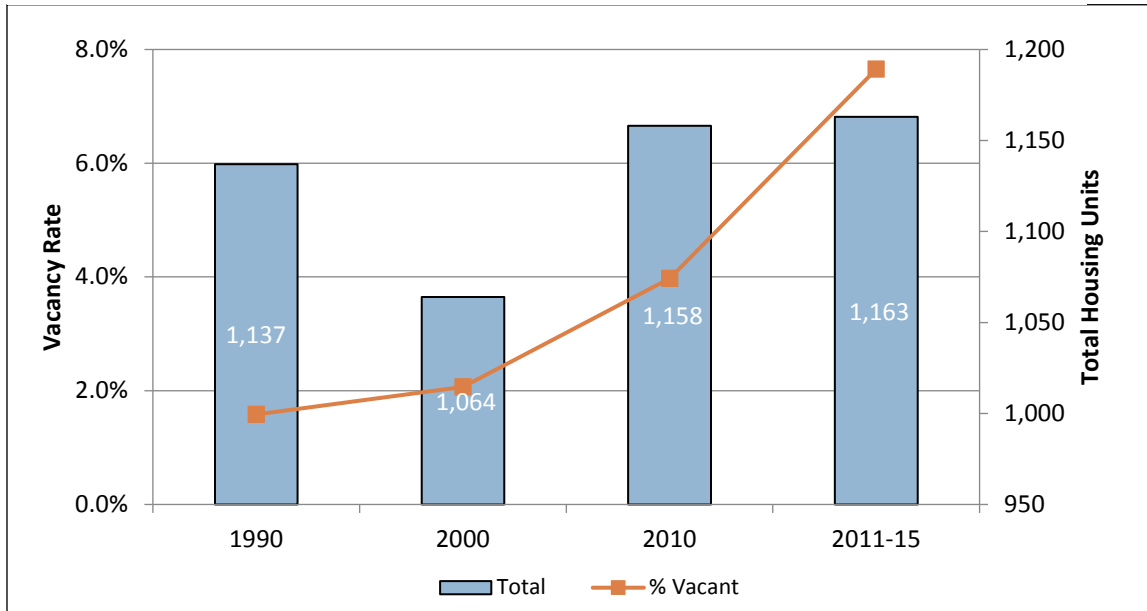
Source: 2000, 2010 Census; 2011-2015 ACS

Voorheesville has consistently had low housing vacancy rates. According to the US Census, from 2000 to 2010, the vacancy rate shifted slightly from 2.1% to 4.0% and the estimate from the 2011-2015 ACS has shown that the current vacancy rate has continued to increase slightly.

Generally, a vacancy rate over 5% is considered an adequate housing buffer, ensuring a community has sufficient housing available for both new and existing residents. Standard definitions for vacancy rates in a healthy housing market include a 1% vacancy rate for for-sale housing and a 5% vacancy rate for rental housing.

The village's current estimated vacancy rate of 7.7% should meet housing needs now but it will need to stay within that threshold into the future to meet housing demands. To maintain this vacancy rate, new types of housing may need to be created to meet the housing demand. With an increasing number of senior citizens and a small increase in the number of projected new housing units (3.7%), there may be need for additional housing or additional housing types to meet demands.

Figure 7: Voorheesville Total Housing Units and Vacancy Rate



Source: 1990, 2000, 2010 Census; 2011-2015 ACS

Of the 1,158 housing units in the Village in 2010, 75.0% were owner occupied and 18.7% renter occupied as indicated in figure 7.

Housing Types & Tenure

According to the 2010 Census, 82.7% of the housing units in Voorheesville are single-family detached structures. Most houses are owner-occupied, single family units. Most dwellings were built before 1939. There was a post-World War II housing boom that added to the housing stock.

The 2011-2015 ACS shows that 15.1% of all residents moved into the community after 2010, while 20.4% have lived in Voorheesville since 1980 or before.

Table 2: Building Activity in Voorheesville, 2001- 2015

Village of Voorheesville Building Activity (2001-2015)		
Year	Single-Family	Multi-Family
2001	5	0
2002	6	0
2003	6	0
2004	2	0
2005	3	0
2006	4	0
2007	2	0
2008	2	0
2009	3	0
2010	8	0
2011	2	0
2012	0	0
2013	0	10
2014	0	8
2015	5	0
Total	48	18

Source: Building Permits: CDRPC Capital District Data

The chart above contains residential building permit data for the Village of Voorheesville from 2001 through 2015. The information indicates that most new housing built has been single-family. Data from the Code Enforcement Officer in Voorheesville shows that 55 building permits were issued in the Village between 1997 and 2016. Of those, two were for storage units, two for senior condominiums, and one for three duplex units. The remainder were single family dwellings. E. Claremont and Claremont Drive has the most building activity of the years. See Historic Buildout Map to see the development pattern in the Village.

Housing Affordability

According to the 2011-2015 ACS, the rental unit affordability of the rental in Voorheesville was comparable to that in the Town of New Scotland. The Village’s median monthly rent was \$948, consistent with the Town of New Scotland’s median monthly rent of \$951.

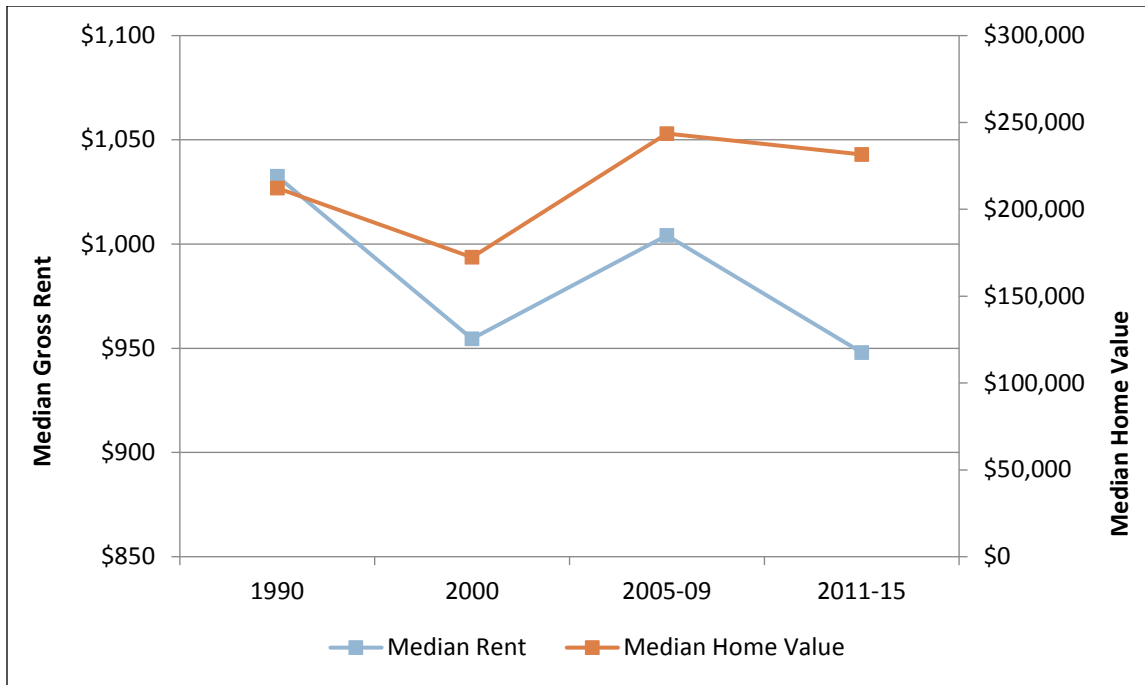
Table 3: Voorheesville Housing Characteristics

Housing Characteristics		
	Village of Voorheesville	Town of New Scotland
2000 # Housing Units	1,064	3,470
2010 # Housing Units	1,158	3,640
% Housing Unit Change 2000-2010	8.8%	4.9%
% Owner Occupied in 2010	75.0%	83.2%
% Renter Occupied in 2010	18.7%	16.8%
% 2010 Vacancy Rate	4.0%	5.3%
% Housing in Single Family Units- 2010	82.3%	84.7%
% Housing Units in Multi Family (2+ units)	17.7%	15.3%
% Housing Units in Mobile Homes – 2010	0%	3.3%
Median Value of Owner Occupied Housing Units (2010)	\$231,400	\$242,400
Median Monthly Gross Rent for Renter-Occupied Units	\$953	\$941

Source: 2000 & 2010 Census Bureaus, American Community Survey (ACS), Estimate 2010-2014, and US Department of Commerce

There are different ways to calculate affordability of housing in an area. A ratio between the median value of the homeowner units and median household income is a generally accepted method to determine affordability. Nationally, if this ratio is 2.0 or less, it is considered “affordable.” For example, to purchase a home priced at \$200,000, the buyer would need an income of \$100,000 per year, according to this standard. In calculating the 2011-2015 ACS data for Voorheesville, the median family income of \$83,500 and median housing price of \$231,400 reveals an affordability ratio of 2.77. This is higher than the ideal ratio of 2.0 and indicates that there are likely affordability issues.

Figure 8: Voorheesville Median Gross Rent and Median Home Value (2015 Dollars)



Source: 1990, 2000 Census, 2005-2009 American Community Survey (ACS)

Land Use and Property Values

The following tables show the land uses in the Village of Voorheesville. These tables were developed using data from the real property data collected by the local assessor and Albany County. See Property Class Map to see locations of these various land uses.

The most prevalent land use in the Village is residential use (1,002 parcels totaling about 650 acres; see Table 4 and Figure 9). Vacant land is the next most common land use category (86 parcels or 328 acres). There are 39 commercial properties in the Village totaling 34 acres (Table 5 and Figure 10) and two industrial parcels on 122 acres. All other land uses make up the remainder of the Village (48 parcels on about 111 acres). Each of those categories is further detailed in Table 6.

Table 4: Number of Parcels and Acreage of Different Land Uses in Voorheesville

<i>Property Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Commercial	39	34.1	2.74%
Community Services	14	23.8	1.91%
Industrial	2	122.3	9.82%
Public Services	10	44.4	3.57%
Recreation and Entertainment	4	9.8	0.78%
Residential	1,002	649.7	52.2%
Vacant Land	86	327.6	26.3%
Wild, Forested, Conservation Lands and Public Parks	4	14.4	1.16%
HOA or unknown	16	19.3	1.5%
Total for all classes	1,177	1,245.4	100.0%

Figure 9: Details of Residential Land Uses in the Village.

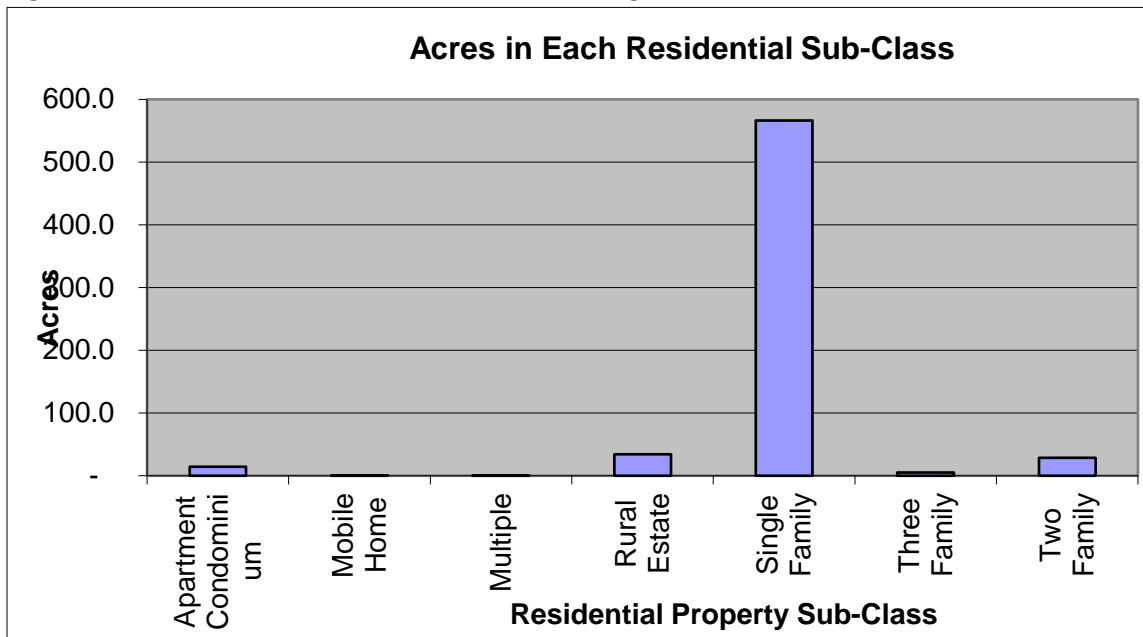


Figure 10: Details of Commercial Land Uses in the Village.

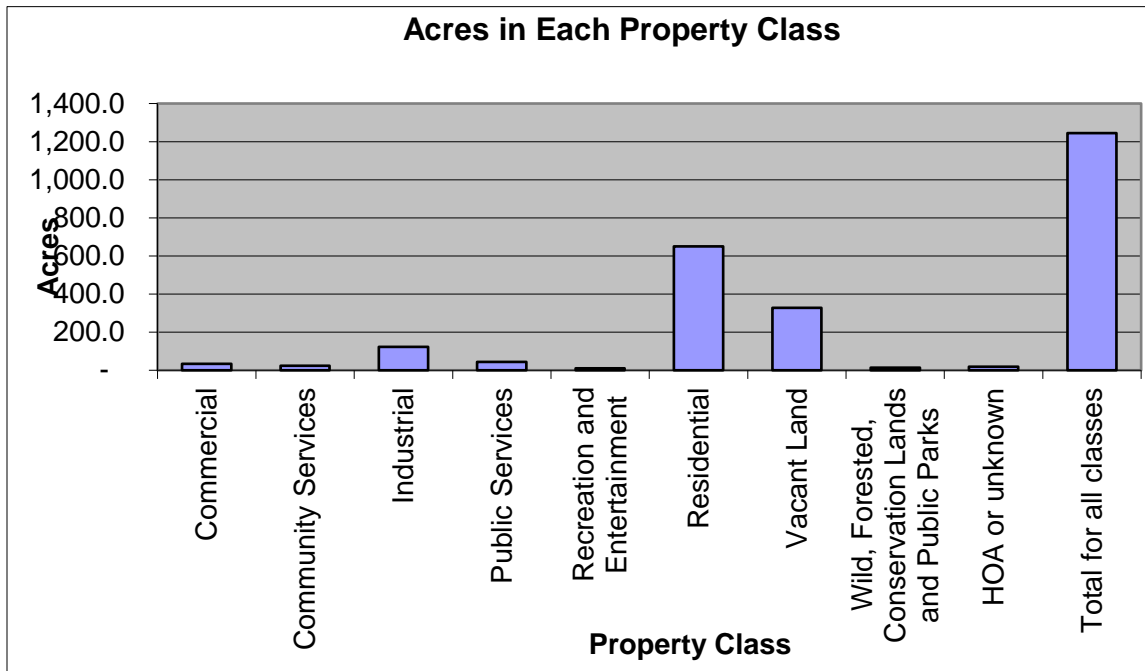


Table 5: Details on Residential Land Uses.

<i>Residential Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Apartment Condominium	45	14.3	1.1%
Mobile Home	1	0.2	0.02%
Multiple	1	0.6	0.1%
Rural Estate	3	34.2	2.7%
Single Family	894	566.5	45.5%
Three Family	7	5.3	0.4%
Two Family	51	28.5	2.3%
Residential Total	1,002	649.7	52.2%

Table 6: Details on Other Land Uses. See Commercial Property Map for Locations.

<i>Commercial Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Auto	3	2.0	0.2%
Bank	2	0.4	0.03%
Dining	2	1.8	0.1%
Funeral Home	1	0.5	0.04%
Multipurpose	14	9.7	0.8%
Office	3	3.5	0.3%
Parking	1	1.2	0.1%
Retail	3	4.6	0.4%
Storage and Distribution	10	9.4	0.8%
Kennel	1	1.1	0.1%
Commercial Total	39	34.1	2.7%

<i>Community Services Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Cemetery	1	1.1	0.1%
Cultural and Recreational	1	0.2	0.02%
Educational	2	11.6	0.9%
Government	4	2.8	0.2%
Religious	3	6.3	0.5%
Social Welfare	1	0.3	0.02%
Protection	2	1.6	0.1%
Community Services Total	14	23.8	1.9%

<i>Public Services Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Communication	1	0.3	0.02%
Electric and Gas	1	0.9	0.1%
Water	4	2.5	0.2%
Waste Disposal	1	1.222540727	0.1%

Transportation	3	39.5	3.2%
Public Services Total	10	44.4	3.6%

<i>Wild, Forested, Conservation Lands and Public Parks</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Public Park	4	14.4	1.2%
Wild, Forested, Conservation Lands and Public Parks Total	4	14.4	1.2%

<i>Vacant Land Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Agricultural	1	37.0	3.0%
Commercial	12	59.1	4.7%
Residential	73	231.5	18.6%
Vacant Land Total	86	327.6	26.3%

<i>Industrial Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Manufacturing	2	122.3	9.8%
Industrial Total	2	122.3	9.8%

<i>Recreation and Entertainment Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
Sports	1	2.1	0.2%
Park	2	7.2	0.6%
Social	1	0.5	0.04%
Recreation and Entertainment Total	4	9.8	0.8%

<i>HOA or Unknown Sub-Class</i>	<i>Number of Parcels</i>	<i>Acres</i>	<i>Percent of Land Area</i>
HOA or Unknown	16	19.3	1.5%
HOA or Unknown Total	16	19.3	1.5%

<i>Property Values</i>	<i>Number of Parcels</i>	<i>Total Assessed Value Range</i>	<i>Average</i>	<i>Per-Acre Range</i>	<i>Per-Acre Average</i>
Commercial	39	42,300-1,397,200	276,779	74,646-1,072,611	439,106
Community Services	14	27,800-5,389,700	663,357	27,138-2,025,646	551,700
Industrial	2	393,100-3,600,000	1,996,550	5,073-80,372	42,722
Public Services	10	10,913-1,963,533	377,740	10,959-2,126,435	355,988
Recreation and Entertainment	4	52,200-1,650,000	89,875	9,889-349,486	109,891
Residential	983	43,300-799,400	222,664	6,617-2,240,749	589,647
Residential - Condominium	19	70,000-131,000	102,031	NA	NA
Vacant Land	86	300-109,700	30,724	273-200,002	33,369
Wild, Forested, Conservation Lands and Public Parks	4	7,500-62,700	24,775	2,863-13,145	7,871
HOA or unknown	16	NA	NA	NA	NA
Total for all classes	1,177	300-5,389,700	216,856	273-2,240,749	535,585

Local Land Use Related Laws

A variety of local laws regulate land use in the Village of Voorheesville. These include:

Land Use and Development (Drawer 7)

- Driveways
- Flood Damage Prevention
- Freshwater Wetlands
- Subdivision
- Zoning
- Stormwater Management

Property Maintenance (Drawer 10)

Sewers and Sewage Disposal (Drawer 11)

Solid Waste (Drawer 12)

Streets and Sidewalks (Drawer 13)

Vehicles, Traffic and Parking (Drawer 15)

Water (Drawer 16)

Transportation

The Village of Voorheesville contains 16.8 miles of road. Most roads are two-lane roads, all are paved, and 85.5% (14.4 miles) are maintained by the Village's Public Works Department.

Touring Route ³	Village	County	Total Local	NYSDOT Owned	State & Local
2.4 mi	12.1mi	2.2mi	14.4mi	2.4mi	16.8mi

Voorheesville's main mode of transportation for its residents is dedicated to vehicular traffic, including connection to the Capital District Transportation Authority (CDTA) Bus Route 719, which serves as the region's main regional mass transportation provider.

The rail system passing through Voorheesville helped shape the Village early in its history and continues to do so. There are two active commercial rail lines that go through the municipality, both owned and maintained by CSX, and operated by Conrail.

Traffic Counts

Traffic counts, measured as annual average daily traffic (AADT), are taken periodically by the New York State Department of Transportation. The AADT is taken over a specific period of time, usually a 2-7-day

³ Touring Routes are considered a route that the State maintains that are too small to have a full state designation.

period. AADT counts reveal a community's traffic patterns, helping to assess volume, speed limits, and wear of roadways.

The map below indicates that the heaviest traffic flow is found on State Farm Road (Route 155) with traffic coming from both the east and west side of Maple Avenue, utilizing the roundabout to gain access to State Farm Road. The traffic counts indicate that more traffic comes from the western side of Maple Avenue from the village, with the 2015 count totaling 8,557, up almost 8% from 2011 (7,938). The traffic coming from the eastern side of Maple Avenue is mostly coming from the Town of New Scotland. Traffic counts indicate that traffic on the eastern side of Maple Avenue from the Village line to the roundabout totaled 7,114 counts, up 7% from 2011 (6,645). These increases are in keeping with general single digit increases in traffic patterns throughout the community between 2011 and 2015.

Other local roads including Helderberg Parkway, School Road, and Voorheesville Avenue, which come from the Town of New Scotland; all terminate at Maple Avenue. These roads account for much of the AADT for Maple Avenue. Helderberg Parkway had a traffic count of 3,998, School Road of 5,060, and Voorheesville Avenue of 2,578 as of 2015.

Village of Voorheesville Albany County, NY

Traffic Counts

- Village Boundary
- Town Boundary
- Property Boundaries
- Streams
- Roads**
- State Route
- County Road
- Local Road
- Private Road
- Railroad

NYS DOT Annual Average Daily Traffic
(Estimated average daily traffic volume based on various sources, including short counts)

Count (Year)

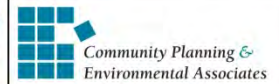
NYS DOT Short Counts
(Actual daily traffic counts taken over a specific 2-7 day period)

Count (Year)

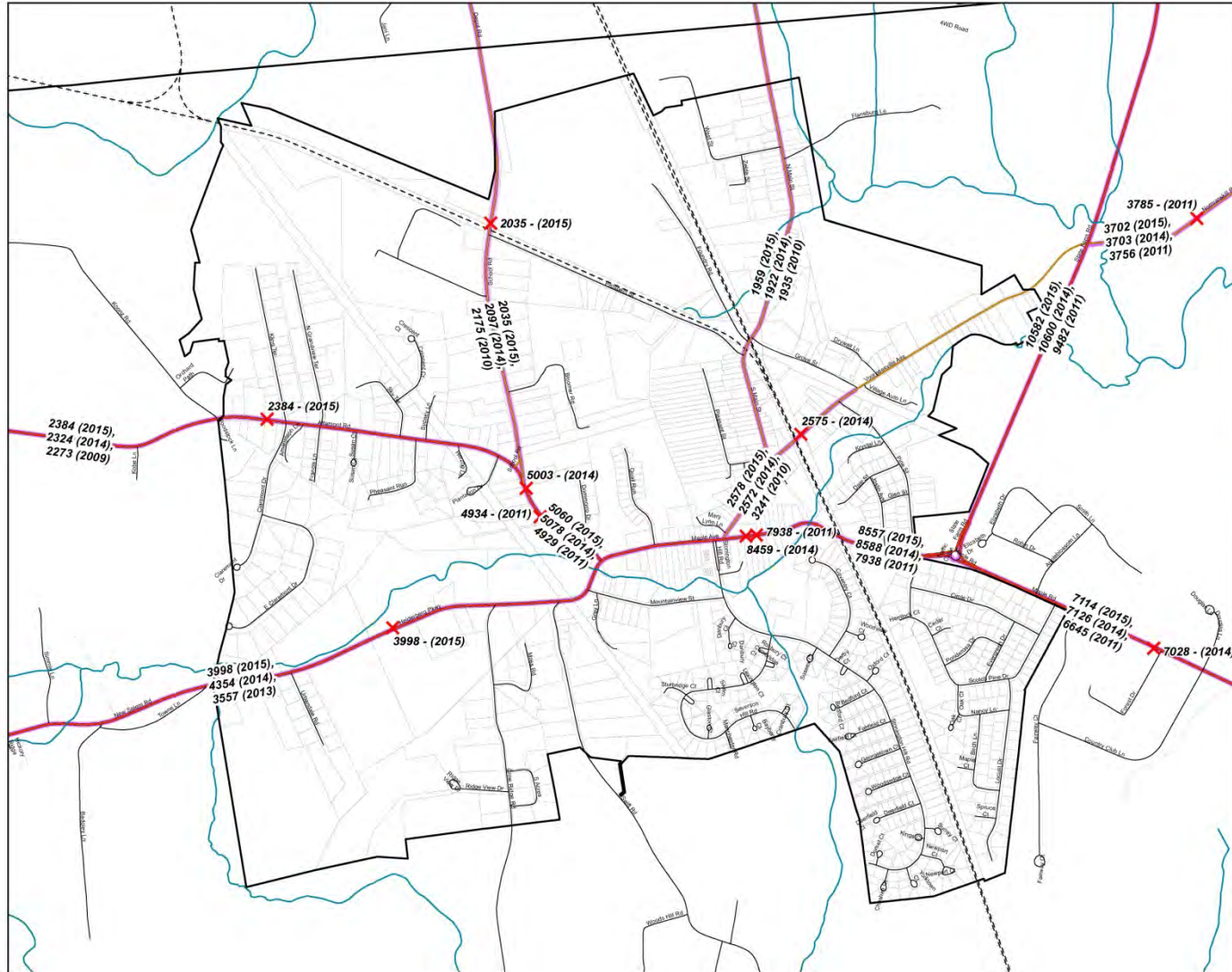
Map Date:
1-25-2017



0 0.05 0.1 0.2 0.3 Miles



Nan Stolzenburg, AICP - www.planningbetterplaces.com
152 Stolzenburg Road, Berne, NY 12023
Don Meltz, Planning and GIS - www.donmeltz.com



Sidewalks

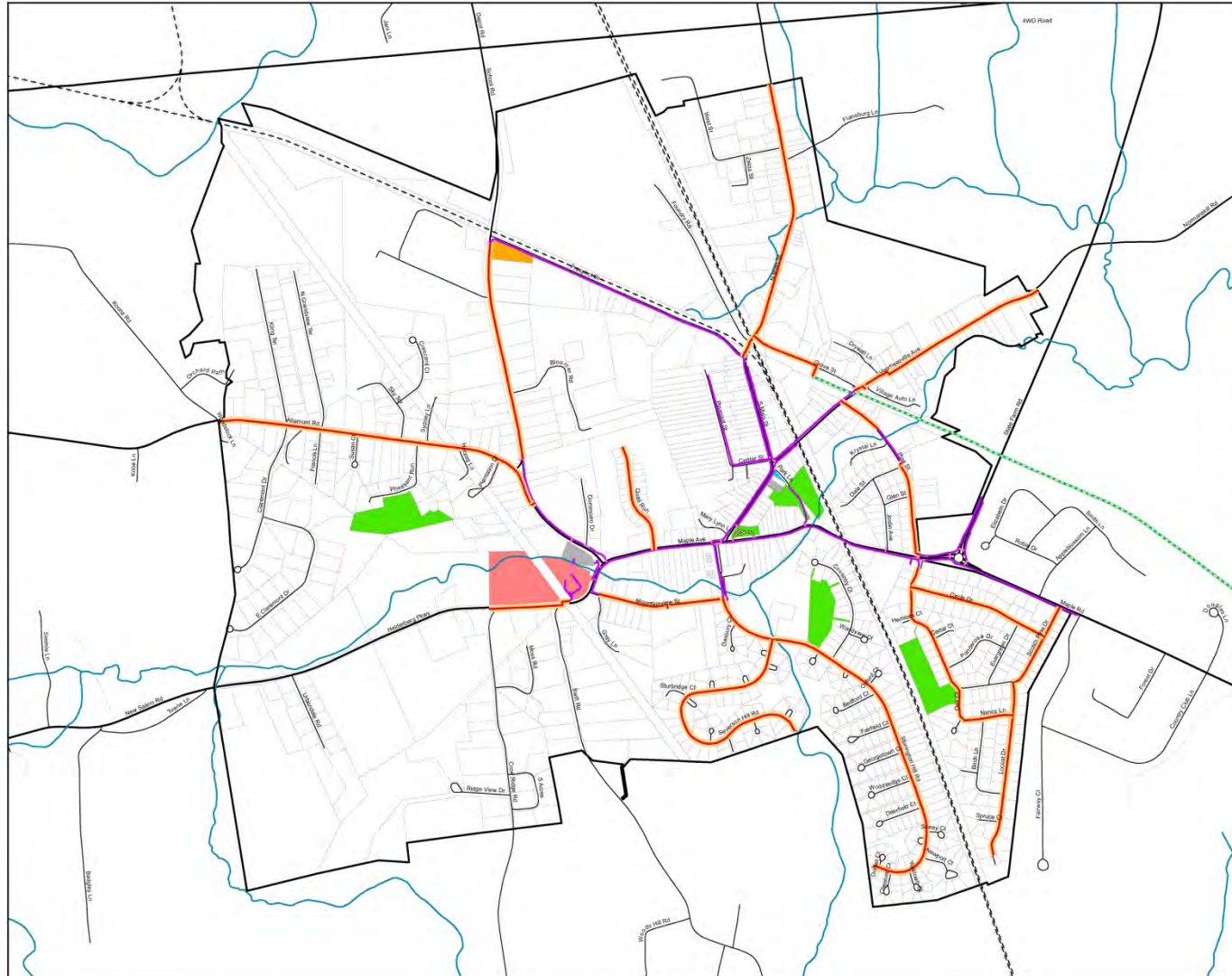
The Village of Voorheesville contains a network of paved sidewalks. Sidewalks help to create a walkable community, improving pedestrian safety while creating inclusive transportation choices that promotes mobility and a healthier community. Residents of the Village have cited that sidewalks are an asset to their community and hope to enhance the walkability of their community.

The majority of the Village's network of sidewalk coverage is connected to Maple Avenue, serving as a geographic linear foundation (see Sidewalk Map). Maple Avenue contains a sidewalk from Mountainview Street heading east through the community, terminating on the eastern part of the Village border, near Scotch Pine Drive. Most of Maple Avenue contains paved sidewalks on one side of the road. From Maple Avenue, there are several residential roads that are connected by sidewalks including a southern portion of School Road, a short portion of Stonington Hill Road, Voorheesville Avenue, and State Farm Road. Many of these roads have additional residential roads that are further connected by sidewalks.

Heading west to east a portion of School Road contains sidewalk from Maple Avenue terminating at Altamont Road. Further down Maple Avenue, Stonington Hill Road contains a short distance of sidewalk from Maple Avenue to Mountainview Street. Further east on Maple Avenue, Voorheesville Avenue contains sidewalks from Maple Avenue to Grove Street and supports much of the additional sidewalk connectivity for the Village. From Maple Avenue, Voorheesville Avenue connects South Main Street, Center Street, Pleasant Street, and Prospect Street to portions of the Village, making this area particularly pedestrian friendly. Near Voorheesville Avenue, from South Main Street, Center Street continues with sidewalks. South Main Street has sidewalks which connect Prospect Street, ending at School Road. Additionally, off South Main Street, Center Street, which connects to Pleasant Street both contain paved sidewalks on one side of the road.

Continuing down Maple Avenue, a bicycle-pedestrian friendly sidewalk adjacent to Vly Creek off Maple Avenue, connects the community to the Jim Nichols Memorial Park, leading through the park towards Park Lane. The next area of sidewalk off Maple Avenue is a roundabout that circulates traffic through Maple Avenue to State Farm Road. This area contains sidewalks entirely around the roundabout, with a sidewalk continuing up State Farm Road a short distance after the roundabout. Towards the other end of Maple Avenue, School Road off Maple Avenue is paved to Altamont Road. There are additional small segments of sidewalks around the entrance of the school and a short segment of Pine Street from Dale Street, past Krystal Lane.

Village of Voorheesville Albany County, NY



- Sidewalks**
- Village Boundary
 - Town Boundary
 - Property Boundaries
 - Streams
- Roads**
- State Route
 - County Road
 - Local Road
 - Private Road
 - Railroad
- Sidewalks**
- Sidewalk
 - Crosswalk
 - Park
 - Gap in sidewalk or unclear crosswalk
- Parking and other Community Services**
- Parking
 - School
 - Library
 - Park, Playground, Tennis Courts
 - Village Hall

Map Date:
1-25-2017

0 0.05 0.1 0.2 0.3 Miles

**Community Planning &
Environmental Associates**

Nan Stolzenburg, AICP - www.planningbetterplaces.com
152 Stolzenburg Road, Berne, NY 12023
Don Meltz, Planning and GIS - www.donmeltz.com

General Barriers & Facilitators for Walkable Communities

Barriers to a Walkable Community	Facilitators to a Walkable Community	Strategies
Narrow walkway widths directly next to the road	Wider walkways that are not contiguous with the roadway	Support a buffer between sidewalk and roadway
Inadequate sidewalk maintenance	Proper sidewalk maintenance	Routine cleanup and repair to ensure continued use year-round
Lack of fully connected sidewalks throughout a community	Continuous system of sidewalks	Connect key areas of the village between popular destinations and residential areas
Missing or poorly maintained curb cuts	Allow for curb cuts	Maintain or install curb cuts, providing accessibility for people with disabilities or those with limited mobility; clearly delineates pedestrian space
Difficult street crossings	Improve street crossings	Install additional pedestrian signage and signals to provide safety and comfortable crossings
High-speed, high volume traffic adjacent to residential areas, parks, shopping, and residential areas	Improve vehicular traffic issues	Enforce and/or lower speed-limit, implement a variety of traffic calming measures: installing speed feedback signs, lane narrowing, designated bike lanes, pedestrian signage, bump outs, speed bumps, curb extension
Physical features such as railroad tracks, major arterials, or rivers	Address physical barriers for improved bicycle and pedestrian safety/connectivity	Improve or install bike/ped infrastructure or signage that properly delineates pedestrian facilities, as appropriate for type of physical barrier for improved pedestrian safety and lowered risk of injury or fatality

https://safety.fhwa.dot.gov/ped_bike/docs/marc.pdf &
<https://www.fhwa.dot.gov/publications/research/safety/08067/>

Flood Hazards

Vly Creek flows through the village, entering at the western border just north of Helderberg Parkway. It crosses Helderberg Parkway near the intersection with Altamont Rd., then following a path south of Maple Ave. until it crosses it, then following the southern side of Voorheesville Ave. until it exits the Village.

The US Federal Emergency Management Agency (FEMA) has mapped 100 and 500-year flood hazards along the entire length of Vly Creek through the Village, and along one of its tributaries in the northeast portion of the Village. There is little development in the flood plain along Helderberg Parkway until the intersection with Altamont Rd, where most of the school parking lot and approximately half of the building are in the 100-year flood zone.

South of Maple Ave. and north of Mountainview Street, there are a dozen buildings that are partially within the 100-year flood zone, or fully within the 500-year flood zone, including the 10-unit condominium complex on Stonington Hill Road. Along the south side of Voorheesville Avenue, the most impacted properties include the Village Park with the tennis courts, the Import Motor Car Service building on Pine Street, and a neighboring single-family home. The northeastern 100-year flood zone remains mostly undeveloped. However, there are a few single-family homes along North Main Street that are close to it, and the Celtic Cycles commercial property has a couple of buildings within the 100-year flood zone.

Wetlands

Wetlands in the Village are found mainly along Vly Creek and are associated with the Flood Zones mentioned above. There are three areas with NYS DEC regulated wetlands. A 26-acre wetland is located along Vly Creek to the North of Helderberg Parkway. A 27-acre wetland straddles North Main Street, extending northward between West Street and the Railroad. Black Creek Marsh is a large wetland complex that lies mostly outside the Village, along the Black Creek at the northwestern corner of the Village. Except for a couple of single family homes along North Main Street, none of these wetlands appear to be significantly encroached upon by development.

Steep Slopes

There are very few areas in the Village with slopes steep enough to constrain development. Most slopes take the form of narrow ridges and ravines with a north-south orientation. The most significant of these occur to the east of School Road, and to the west of South Main Street. Other areas with development that appears to be influenced by topography are Ridge View Drive and Swift Road to the South of Helderberg Parkway.

Cultural & Historical Features

See Community and Cultural Facilities Map for locations of community and cultural facilities. These include:

- School (Elementary and High School)
- Library
- Rod and Gun Club
- Catholic Church
- Methodist Church
- Water Supply Wells
- Sewer Treatment Plant
- Firehouse
- Old Songs
- American Legion
- Parks, Tennis Courts, and Playgrounds
- Ambulance Building

Historic Register Resources

Three structures are listed by New York State as eligible for historic district status. These are:

- Voorheesville Elementary School
- CP Rail Bridge over Route 155
- CP Rail Bridge over Vly Creek

This list does not represent the actual historic character of many homes and structures in the Village. There are many other structures that may be eligible for historic register status, but a reconnaissance level historic inventory has not been completed to determine eligibility.

The Village of Voorheesville Historical Records is a collection of archival materials collected by the Village Historian and donated to the Voorheesville Public Library in 2014. These historical records include

approximately 35 linear feet of documents, photographs, printed material, and a few objects. The topics



Figure 9: Arrowhead Store circa 1025-1930

covered in this collection include, genealogy and family history, church records, records of the Independent Order of Odd Fellows and the fire company of Voorheesville, business and school history, documentation of the Village's centennial in 1999, maps, and many photographs about these and other topics. The collection is the major documentation resource for the history of the Village of Voorheesville.

Recreational Resources

Rail Trail. The Helderberg-Hudson Rail Trail, also known as the Albany County Rail Trail, is a multiuse trail that links the Village of Voorheesville to the City of Albany. This 9.3-mile rail trail is owned by Albany County and connects Voorheesville, New Scotland, and Bethlehem with downtown Albany. Currently more than 5 miles of trail are paved between Albany and Slingerlands; the rest is scheduled to be paved in 2017. The Mohawk Hudson Land Conservancy (MHLC) provides an interactive map of the trail on its website and works in collaboration with Albany County, the City of Albany, the towns of New Scotland and Bethlehem, and the Village of Voorheesville to help promote and maintain this important asset. (See Map cultural and recreational resource map.)

In 2016, the Capital District Transportation Committee (CDTC) contracted with Parks & Trails NY to measure usage or traffic on trails in the CDTC's service area. Trail counts were made in accordance with a standard protocol developed as part of a nationwide effort, and measured usage by cyclists, pedestrians, and others at specific locations along 9 multiuse trails, including the Albany County Rail Trail. Voorheesville was not one of the locations where counts were conducted. However, the numbers for the rail trail locations where counts were conducted are impressive: estimated annual usage was 164,073 visits at Hudson Avenue in Bethlehem and 66,924 at South Pearl Street in Albany. Daily usage peaked on Sunday and Saturday, with Wednesday and Thursday the most popular weekdays.

Parks and Playgrounds

The Village of Voorheesville contains several parks and playgrounds, all located relatively near Maple Avenue. Most of these recreational assets are centralized and located near or in residential areas. Currently, one park and one playground are connected by sidewalks.

- Hotaling (Evergreen) Park is located at the corner of Maple Avenue and Voorheesville Avenue.
 - Amenities include: benches, tables, gardens, gazebo, and clock.
- Jim Nichols Memorial Park, located behind the Village Hall is connected by sidewalks from Maple Avenue and Voorheesville Avenue.
 - Amenities include: Peace Garden, playground equipment, tennis courts, pickleball, horseshoes, and a sports wall.
- Pheasant Run Playground
 - Amenities include: Tennis courts
- Locust Drive Park is located off Scotch Pine Drive
 - Amenities include: bocce court
 - A pocket playground is located at the corner of Scotch Pine Drive and Oak Court, amenities include: playground equipment
- Coventry Court Park is located off Coventry Court

- Amenities include: basketball court, baseball pitch, playground equipment and recreation field

Programs and Events

- April: Community Cares Days Green Clean with recycling and outdoor community cleanup
- May: Memorial Day parade, fireworks, and 15K & 3.2K race
- June: Family Bicycling Day
- July: 4th of July

Cultural Resources

The Village of Voorheesville has a variety of community resources, below is a basic inventory of resources:

- Faith Based Resources:
 - First United Methodist: Provides a variety of community resources including AA, Safe Sanctuary Training, Clothing Thrift Shop and Farmer's Market.
 - Saint Matthews Church: Provides a variety of community resources including and Alzheimer's care team and food pantry.
- Cultural Resources:
 - Old Songs: Nonprofit organization focused on traditional music and dance through concerts, dances, educational programming, and festivals. Offers an extensive concert series.
 - Town of New Scotland Historical Association: Encompasses the Village as well as the Town of New Scotland, aiming to preserve, protect and promote the history of New Scotland.
 - Voorheesville Public Library: Public institution serving the village offering a variety of resources including books, audio-visual materials computer services, meeting facility space, some professional services.
- Community Organizations:
 - 4-H: Delivered through the Cornell Cooperative Extension (CCE). This youth-based volunteer organization focuses on hands-on projects in areas such as agriculture, health, sciences, and citizenship.
 - Albany County Cornell Cooperative Extension (CCE): Is a sub-governmental agency, affiliated with Cornell University as part of a network of CCE's throughout the state. CCE's provide a variety of community-based services in areas such as education, agriculture, science, health, and horticulture.
 - American Legion Post 1493: The local Legion serves the surrounding community offering a variety of programs for local Veterans and the community.
 - Helderview Garden Club: Local volunteer organization helping to maintain a variety of gardens throughout the community.
 - Kiwanis Club of New Scotland: Provides a variety of events and community sponsored programming including youth soccer.
 - Girl and Boy Scouts: Often engages in a variety of community-centered activities.

- Voorheesville Community & School Foundation: Financially supportive community organization providing grants.
- Voorheesville R&G Club: Private community rod and gun club with sporting clays, trapshooting, and five stand facilities.

Appendix 3: Economic Development Analysis

Regional Economic Perspective

The Village of Voorheesville is in the Albany-Schenectady-Troy Metropolitan Statistical Area (MSA), which is centered around the confluence of the Hudson and Mohawk Rivers and made up of Albany, Rensselaer, Saratoga, Schenectady, and Schoharie counties. Traditionally, the regional economy has been anchored by the government sector, with Albany as the state capital. In the last 10 to 15 years, however, the economy has become more diversified with the growth of high-technology industries and research activity associated with the area's colleges and universities. Health care has also become a major economic sector, with several hospitals ranked among the region's largest private-sector employers.

In 2015, there were more than 430,000 people employed in the Albany-Schenectady-Troy MSA, with approximately 230,000 (52.9%) in Albany County. Employment in the County has increased steadily since 2011. By far the largest employer in Albany County is state government. Other top industries include health care and social assistance, retail trade, and professional, scientific, and technical services.

Annual Employment by Industry, 2015					
	Albany County		Albany MSA*		Albany Co. share
	Number	Percent	Number	Percent	
State Government	42,083	18.3%	48,524	11.2%	86.7%
Health Care and Social Assistance	31,679	13.8%	62,376	14.4%	50.8%
Retail Trade	22,694	9.9%	47,365	10.9%	47.9%
Professional and Technical Services	15,857	6.9%	29,810	6.9%	53.2%
Local Government	14,289	6.2%	41,434	9.5%	34.5%
Accommodation and Food Services	14,288	6.2%	32,511	7.5%	43.9%
Finance and Insurance	12,047	5.2%	19,744	4.5%	61.0%
Administrative and Waste Services	10,084	4.4%	15,453	3.6%	65.3%
Educational Services (Private Sector Only)	8,996	3.9%	17,628	4.1%	51.0%
Other Services	8,962	3.9%	15,853	3.7%	56.5%
Construction	8,216	3.6%	18,379	4.2%	44.7%
Manufacturing	7,495	3.3%	25,215	5.8%	29.7%
Wholesale Trade	7,003	3.0%	12,802	2.9%	54.7%
Transportation and Warehousing	5,442	2.4%	10,768	2.5%	50.5%
Information	5,432	2.4%	8,262	1.9%	65.7%

Annual Employment by Industry, 2015					
	Albany County		Albany MSA*		Albany Co. share
	Number	Percent	Number	Percent	
Federal Government	4,938	2.1%	6,364	1.5%	77.6%
Management of Companies and Enterprises	3,757	1.6%	6,390	1.5%	58.8%
Real Estate and Rental and Leasing	3,150	1.4%	5,242	1.2%	60.1%
Arts, Entertainment and Recreation	1,949	0.8%	5,885	1.4%	33.1%
Utilities	691	0.3%	1,681	0.4%	41.1%
Unclassified	318	0.1%	724	0.2%	43.9%
Agriculture, Forestry, Fishing, Hunting	196	0.1%	1,081	0.2%	18.1%
Total Private Sector Industries					
	168,473	73.3%	337,749	77.8%	49.9%
Total Government Sector					
	61,310	26.7%	96,322	22.2%	63.7%
Total All Industries					
	229,783	100.0%	434,071	100.0%	52.9%
<i>Source: NYS Department of Labor, Quarterly Census of Employment & Wages.</i>					
<i>* The federal government defines the Albany-Schenectady-Troy MSA as Albany, Rensselaer, Saratoga, Schenectady, and Schoharie Counties.</i>					

Resident Employment and Commutation

Most Voorheesville residents who are in the labor force commute to jobs outside the Village. As shown in the table at right, only 8% of employed Village residents also work in Voorheesville. Nearly 60% work elsewhere in Albany County, with 31% in the City of Albany and the remainder in the Towns of Colonie, Guilderland, Bethlehem, and other locations. About 8% work in Schenectady County, half of those in the City of Schenectady.

According to the 2011-15 American Community Survey (ACS), the vast majority of Voorheesville residents (94.1%) drive to work. Most commute less than 35 minutes, with an average travel time of 23.5 minutes. Regional employment centers are, for the most part, easily accessible by car.

Where Voorheesville Residents Work		
Location	Count	Share
Albany County	874	66.2%
City of Albany	406	30.8%
Town of Colonie	189	14.3%
Village of Voorheesville	106	8.0%
Town of Guilderland	81	6.1%
Schenectady County	100	7.6%
City of Schenectady	54	4.1%
Rensselaer County	78	5.9%
Saratoga County	65	4.9%
All Other Counties	203	15.4%
TOTAL	1,320	100.0%
<i>Source: U.S. Census Bureau, LED OnTheMap Origin-Destination Database (2014).</i>		

Facilitated by connections to state roads and interstate highways, state government offices in Albany and Schenectady are within a half-hour's drive, while office parks, shopping malls, and other places of employment in suburban Colonie and Guilderland can be reached in as little as 15 to 20 minutes.

As shown in the table on the following page, more than a quarter of the jobs held by Voorheesville residents, regardless of their location, are in the public sector. This includes jobs in local, state, and federal government as well as public schools and universities. Health care and social assistance, retail trade, and professional, scientific, and technical services are the top private-sector industries in which residents are employed. This is remarkably consistent with the top industries in Albany County and the region.

Interestingly, the 2015 ACS reveals that 7.4% of Voorheesville residents are self-employed, working in their own unincorporated businesses. This is nearly twice the rate of Albany County, as a whole (4.0%). Some of these may be people who work out of their homes.

Industries in Which Voorheesville Residents Are Employed		
Industry	Number	Percent
Public Administration and Services / Government	368	27.9%
Health Care and Social Assistance	188	14.2%
Retail Trade	107	8.1%
Professional, Scientific, and Technical Services	99	7.5%
Accommodation and Food Services	66	5.0%
Finance and Insurance	62	4.7%
Other Services	54	4.1%
Construction	51	3.9%
Manufacturing	51	3.9%
Wholesale Trade	48	3.6%
<i>All Other Industries</i>	226	17.1%
Total	1,320	100%
<i>Source: U.S. Census Bureau, LED OnTheMap Origin-Destination Database (2014).</i>		

Business Mix

As part of the existing conditions analysis, an inventory was conducted to identify the types of businesses (including home-based businesses) located in the Village of Voorheesville. These establishments were broken down into several categories as shown in the table below. Half of the businesses are consumer-oriented establishments such as retail stores, restaurants, hair salons, and auto repair shops. Of the 64 businesses identified, 37 (or about 58%) have a website.

Most businesses in Voorheesville are small, with fewer than 10 employees. The largest private-sector employer in the Village is Atlas Copco Comptec LLC, a manufacturer of centrifugal compressors used in various industrial applications. A subsidiary of a multinational corporation based in Sweden, the company has operated in Voorheesville since the early 1980s, when it purchased a site formerly occupied by the Walter Motor Truck Company. It currently has about 280 employees.

Data from the Economic Census indicates that retail stores in Voorheesville generated a total of \$30.3 million in sales in 2012, while

restaurants generated \$1.3 million. Sales figures are not available for all sectors due to the small number of establishments in the village.

Overall, the business mix in Voorheesville is somewhat limited. The Village does not have enough of a critical mass of stores or restaurants to serve as a regional destination, and most retailers sell convenience items rather than specialty products that might draw customers from a greater distance.

The development of additional dining options could make Voorheesville more attractive to residents, rail-trail users, and other visitors; however, recruitment may be constrained by the lack of sewer service, particularly on Main Street. Except for cultural organizations like Old Songs, Voorheesville also lacks arts, entertainment, and recreation-oriented businesses that could attract people as well.

The Village of Voorheesville does not have its own chamber of commerce or business association to promote the village and advocate for the business community. The Guilderland Chamber of Commerce indicates on its website that that it serves Voorheesville, but only three Voorheesville businesses are listed as members.

Employment in Voorheesville

Based on Local Employment Dynamics data from the U.S. Census Bureau, an estimated 874 individuals work in the Village of Voorheesville. The top five industries for jobs, accounting for 84% of the total employment in Voorheesville, are government, including public education (34.1%); manufacturing (31.7%); retail trade (7.9%); construction (7.1%); and food services (3.4%).

Voorheesville Business Inventory		
Type of Business	Number	Percent
Construction	5	8%
Finance, Insurance, and Real Estate	4	6%
Health Care and Social Assistance	4	6%
Manufacturing	2	3%
Personal and Repair Services	14	22%
Professional Services	7	11%
Restaurants	6	9%
Retail Trade	12	19%
Other	10	16%
Total	64	100%
<i>All categories except Other are based on the North American Industrial Classification System (NAICS).</i>		

Nearly 90% of those who are employed in Voorheesville live elsewhere, although more than half commute less than ten miles. Most come from other locations in Albany County or Schenectady County. However, some workers travel from rural communities further away where employment opportunities are less plentiful.

Voorheesville is a net exporter of jobs: the number of residents *leaving* to go to work each day (1,214) exceeds the number of workers commuting *into* Voorheesville (768). The outflow of workers means that Voorheesville is unlikely to attract businesses that cater to the daytime employment base, like restaurants open only for lunch or office supply stores.

Where Voorheesville Workers Live		
Location	Count	Share
Albany County	472	54.0%
<i>Village of Voorheesville</i>	106	12.1%
<i>Town of Guilderland</i>	85	9.7%
<i>Town of Colonie</i>	67	7.7%
<i>Town of New Scotland (balance)</i>	59	6.8%
Schenectady County	109	12.5%
<i>Town of Rotterdam</i>	47	5.4%
Saratoga County	84	9.6%
Rensselaer County	60	6.9%
<i>All Other Counties</i>	149	17.0%
TOTAL	874	100.0%
<i>Source: U.S. Census Bureau, LED OnTheMap Origin-Destination Database (2014).</i>		

Commercial and Industrial Real Estate

According to assessment records, there are 43 commercial and industrial properties in Voorheesville (*excluding* properties classified as apartments), with a total assessed value of more than \$14 million. Buildings on these properties have a total of approximately 383,000 square feet (SF) of gross floor area. The largest commercial/industrial structures in the Village are the Atlas Copco Comptec manufacturing facility on School Road (114,133 SF), Voorheesville Self-Storage (40,000 SF), and the Hannaford supermarket (30,460 SF).

Most of the commercial and industrial properties are in the northeastern portion of the Village, near the railroad tracks and along South Main Street, Voorheesville Avenue, Grove Street, and Drywall Lane. Voorheesville’s only retail shopping plaza is located on Maple Avenue (Route 85A) just west of the Route 155 roundabout; a bank and a small office building are nearby. A Mobil gas station and the former site of Smith’s Tavern, which closed in 2017, are situated further west on Maple near Voorheesville Elementary School.

Currently, there are a few vacancies on Main Street, and the property formerly occupied by Voorheesville Carpet is up for sale. Some commercial space is available for lease in buildings on Drywall Lane and in the old Grove Street Upholsterers building at the corner of Grove Street and Voorheesville Avenue.

Market Potential

A trade area is defined as the geographic area from which a community or business district attracts the majority of its customers. It is typically based on factors that affect consumer behavior, including the variety of goods and services available, transportation networks and travel patterns, natural barriers,

resident commutation, and the location of competing retail centers. Smaller communities generally have more compact trade areas.

As illustrated below, the **Voorheesville Trade Area** encompasses all the Town of New Scotland, the eastern halves of the Towns of Berne and Knox, and parts of the Towns of Bethlehem and Guilderland. This area has a total population of nearly 51,600, with about 6% residing in Voorheesville. Most of the trade area is within a 10- to 20-minute drive of the Village.

To assess the potential market for retail goods and services in Voorheesville, data on trade area residents was obtained from ESRI, a leading provider of geographic information. ESRI's proprietary methodology relies on both federal and private data sources to develop demographic estimates and projections. Information is available both for standard geographies, like towns and counties, as well as for drivetimes, radii, and other user-defined areas.⁴



Map of the Voorheesville Trade Area

⁴ It should be noted that some figures provided by ESRI differ from Census figures presented in other sections of this plan. Also, because they are based on statistical models, ESRI figures do not necessarily reflect local conditions and circumstances.

Among the key characteristics of the trade area market are the following:

- Household Trends** – There are an estimated 21,495 households in the Voorheesville Trade Area, and ESRI projects a 3.4% increase to 22,225 households, by 2021. The number of households is increasing faster in the trade area than in New York State overall (+2.4%). Household growth could be even more than these figures indicate, given the number of new homes to be constructed in the Town of New Scotland in the next few years.
- Household Composition** – The average household size in the Voorheesville Trade Area is estimated at 2.35 persons, smaller than the Voorheesville average at 2.51. Approximately 29% of trade area households include children under age 18. Compared to the Village, the trade area has a higher proportion of single-person households and fewer families. This is due in part to the older population in the trade area.

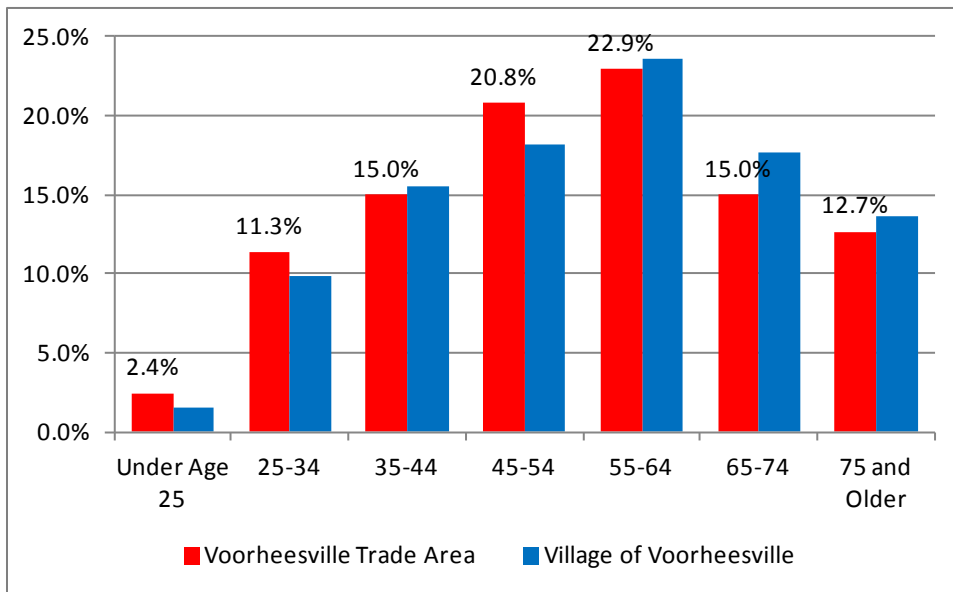
Household Trends and Types, Voorheesville Trade Area		
	Voorheesville Trade Area	Village of Voorheesville
Total Households		
2010 Census	20,674	1,112
2016 estimate	21,495	1,155
2021 projection	22,225	1,197
% Change, 2010-2016 (est.)	4.0%	3.9%
% Change, 2016-2021 (proj.)	3.4%	3.6%
2010 Selected Household Characteristics		
Average Household Size	2.35	2.51
Households w/ 1 person	29.1%	20.9%
Households w/ 2+ people	70.9%	79.1%
Family Households	64.1%	73.7%
Nonfamily Households	6.8%	5.4%
All Households with Children	29.2%	32.7%
<i>Source: U.S. Census Bureau (2010) and ESRI (2016 estimates and 2021 projections).</i>		

- Age** – The population of the trade area has a median age of 45.5 years, exceeding the New York State median of 38.7 but only slightly above the median age in the Village of Voorheesville (44.5). Nearly 36% of householders (heads of household) are in their peak earning years – ages 35 to 54 – while 27.7% are age 65 and older. Approximately 14% of trade area households are headed by individuals under age 35. The upshot of these trends is that the trade area is

becoming increasingly oriented towards consumers age 55 and older, rather than younger adults with new homes (or apartments) and growing families.

Householders by Age, 2016 Estimates (ESRI)

Income – Consumer purchasing power is largely a function of household income. According to ESRI, the median household income in the Voorheesville Trade Area is \$81,633, about \$3,000 above the Voorheesville median income (\$78,062) (Note this figure is not the same as what is presented in the demographic analysis due to differences in the data sources used.) The \$81,633 income is also over \$20,000 more than the median household income for New York State (\$58,916). More than 40% of

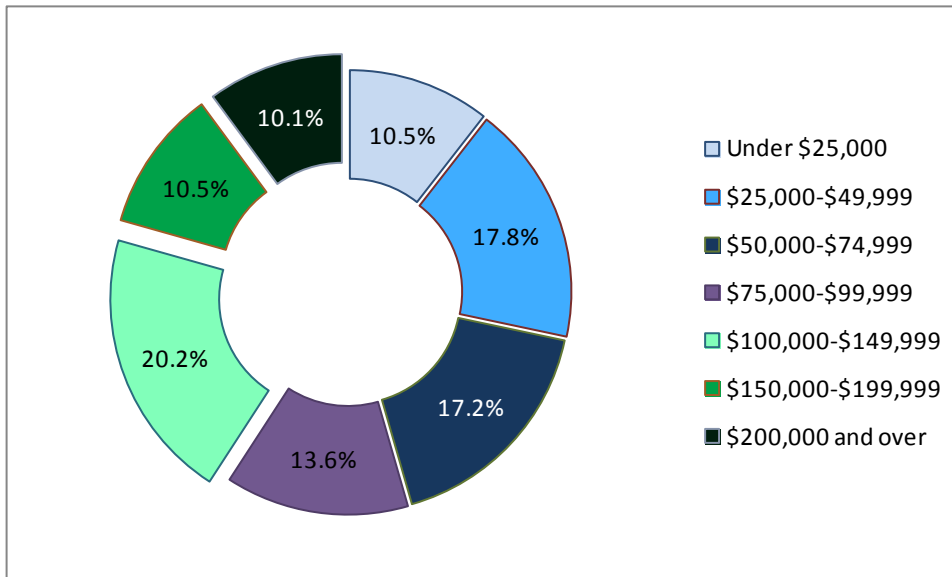


trade area households earn at least \$100,000 a year. By 2021, the number of households in this income bracket is projected to increase by 17.3%.

Householders by Income, 2016 Estimates, Voorheesville Trade Area (ESRI)

- **Consumer Spending** – Households residing in the Voorheesville Trade Area have a median disposable income⁵ of \$58,724, with retail spending potential estimated at \$1.2 billion annually. This includes roughly \$103.3 million in demand for eating and drinking places. Retail products and services may be purchased at establishments within and outside of the defined trade area, as well as online.

⁵ *Disposable income* is the amount of money available to a household for spending and saving after paying taxes.



Market Segmentation

Market segmentation is a technique used to classify consumers based on demographic and socioeconomic attributes, lifestyles, and spending behaviors. This information helps businesses better understand their customers, develop effective marketing strategies, and identify future locations for growth. It can also be used to learn more about the households in a particular area and how they are perceived by national retail chains and other types of businesses.

Tapestry, a market segmentation tool developed by ESRI, categorizes U.S. neighborhoods into 67 unique segments. According to ESRI, the top five Tapestry segments that characterize households in the Voorheesville Trade Area are *In Style* (21.7% of households); *Emerald City* (16.6%); *Exurbanites* (14.0%); *Savvy Suburbanites* (13.9%); and *Comfortable Empty Nesters* (7.8%). These Tapestry segments are described below.

Top Tapestry Market Segments in the Voorheesville Trade Area		
Segment	Demographic, Socioeconomic, and Residential Characteristics	Consumer Preferences and Lifestyles
<i>In Style</i>	<ul style="list-style-type: none"> ▪ Professional couples or singles, primarily without children ▪ 69% are homeowners ▪ Affluent; median income 30% higher than U.S. median; earnings supplemented by investments ▪ Live in single-family homes in older neighborhoods ▪ 46% are college graduates, 75% have some college education 	<ul style="list-style-type: none"> ▪ Actively support the arts, theater, concerts, and museums ▪ Make full use of smartphones and mobile devices ▪ Prefer organic foods ▪ Homes integral to their style; invest in home remodeling, DIY or contractors

Top Tapestry Market Segments in the Voorheesville Trade Area		
Segment	Demographic, Socioeconomic, and Residential Characteristics	Consumer Preferences and Lifestyles
<i>Emerald City</i>	<ul style="list-style-type: none"> ▪ Young and mobile; half are renters ▪ Well-educated and well-employed; half are in professional occupations ▪ Reside in older, established neighborhoods ▪ Incomes just slightly above U.S. median ▪ Median age of 36.6 	<ul style="list-style-type: none"> ▪ Embrace the “foodie” culture; enjoy cooking using local and organic foods ▪ Environmentally conscious consumers ▪ Frequent travel for business and leisure ▪ Cell phones and text messaging are a huge part of everyday life ▪ Budget their time; utilize home cleaning services so there’s time for yoga
<i>Exurbanites</i>	<ul style="list-style-type: none"> ▪ Active empty nesters approaching retirement, but not slowing down ▪ College educated ▪ 85% are homeowners ▪ More likely to be self-employed or work from home ▪ Median income almost twice the U.S. median; high net worth 	<ul style="list-style-type: none"> ▪ As consumers, more interested in quality than price ▪ Active supporters of the arts and public television/radio ▪ Financially active with wide-ranging investments
<i>Savvy Suburbanites</i>	<ul style="list-style-type: none"> ▪ Well educated and well read ▪ Live in older suburban neighborhoods ▪ Primarily married couples with older children or no children at home ▪ Affluent; median income almost twice the U.S. median ▪ 91% are homeowners 	<ul style="list-style-type: none"> ▪ Informed shoppers: do research prior to purchase and focus on quality ▪ Enjoy good food and wine, cultural events ▪ Extensive use of housekeeping and personal care services ▪ Pursue a variety of sports and buy sports gear and exercise equipment
<i>Comfortable Empty Nesters</i>	<ul style="list-style-type: none"> ▪ Married couples, some with children ▪ Most are professionals working in government, health care, and education ▪ 34% are college graduates, 66% have some college education ▪ 88% are homeowners ▪ Above-average net worth 	<ul style="list-style-type: none"> ▪ Physically and financially active ▪ Prefer eating at home to dining out ▪ Play golf, ski, ride bicycles, and work out regularly. ▪ Spending a lot of time online is not a priority; most own older home computers
<i>Source: ESRI.</i>		

The descriptions of the market segments reflect the overall propensity of trade area households to exhibit certain characteristics and preferences relative to the general population. While each segment is different, there are some common features, such as income levels well above the U.S. median, college degrees, and high rates of homeownership. People in these segments are educated consumers; while they can be influenced by social media and Internet marketing, they are generally more interested in buying quality products and services than getting the best deal. Other commonalities include support for the visual and performing arts and above-average spending on recreation and entertainment.

Other Markets

Another potential source of consumer spending in Voorheesville is the demand generated by visitors who reside outside the defined trade area. This includes, for example, users of the Helderberg-Hudson Rail Trail, a 9.3-mile path that links Voorheesville with the City of Albany along the former Delaware & Hudson Railroad line. Officially opened in May 2016, the rail trail has already been recognized as a significant asset. According to a study conducted for the Capital District Transportation Committee, estimated annual usage exceeds 164,000 at Hudson Avenue in Bethlehem and is nearly 67,000 at South Pearl Street in Albany (see section on Recreational Resources for additional information). Detailed demographic data on rail trail users is not available, but the Mohawk Hudson Land Conservancy believes that most are local residents. This could change, however, as the last section of the rail trail from Slingerlands to Voorheesville is paved and more people hear about the trail.

The City of Albany was recently awarded funding to design and construct the South End Bikeway Link, which would connect the rail trail to the Mohawk-Hudson Bike-Hike Trail. Filling this gap would ultimately link the rail trail to a statewide trail network that extends more than 360 miles, creating opportunities for long-distance hiking and cycling trips. The initiative could eventually bring overnight visitors to communities like Voorheesville.



In addition to the rail trail, Voorheesville is located within minutes of several recreational attractions, including the following:

- *John Boyd Thacher State Park*, a popular location for hiking, picnicking, wildlife viewing, and other activities for over a century. The park is affiliated with the Thompson's Lake State Campground which is located nearby. According to the NYS Office of Parks, Recreation, and Historic Preservation (NYS OPRHP), annual attendance was 309,000 at Thacher Park and 63,000 at Thompson's Lake in 2015.
- *Five Rivers Environmental Education Center*, a "living museum" of fields, forests, and wetlands in Delmar. Established in 1972, Five Rivers is beloved by generations of children who have participated in interpretive programs and guided school lessons here. With more than 10 miles of trails, the property also attracts people of all ages for hiking, cross-country skiing, birding, and watching wildlife.
- *Black Creek Marsh*, a 450-acre state wildlife management area that straddles the Towns of Guilderland and New Scotland. The marsh provides opportunities for hiking, cross-country skiing, hunting, fishing, birding, and wildlife viewing.

Another notable attraction is Indian Ladder Farms, a centennial farm, orchard, and agritourism destination. Located on Route 156 just west of Voorheesville, Indian Ladder has a seasonal farm market, café, and gift shop, and offers field trips and tours. Autumn activities and special events draw thousands of visitors to Indian Ladder Farms every year.

Unfortunately, no quantitative data is available to better understand the characteristics, motivations or spending habits of individuals visiting these facilities. As a starting point, however, it would be beneficial

to make sure that visitors are aware of the businesses in Voorheesville and provide opportunities for them to become better acquainted with the Village by planning and promoting special events.

The Market for Restaurants

According to the annual Consumer Expenditure Survey conducted by the U.S. Bureau of Labor Statistics, the typical U.S. household spends an average of \$3,008 on food away from home. This represents about 43% of the total food dollar. Restaurant spending is strongly influenced, however, by a variety of demographic and socioeconomic characteristics.

One of the most significant factors affecting consumer spending on food away from home is income; in general, the higher the income, the more households spend on dining out. Households with annual incomes of \$100,000 to \$149,999, for example, spent an average of \$4,810 at restaurants in 2015, allocating 46% of their total food dollar on food away from home. In contrast, households with incomes of \$50,000 to \$69,999 per year spent an average of \$2,731 at restaurants, allocating just 41% of their total food dollar on food away from home.⁶

Other characteristics influencing restaurant spending include age, household composition, occupation, and the number of wage earners in the household. On a per-household basis, households headed by people between the ages of 35 and 54 spend the most on food away from home.

ESRI data indicates that *each household in the Voorheesville Trade Area has a spending potential of \$5,088 annually on food away from home* – considerably more than the average American household. This includes meals, snacks, and beverages at all types of eating and drinking places but excludes spending on catered events.

A Market Potential Index, or MPI, measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average. The table below shows the percentage of adults in the Voorheesville Trade Area who have visited various types of dining establishments; the MPI for fine dining in particular is well above average, suggesting that such an establishment in Voorheesville could be successful.

Market Potential Index, Voorheesville Trade Area		
	Percent of Adults	MPI
Visited family restaurant/steakhouse, last 6 months	79.5%	107
Visited family restaurant/steakhouse 4+ times/month	29.2%	106
Went to fast food/drive-in restaurant, last 6 months	91.4%	102
Went to fast food/drive-in restaurant 9+ times/month	39.7%	100
Went to fine dining restaurant last month	17.3%	154
Went to fine dining restaurant 3+ times last month	4.5%	143
<i>Source: ESRI and E.M. Pemrick and Company.</i>		

⁶ Source: Consumer Expenditure Survey, U.S. Bureau of Labor Statistics, 2015.

Restaurants in the Voorheesville Trade Area were inventoried using information from ESRI Business Analyst Online, Bing.com, the website of chambers of commerce and individual restaurants, and other online sources. Based on this inventory, there are an estimated 73 restaurants in the trade area, most in Guilderland, Altamont, Slingerlands, and the Four Corners in Delmar. With the recent closure of Smith’s Tavern, Voorheesville has 6 restaurants, half of them pizzerias.

Trade Area Restaurant Summary	
Category	Percent
Fast food/sandwiches	25%
Asian	21%
Pizzeria	14%
Diner/family restaurant	12%
Pub fare/bar & grill	6%
Coffeehouse	4%
All other restaurant types	18%
Total	100.0%
<i>Source: E.M. Pemrick and Company research.</i>	

Approximately 25% of the eateries in the trade area are fast-food establishments, which includes chains like Dunkin’ Donuts and Subway as well as small neighborhood markets and delis that sell sandwiches to go. About 21% specialize in Asian cuisine, with a mixture of sit-down and take-out restaurants, while 14% are pizzerias with limited table service. The remainder are full-service restaurants, ranging from inexpensive diners and family restaurants to pubs that serve food to more upscale establishments.

Issues, Opportunities, and Challenges

- The Village population alone is generally not sufficient to support consumer-oriented businesses like retail stores and restaurants; as a result, such businesses must be able to draw customers from the surrounding trade area and/or people coming to the Voorheesville area to use the rail trail, watch the trains, visit Thacher Park, etc.
- To compete successfully with larger retail centers in Guilderland and Bethlehem, retail and restaurant operations in Voorheesville (other than those selling everyday convenience goods) need to offer something different or unique. This could be based on the products offered (“something you can’t get at the mall,” like locally-produced art and gift items) or the experience provided (e.g., “paint-and-sip” business, yoga studio).
- Both the planning workshop and the resident survey conducted as part of the comprehensive planning process indicated strong interest in and support for some type of dining establishment – a restaurant, café/coffee shop, or a pub with food – that could serve as a common meeting place for local residents. Suggestions provided by residents include a wine bar, a coffee shop that also serves baked goods or sandwiches, a “farm-to-table” restaurant featuring local produce, or a “kid-friendly” casual dining restaurant that offers live entertainment in the evenings. Assuming it meets local standards with respect to quality, price, and service and is well-managed, a restaurant could be very successful in Voorheesville.
- Although a bike shop seems like it would be a natural fit for Voorheesville with the rail trail, there are three bike shops in the Town of Bethlehem alone. There is a market for sporting goods and

equipment in the trade area, however, and retailers offering other types of sports gear could do well.

- The demographics of the Voorheesville area suggest that the Village could support additional medical offices and other health care-related businesses (e.g., home health care agency), assuming there is space available to accommodate them.
- There is an opportunity to better market the businesses available in Voorheesville to residents, rail trail users, and other visitors. Marketing should include online advertising and the use of social media, as well as wayfinding signage on main roads to let people know what businesses are on Main Street.
- Mixed-use development, with retail and/or professional offices on the first floor and apartments on upper floors, could increase population density on and around Main Street. Additional medical, legal, and other professional services would also draw people to Voorheesville, increase employment opportunities, and boost the daytime population.
- Some of the conditions needed to facilitate business development in Voorheesville are challenging:
 - Limited sites and buildings for commercial development
 - Lack of sewers, especially on Main Street
 - Voorheesville does not have a chamber of commerce or business association to support and promote the local business community
- Voorheesville is unlikely to attract large distribution, warehouse, or manufacturing operations. These types of operations typically look for shovel-ready sites or industrial parks that are served by public water and sewer and located within a few miles of an interstate highway.

Appendix 4: Detailed SWOT

Strengths (Alphabetized with those features commonly expressed as strengths identified with (*), Top feature identified at Workshop identified with ✓)

- Auto repair businesses are busy
- Beautiful landscape, views of the Helderberg's, quaint (*)✓
- Central location/easy access/convenience: "All roads lead to Voorheesville" (*)✓
- Comparatively higher median income
- Customer loyalty and support for local businesses
- Desirable place to live
- Excellent school district (*)✓
- Extremely low poverty rate
- Family friendly – a great place to raise a family (*)✓
- Farmers market
- Gateway to Thacher Park, other parks
- Good population density and housing types
- Growing area
- Higher than average educational attainment rates
- History of the Village
- Identification with trains
- Library (*)✓
- Light traffic
- No big boxes – still has unique character, but in close proximity to bigger stores✓
- Public transportation
- Rail Trail (*)✓
- School is heavily used for all events and community gatherings and acts as a community center
- Small businesses that are here
- Small town feel including safe, quiet, quaint, community character (*)✓
- Strong sense of community including community-minded residents, friendly, family-friendly, many organizations that support community (*)✓
- Successful Memorial Day event (*)✓
- Village green with clock
- Village is independent community and not a suburb
- Village recreation camp
- Vly Creek and the wetlands in the Village
- Walkability (*)✓

Weaknesses (Alphabetized with those features commonly identified by public as weaknesses with (*), Top feature identified at Workshop identified with ✓)

- A diversity of information but no central place that is easily accessible, so everyone knows what others are doing. Lack of communication between organizations and agencies in the Village; not enough information about what each group/organization is doing in the Village
- Aging population will need additional services ✓
- Blind curve after firehouse with no posted speeds.
- Burn out of volunteers – concerned that there will not be enough people to keep programs going.
- Concern about how we preserve the character of the community as it changes.
- Concern about too much alcohol at Memorial Day events
- Curb on Maple and Mountainview a problem
- Cutting down trees for development
- Delays in getting approvals and permits; slow approval process, not flexible enough for minor repairs of homes
- Slow (but steady) projected growth rate (see CDRPC projections)
- Flooding
- Growth outside Village and its impact on traffic, school, changing of area (*)✓
- High rent, regionally high housing prices; lack of affordability for families Lack of affordable senior housing (*)✓
- Lack of bike lanes
- Lack of connection to Village’s history
- Lack of connections and well-maintained sidewalks to get people to walk, hard to get around with lack of sidewalk connections (*)
- Lack of indoor recreational space for basketball
- Lack of intergenerational activities
- Lack of jobs to keep young people here
- Lack of more diverse housing opportunities (*)
- Lack of needed infrastructure – water, sewer, streetlights, sewer has infiltration and inflow issues, lack of sewer on Main Street (*)✓
- Lack of parking for businesses on Main Street (*)
- Lack of restaurant, café, bakery (*)
- Lack of sidewalks (*)
- Lack of things for teens to do✓
- Library needs to be fixed or rebuilt; Library is outside downtown area ✓
- Limited community events
- Limited market
- Loss of Voorheesville ambulance
- Many uses in industrial zone require a special use permit
- Nature preserve is all grown over and not useable anymore
- “NIMBY”-ism
- No chamber of commerce or business association to advocate for business community

- No right turn rule at intersection by Elementary School
- Noise from trains (*)
- Not a diverse community; concerns about not being friendly to diversity
- Not enough commercial businesses, lack of diversity of businesses (*)✓
- Not enough handicapped access here
- People aren't aware of businesses on Main Street; People drive by Main Street and not routed to business district
- Poor communication between Village officials and business community; government officials can be confrontational and argumentative rather than helpful
- Property taxes need to be assessed more frequently
- Roads and sidewalks need repairs (*)✓
- Route 85/85A potential development outside Village (*)✓
- School district has less connection to the Village itself
- School taxes high, dependent on residential tax base (*)✓
- Schools have capacity for growth now, but uncertain about impact of new development in school district.
- Style of new houses being built contributes to village not being an affordable place
- Time – kids have such little time and are involved in so many activities
- Underpass is ugly and needs repair (*)
- Voorheesville not a destination
- Zoning and sign laws perceived not up to date or business friendly

Opportunities (Ideas generated showing alphabetized list; items with (*) were highly supported from Survey)

- Acquire property for additional parks and open space; Increase greenspaces in Village (*)
- Additional special events and activities to bring people in (*)
- Allow more commercial development to offset costs associated with residential development
- Amend zoning; to allow for mixed use buildings, to update parking rules, enhance businesses, offer a bit more flexibility for housing updates and expansions (*)
- Better use of school property (pool, grounds)
- Continue to enhance Rail Trail: pave more sections, place picnic tables and small shops along Rail Trail to stop along the way; parking improvements and amenities. (*)
- Create design guidelines for new commercial uses (*)
- Create parking plan/shared parking program
- Develop a community center; more places for young people to get together
- Economic development grants and loans to incentivize new small business (*)
- Engage veterans in activities like Memorial Day parade
- Enhance walkability and protection of green space; additional sidewalks
- Establish clearing house or similar method to provide central location for groups to post their events and schedules.
- Ethnic food opportunities

- Extend hours at Swift Road park and with lights
- Extend hours of farmers market
- Extend hours stores are open
- Façade improvement program (*)
- Get people involved in the history of the Village to build sense of place
- Grants for improved roadways
- Have a B&B here ✓
- Have a Voorheesville round table to break down community silos that separate organizations and get more people working together.
- Historic structure inventory and establishment of a national historic district (*)
- Housing affordability and allow for housing types to meet needs of community, including senior housing. Survey indicates public supports single family housing, in-law apartments, small scale multi-family condominium housing, two-family homes, mixed use (business and residential), and townhouses). The style of housing for seniors or for others that is affordable has a wide variety of opinions. ✓
- Housing improvement program
- Implement Main Street Plan recommendations
- Improve library (*); Expand core of downtown to include library
- Increased diversity
- Intergenerational opportunities
- Keep elementary playground
- Keep open space around the village to keep its independent character.
- Large desire for café, bakery and restaurant uses in the Village (*) ✓
- Listen to young people more
- Main Street improvements, from Main Street Plan including improved sidewalks and pedestrian linkages and traffic calming measures (*) ✓
- Make summer recreation camp full day
- More marketing and promotion
- Needs a common space where people can come together.
- New pathways to Hannaford
- No big box stores (*)
- Open areas to ATV use
- Promote Village as bike friendly: Create a bicycling hub with bike shop, eateries, bike trail (*)
- Provide more affordable apartments to live here
- Rail crossing quiet zone and pedestrian safety improvements (*) ✓
- Rail-trail usage could drive business activity; make rail trail and railroad key areas to attract people and new businesses – have a market at the rail trail entrance. ✓
- RFP for village design competition
- Sewer District extension
- Shared services with Town of New Scotland ✓
- Street tree inventory and planting program
- Take advantage of Village as gateway to Thatcher Park

- Thrift shop affordable for teens
- Use of Vly Creek – celebrate Creek, increase access to Creek, leverage Creek for tourism; better access for recreation
- Voorheesville as a “cute niche town” with small shops
- Wayfinding signage to direct people to Main Street businesses
- Work with the business community and the school district to provide internship opportunities for high school students at local businesses (*)

Threats (Alphabetized with those frequent comments from survey with ())**

- Businesses don’t feel welcome and leave or close
- Changes that would alter the community character in the Village. (**)
- Commercial activity proposed for Stonewall corner (85/85A) in New Scotland (**)
- Housing affordability (**)
- Lack of activities, places, jobs for young people
- Lack of diverse housing options, especially for an aging population and those in lower income brackets
- Low vacancy rates- possible future housing shortage?
- New development, especially outside the Village in New Scotland – concerned about risk of decentralization; big box stores; increased traffic; change in community character in Village; impacts on school (**). However, there are some people that feel the opposite – that there is not enough development and that there needs to be tasteful, well designed growth consistent with the Village.
- People not centered and involved in the community.
- Voorheesville remains a “pass-through” community

Appendix 5: Helpful Information

More About Conservation Subdivisions

A conservation subdivision is a design approach laying out new residential lots. It is 'density neutral' meaning that the subdivision can design for as many lots as allowed by the zoning law for that district. Most conservation subdivision laws require 50% of the parcel to be preserved as open space. Over time, the preserved open spaces can be located to create a landscape-wide network of connected open space. This method is beneficial to conserve existing natural and cultural resources.

Conservation subdivisions are specifically designed around each site's most significant natural and cultural resources, with their open space networks being the first element to be planned for in the design process. This open space includes features such as wetlands, floodplains, and steep slopes, plus other, unconstrained land.

Some communities also offer incentives such as density bonuses to encourage conservation subdivisions, making these subdivisions more economical and allowing developers to achieve the same or higher density as in a conventional subdivision by using smaller, more flexible lot sizes and relaxed setback requirements.

The site planning process revolves around a four-step process:

1. Identify Conservation Areas

The first step is identifying areas of the property to conserve. This includes completion of an environmental inventory to identify land that may be ecologically, agriculturally, or visually important.

2. Select House Site Locations

House sites are located to have visual and/or physical access to the planned, preserved open space. The site may benefit from clustering homes around the open space, or it may be desirable to strategically locate house sites in a variety of places on the parcel to meet a variety of objectives.

3. Connect the Dots

The third step is to draw in a network of streets, driveways and potentially trails or other pedestrian paths that connect the house sites to existing roads and, if possible, regional trail networks or public greenways. This is done to minimize the amount of impervious surfaces needed.

4. Draw in Lot Lines

Finally, the last step is to draw in the individual lot lines. A conservation subdivision requires greater flexibility in lot size, setbacks, road frontages so that the optimal design can be obtained with the maximum amount of open space preserved. This flexibility is key to placement of homes and preserve open space at the same time.

The illustrations below show the conservation subdivision steps and outcome:

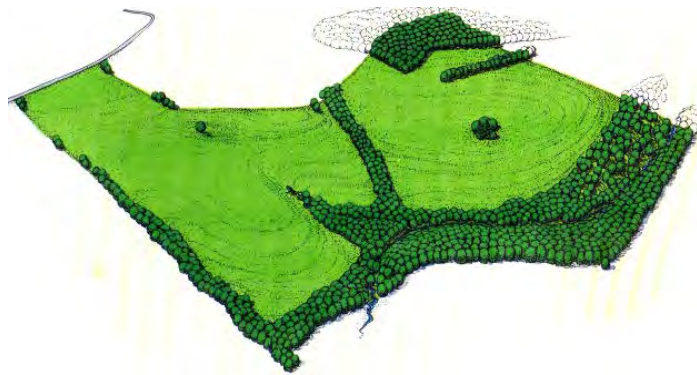


Figure 10: Existing parcel.



Figure 11: Step 1 includes identification of important natural features on the parcel. In this example they are steep slopes, a stream, and wet soils.



Figure 3: Step 1 also includes identification of other secondary features of importance on the site. In this example, a hedgerow, pasture, woodlands, springhouse, agricultural field and views from a road have been identified.

Figure 13: Step 2 includes identification of buildable areas on the parcel and locating the allowable number of house sites in that area.

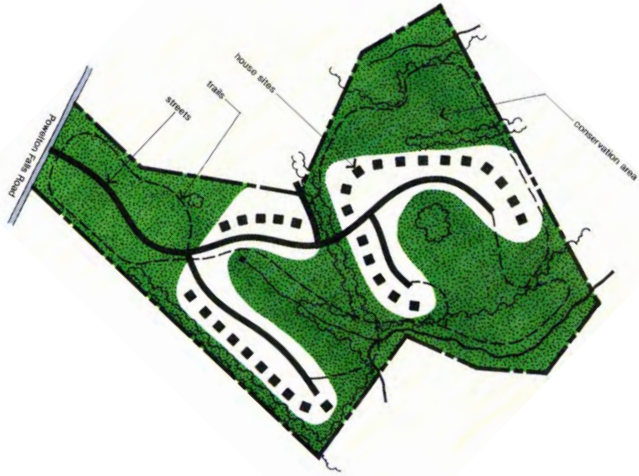
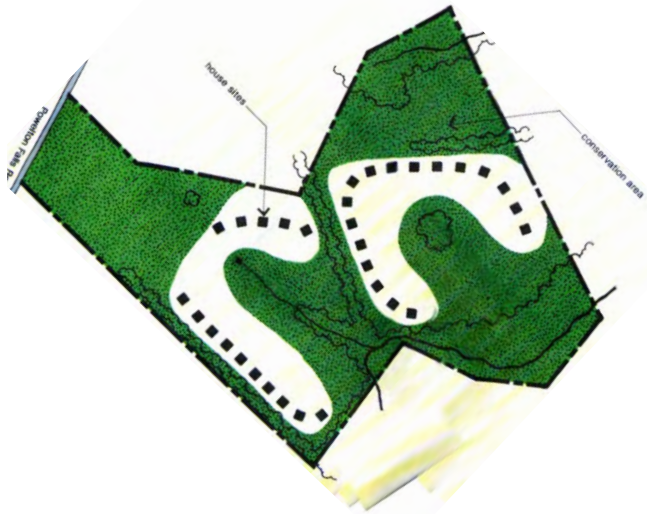
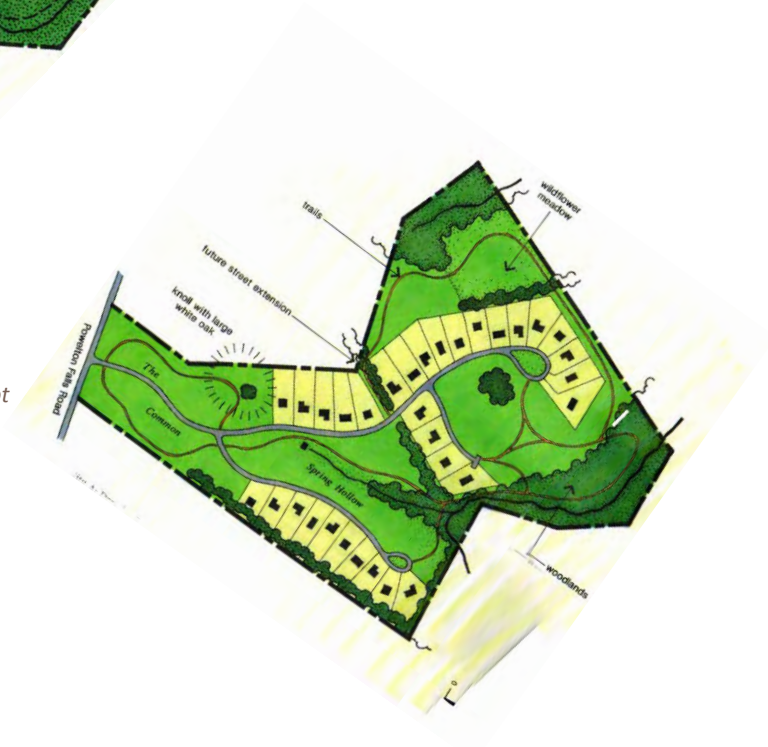
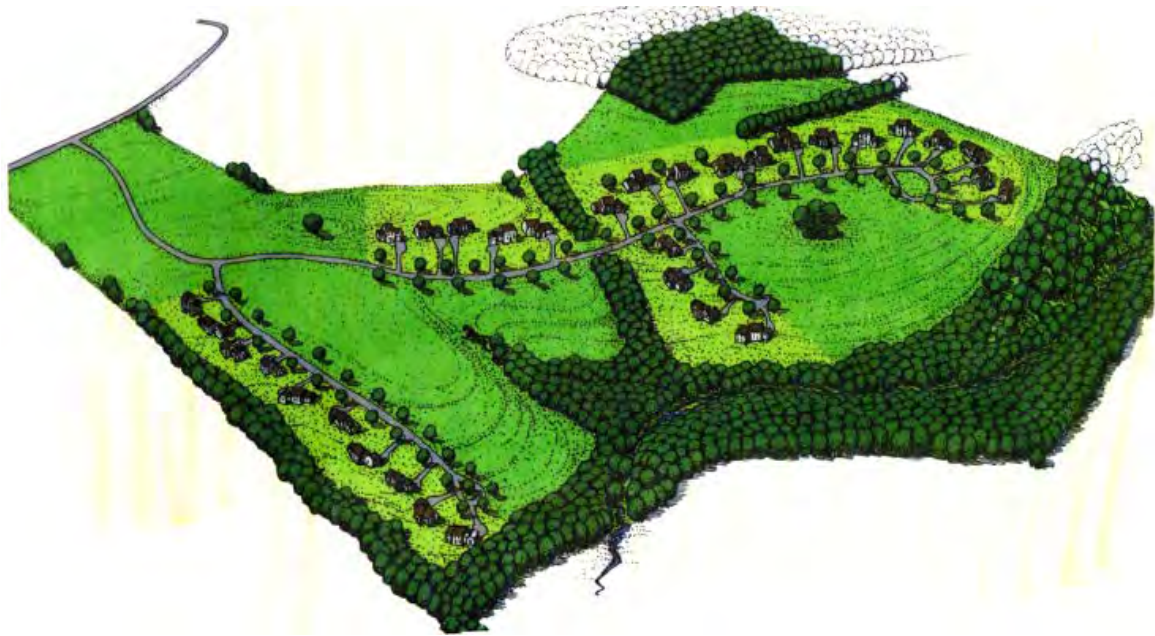


Figure 14: Step 3 involves connecting house sites with roads, driveways and trails/paths.

Figure 12: Step 4 involves drawing in the lot lines.





This final concept plan for a conservation subdivision, above. This contrasts to what a conventional subdivision could look like on the same parcel, below.



Walkability and Pedestrian Planning Resource Online Links

SPECIFIC PUBLICATIONS, TOOLS, DATA, POLICY AND DESIGN GUIDANCE

- [US DOT Health and Transportation tool. 2015](#)
- [Federal Highway Administration \(FHWA\) Health in Transportation Corridor Planning tool, step by step guidance on incorporating health goals in facility planning & design, 2015](#)
- [Guidebook for Developing Bicycle and Pedestrian Performance Measures, Federal Highway Administration \(FHWA\) 2016.](#)
- [EPA School Siting Guidelines, 2012](#)
- [Active city design. Full reports, executive summaries, and info-graphics summarizing best practices in planning and design to support routine physical activity, active school settings, and active city settings.](#)
- [A Practitioner's Guide for Advancing Health Equity; Community Strategies for Preventing Chronic Disease.](#)
- [Environmental Protection Agency's smart growth publications include outstanding resources on rural environments and small towns, and the economic benefits of healthy designs:](#)

FOR SMALL TOWNS AND RURAL COMMUNITIES

- [EPA Putting Smart Growth to Work in Rural Communities, 2011](#)
- [Complete Streets Work in Rural Communities. Fact sheet from Smart Growth America, National Complete Streets Coalition.](#)
- [Best Practices to Enhance the Transportation-Land Use Connection in the Rural United States. National Cooperative Highway Research Program. Transportation Research Board \(TRB\).](#)
- [Close to Home: A Handbook for Transportation-Efficient Growth in Small Communities and Rural Areas, National Cooperative Highway Research Program, TRB.](#)
- [Small Town & Rural Multimodal Networks. A comprehensive design guide for active transportation design in rural settings from the Federal Highway Administration; 2016.](#)
- [Montana DOTs impressive rural transportation web resource:](#)
- [The Western Transportation Institute, which is the country largest University Transportation Center \(a USDOT funded initiative\):](#)

ECONOMICS OF HEALTHY DESIGN

- [EPA Smart Growth and Economic Success series of publications: The Business Case; Investing in In-Fill; Strategies for Local Governments; and Benefits for Real Estate Developers, Investors, Business, and Local Governments.](#)
- [Protected Bike Lanes Mean Business, the Green Lane Project. Summary of economic and business benefits of investing in quality, protected bicycle facilities.](#)
- [The Economic Benefits of Sustainable Street Design New York City. High quality study of the improved economic health of streets redesigned to accommodate pedestrians, bicycles, and transit.](#)
- [National Association of Realtors On Common Ground, summarizing the benefits of healthy design and smart growth principles, published twice a year.](#)
- [Builder Magazine. Walkability: Why we care and you should too! March 2014. National Association of Homebuilders.](#)

COMPLETE STREETS AND DESIGN GUIDANCE

- [National Association of City Transportation Officials \(NACTO\) Urban Street Design Guide](#)
- [NACTO Urban Bikeway Design Guide](#)
- [NACTO Transit Street Design Guide](#)
- [A Resident's Guide for Creating Safer Communities for Walking and Bicycling, 2015](#)
- [A Resident's Guide for Creating Safe and Walkable Communities, 2008](#)
- [Costs for Pedestrian and Bicyclist Infrastructure Improvements. Outstanding summary of cost estimates for various types of facilities; not definitive, but very useful for order-of-magnitude estimates and comparisons.](#)
- [Making Walking Routine](#)
- [Introductory webinar by Mark Fenton for the EveryBody Walk "Getting Started" briefs](#)

PARKS, RECREATION, AND TRAILS:

- [Safe Routes to Parks: Improving Access to Parks through Walkability](#)
- [Active Transportation and Parks & Recreation](#)
- [focused on implementation and best practices](#)
- [focused on research and the evidence base](#)
- [National Park Service and Centers for Disease Control & Prevention: Parks, Trails, and Health Workbook, a practical guide for incorporating health considerations into park, trail, and open space planning and implementation.](#)

Appendix 6: All Aboard, Village of Voorheesville Main Street Master Plan

As Excerpted from the Main Street Master Plan:

“The Albany County Helderberg Hudson Rail Trail has as one of its starting points, Main Street in Voorheesville with the other end in downtown Albany: the NYS Capital and metropolitan center of the Capital Region. Main Street in Voorheesville stands to rise in visibility as trail users from the immediate vicinity, and the region, converge to access the trail. Restoring Main Street as a destination for local residents and visitors could be the first step in a revitalization of the Main Street business district in Voorheesville.

As such, the Village Board of Trustees wished to establish a guide for improvements to be made on Main Street. The All Aboard, Voorheesville: Main Street Master Plan identifies planning, civic infrastructure, building stock, and economic development opportunities that will help Voorheesville capitalize on Main Streets increased exposure to potential new patrons, residents, and entrepreneurs.

An important objective of the All Aboard, Voorheesville: Main Street Master Plan is to incorporate changes that will foster economic development in the village. The plan recommends ways to easily incorporate modern planning techniques, especially those that might encourage business retention and expansion.

Moreover, the Main Street Master Plan examines land use and zoning regulations, parking capacity and inventory, preliminary rail trail impact analysis, and opportunities to improve the visual aesthetic in the corridor. Given the village’s interest in advancing the economic revitalization of Main Street, this plan has identified a cost-effective series of projects to be funded, designed, and constructed. Potential funding sources have also been identified along with a strategy to apply for and secure funding opportunities.”



This Comprehensive Plan includes, in full, the All Aboard, Village of Voorheesville Main Street Master Plan, by reference. The strategies recommended in the Main Street Master Plan have been incorporated throughout this document. The full text of this plan can be found at <http://www.villageofvoorheesville.com/2176/Comprehensive-Plan>, and at the Village of Voorheesville Village Clerk’s office.

Appendix 7: Natural Areas and Wildlife in Your Community: A Habitat Summary Prepared for the Town of New Scotland

This habitat summary was completed by the New York State Department of Environmental Conservation in August 2017 to provide information for land-use planning and decision-making. Although originally requested by the Town of New Scotland, it contains information about habitats that are around and continue into the Village of Voorheesville. This habitat summary is included by reference in this Comprehensive Plan. Full copies of it are available on the Village’s website.

Ecosystems of the estuary watershed—wetlands, forests, stream corridors, grasslands, and shrublands—are not only habitat for abundant fish and wildlife, but also support the estuary and provide many vital benefits to human communities. These ecosystems help to keep drinking water and air clean, moderate temperature, filter pollutants, and absorb floodwaters. They also provide opportunity for outdoor recreation and education, and create the scenery and sense of place that is unique to the Hudson Valley. Local land-use planning efforts are instrumental in balancing future development with protection of these resources. By conserving sufficient habitat to support the region’s astonishing diversity of plants and animals, communities can ensure that healthy, resilient ecosystems—and the benefits they provide—are available to future generations.

The summary identifies significant ecosystems in the town, including streams, forests, wetlands, and other natural areas with important biological values. This summary is based only on existing information available to the New York State Department of Environmental Conservation (DEC) and its partners, and, therefore should not be considered a complete inventory. Additional information about habitats in the region can be found in the *Wildlife and Habitat Conservation Framework* developed by the Hudson River Estuary Program (Penhollow et al. 2006) and in the *Biodiversity Assessment Manual for the Hudson River Estuary Corridor* developed by Hudsonia and published by DEC (Kiviat and Stevens 2001).

Appendix 8: Concepts for New Zoning Districts Proposed in Plan

This appendix is designed to offer additional information and recommendations on the purposes, potential uses and performance expectations for each of the new zoning districts that have been proposed in this Comprehensive Plan. For each proposed district, a conceptual purpose statement is offered to clarify the principles and community values to be met in that location. Additional guidance is also offered on potential setbacks, uses, review processes, and district-level development standards that would be considered consistent with those purposes and that could be incorporated into a future zoning update.

Five new zoning districts are recommended to be established, with boundaries as shown on the Zoning Concept Map. These are:

- MU-BR – Mixed Use Business Residential
- MS-E – Main Street East
- MS-W – Main Street West
- CC – Creekside Commercial
- C - Conservation
- MF - Multi-family

One of the directions emphasized in this Appendix is that zoning should place critical importance on how new uses and structures perform to meet the development expectations of the Village. In both this Plan and the All Aboard Main Street Master Plan, design standards for new development are stressed. The recommendations that follow in this Appendix address new buildings in relation to their placement on a lot, the size, massing and style of buildings, frontages, and how they relate to the street and adjacent buildings with setbacks⁷. They also address parking, pedestrian and vehicular access, landscaping and signage. All these development features contribute to how a land use performs in any given location.

The five proposed districts represent very different locations within the Village, each having a unique role in the community that Voorheesville wants to maintain or promote. Careful selection of allowed uses in each district is important, but in many cases, the siting, design, building style, size, setbacks, intensity of use, impacts on traffic and pedestrian systems, and its overall contribution to community character may be more important than the actual use. This appendix discusses these topics. Overall, the updated zoning's intent should be to establish development parameters that reinforce specific existing or desired neighborhood character. Character refers to the interaction of all the built and natural features of an area and is much more than just aesthetic concerns.

⁷ Please see Appendix 10: Voorheesville Building Lot Summary Statistics – which was used in development of these recommendations.

1. MU-BR – Mixed Use Business Residential District Concepts

Proposed Purpose of District: The purpose statement for the Mixed-Use Business Residential District should capture the need to implement the vision established in this comprehensive plan to promote a mix of non-retail commercial, residential and recreational uses in new traditionally designed neighborhoods. It is not the purpose of this district to create a retail business district that would compete with Main Street or any of the other business districts in the Village.

Development regulations in this district should promote diversity in housing type and size, provide for mixed uses that may promote live/work environments, and allow for civic and recreational functions.

This district is envisioned to be designed consistent with the traditional development patterns found in many places within the Village. The MU-BR District should promote the physical, visual, and social characteristics of the Village where people live and work within a pedestrian-oriented area. This district should also encourage development patterns that link and connect this location – both physically and aesthetically, to the more developed parts of the Village.

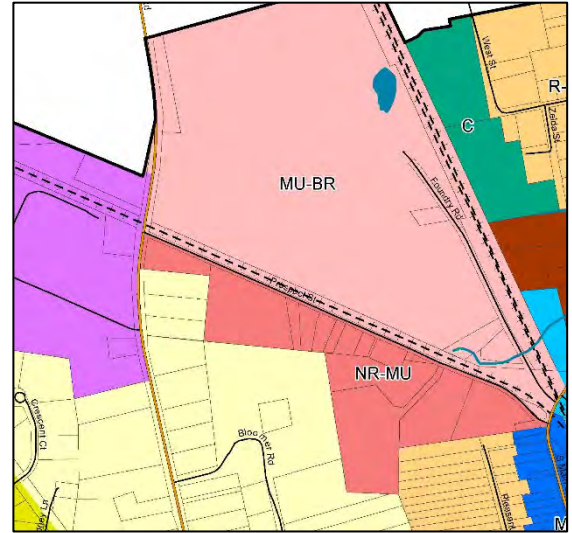
The purpose statement for the MU-BR should also convey that this district is established to:

- Create a range of housing opportunities and choices.
- Extend walkable, mixed-use neighborhoods that are village-like in form and scale.
- Incorporate greens, squares and playgrounds within new neighborhoods.
- Take advantage of compact building design, and green/sustainable building practices.

Potential Uses Consistent with Purpose: The MU-BR is a mixed-use district where the land can be devoted to both residential and non-residential uses. A mix of uses should be allowed including single family, two-family, and small-scale multi-family, and office, service, civic, and other business types as recommended below. It is recommended that this district not allow for retail uses to direct retail business to other business districts in the Village. However, retail as an accessory to a principal use in that area may be acceptable. For example, a fitness center may sell t-shirts or other apparel that may be associated with its primary use as a gym.

Accessory apartments and residences on the second floor of commercial buildings should also be allowed. Home occupations, personal service businesses, playgrounds, places of worship, nursery schools, offices, recreation and fitness-oriented businesses, and small-scale light manufacturing (See Box below for definition) are other uses that could be consistent with the intent of this district. A community solar facility that would provide electricity for uses in this district, or for other locations in the Village, may also be a desired use here.

Recommended Review Processes to Meet District Purposes: All subdivisions should be developed through application of traditional neighborhood design standards in this district. Any updated zoning



Box: Small Scale Light Industry or Manufacturing: A use in which a product is manufactured but the manufacturing process and facility have minimal impact on the property where the manufacturing takes place and almost none on adjacent properties, with qualities including:

- *No creation of noise, vibration, light, odor, dust, smoke, or other air pollution noticeable at or beyond the property line;
- *No change to the character of the surrounding neighborhood;
- *Adequate screening of outside storage of goods, materials, or equipment;
- *Signs limited in size;
- *No chemical, metal, or hazardous waste, or potential contamination of surface or groundwater;
- *Adherence to all applicable commercial design and other standards cited in this zoning law.

Small scale may also be defined by regulations that limit the building footprint to control the size or the operation. This would not necessarily be in the definitions, but in a section that would control that use – special standards.

law should include illustrations or pictures to depict the traditional neighborhood characteristics in Voorheesville desired to be emulated. Subdivisions or projects that have multiple structures should require establishment of building envelopes⁸ to ensure that new neighborhoods are planned to meet the design and streetscape vision for this district. All multi-family and non-residential uses should have at least site plan review approval by the Planning Board – some uses may require a special use permit.

Uses that are more intense in scale and size should additionally be approved through the special use permit process. Uses that may need special use permitting include:

- Multi-family dwellings
- Non-residential uses that add more than 50 cars per day
- Non-residential uses that exceed 5,000 square feet in size

Because this site is within the Village of Voorheesville Aquifer Protection Area, no uses that use or store chemicals, oil products, gasoline, or natural gas would be allowed here.

Recommended Development Standards to Meet Purposes: The zoning could include the following traditional neighborhood development standards that are designed to help ensure that new development meets the purposes of this district:

- Establish a maximum building square footage for non-residential uses such as 20,000 square feet.
- Establish a maximum density for multi-family condominium units to ensure this type of housing is allowed only at a scale and intensity consistent with the desires of the community. This density should be expressed as a maximum density in units per acre, as well as units per building (for example, 4 per building). Further, zoning should establish a maximum number of units to be allowed as multi-family use (for example, no more than 25% of all units can be multi-family types). Together these requirements will allow for this use at a scale consistent with the character of Voorheesville.

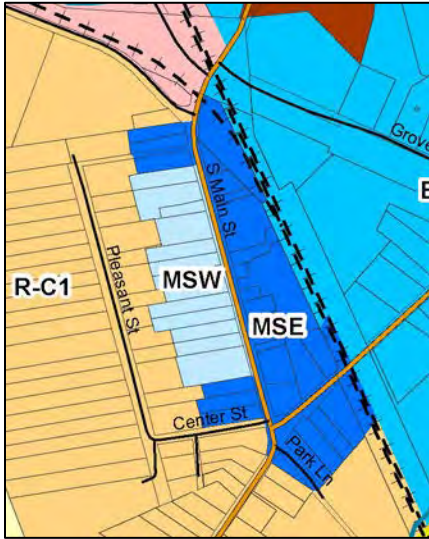
⁸ A building envelope is the space on a parcel within which a structure is permitted to be built upon.

- Establish building design standards for multi-family structures to require they aesthetically emulate single-family residential buildings.
- Because certain portions of the MU-BR district contain environmentally sensitive features including flood plain, NYS DEC regulated wetland, and Federally-regulated wetland, and because it is within the Village of Voorheesville Aquifer Protection area, it is recommended that the total density of residential development in this district be calculated using a net acreage approach. This means that acreage containing those specified environmental features would be subtracted from the total acreage to determine maximum allowable residential density.
- Unless sewer system infrastructure is provided for, an overall density for residential development could be 2 units per net acre if outside the Wellhead Protection Area. (The Wellhead Protection Area currently establishes a lower density consistent with protection of the Village's water source.) If a community sewer or other wastewater treatment system is provided for in that district, residential density could be 4 units per net acre. Department of Health requirements will influence the total density allowed.
- The zoning should establish a maximum amount of two-family and multi-family units allowed. Establishing a maximum of 50% of the residential units as two-family and a maximum of 25% of the units as multi-family will help new developments provide for a range of housing types but in a scale and intensity consistent with Village character, infrastructure, and services.
- Whenever multi-family units are proposed in this district, the Planning Board should be authorized to impose conditions and seek guarantees from any homeowners' association or rental landlord that will ensure proper long-term maintenance of the property.
- Depending on how wastewater treatment is provided for, this district may be amenable to offering applicants density bonuses. A density bonus would offer additional commercial square footage or more density in exchange for certain amenities desired by the Village. These amenities should meet public needs in Voorheesville and be related to furthering the goals of this Comprehensive Plan. Bonuses could be given for amenities such as public access and recreational opportunities, affordable housing (a minimum percentage (15% for example) of the units would be deed restricted to provide units in the affordable housing range for the area), preservation of open space, links to trails, improvements to water or sewer infrastructure beyond what is necessary to supply such services to the proposed development, use of LEED energy conservation building methods, climate smart methods such as green roofs, or low impact development methods to address stormwater runoff (like rain barrels and bioswales).
- To further promote affordable housing opportunities, zoning could specify that a certain percentage (20% for example) of the residential units to be built should be two-family units or multi-family units.
- Projects that include a mix of single, two-family, or multi-family units should be designed so that housing types are integrated and mixed together to prevent segregation of such types.
- The circulation of pedestrians, bicycles and vehicles must be an integral part of the new neighborhood, and travel ways for all three must be accommodated. Sidewalks should be required on both sides of street along with a bicycle lane along the street.

- Development standards should require sidewalks with continuous planting strips for trees, along with planting of street trees, village-style decorative street lighting, and bike amenities such as bike racks. All utility infrastructure should be constructed underground.
- All new roads within the district should connect with other roads, forming a network. Ultimately, development in this district should encourage realignment of the entrance off Main Street and from Depot Road to continue the modified grid pattern that exists in many places in the Village. Internal roads should connect wherever possible to those on adjacent sites over time. The use of cul-de-sacs and other roadways with a single point of access should be permitted only where no other alternatives exist. Where cul-de-sacs are deemed to be unavoidable, continuous pedestrian circulation should be provided for by connecting sidewalks that link the end of the cul-de-sac with the next street or open space using pedestrian paths.
- Lot dimensions should allow flexibility and there should be a variety of lot sizes allowed. This will eliminate the appearance of a standardized subdivision and can facilitate housing diversity and affordability.
 - Lot coverage should emulate other locations in the Village and could be 50-60% lot coverage.
 - Front setbacks are critical to establishing village-scale streetscapes and should be shallow, with all structures moved closer to the street. There should be both a minimum and maximum setback established for this reason. A 10-foot minimum and 35-foot maximum would ensure village-style streetscapes where houses and other buildings are closer to the street. There should however be a uniform build-to-line for new structures so that they align like streets in the Village core.
 - A minimum lot frontage of 50' would also be consistent with the traditional neighborhoods in Voorheesville.
- For commercial buildings, facades should parallel the principal frontage of the lot.
- Zoning should promote shared use parking lots and driveways. All parking lots should be landscaped and built of permeable materials to the maximum extent practical. Parking lots should be placed to the side or rear of a commercial building, not in front.
- Building design should be like that found in other areas of the Village, or a contemporary expression of traditional styles that respect the scale, proportion, character and materials of older areas in Voorheesville.

2. MS – Main Street District Concepts: Main Street East (MSE) and Main Street West MSW)

Proposed Purpose of Districts: These districts are recommended to focus main street style development



in this traditional commercial area of the Village. The purpose statements for these districts should be similar and capture the need to implement the vision established in this comprehensive plan for Main Street and the All Aboard Main Street Master Plan. Their purpose should be to allow continuation and revitalization of the Main Street environment. The purposes should be to promote development sensitive to the small town, traditional character on Main Street, and to allow for redevelopment and reinvestment of parcels for retail, office, service, and mixed-use developments in a way that strengthens and builds on existing historic building patterns and styles found along Main Street. These districts should also encourage uses and buildings that harmoniously integrate residential and nonresidential uses with a walkable and aesthetically pleasing streetscape to strengthen this area as a cultural and business core in Voorheesville. The prime difference

between the east and west districts is to recognize the more residential nature of the west side of the street where lots have different setbacks and configuration than the east side. Both districts should encourage primarily commercial use but allow for flexibility for structures to be converted to residential use.

Potential Uses Consistent with Purposes for these districts: To meet those purposes, the two Main Street districts should allow for a variety of small businesses (retail, office and service) and mixed uses (residential and commercial). Continue prohibiting multi-family dwellings but allow for one and two-family homes and conversion of a structure into no more than two apartments.

The emphasis in these districts should be oriented to providing more opportunities for commercial use and ensuring that the design, scale, and intensity of all uses meet the development criteria of these districts. All uses, including new residential structures, would need to meet the development standards for this district.

The Main Street areas is currently zoned within the Business A district, where it is addressed with similar development standards as all the other commercial areas in the Village. However, Main Street is a unique location, and has its own unique character and opportunities. This Plan proposes change the designation of this area from Business A to Main Street and to further split it into Main Street West (to reflect the different lot configuration there), and Main Street East (to reflect the more commercial nature of those lots).

The uses currently allowed in Business A are still generally consistent with the purposes of this proposed district except for a few suggested changes outlined below. The following uses are currently allowed:

Currently Permitted by-right (no Planning Board review):

- Offices (private or public)
- Retail businesses
- Personal and professional services
- Banks
- Eating and Drinking Establishments
- Motels and Hotels
- Theatres
- Clinics
- Auto sales and service
- Wholesale business, no outdoor storage
- Commercial recreation
- Public facilities
- Private club, fraternity, or lodge
- Funeral establishment
- Bed and Breakfast Dwelling Facility
- Accessory buildings
- Essential services

Currently Permitted uses, conditional to a special use permit (with Planning Board review):

- Essential service buildings
- Public garage, including automobile
- Service stations
- Bed and Breakfast
- Car Wash
- Video game arcade
- Ponds
- Post office
- Single and two-family residences

Recommended changes to the permitted and specially permitted uses for the new MSE and MSW districts include:

- Allow for minor and major home occupations; minor as permitted by right, and major with site plan review.
- Bed and Breakfast is on both lists. Remove Bed and Breakfast from the list of permitted uses and continue to require a special use permit.
- Allow for structures to have both commercial and residential uses. Residential uses to the rear and second floors should be acceptable. Ground floors should, to the maximum extent, primarily contain active, publicly accessible commercial uses.
- Allow for an accessory apartment in a single-family dwelling structure, and for a single-family dwelling to be converted to a two-family dwelling or to a commercial use. Commercial

structures should be allowed to be converted to residential uses (up to two apartments) with a special use permit or converted back to commercial use.

- Allow for temporary uses such as food carts, farmers markets, etc.
- Allow for outdoor seating at restaurants.
- Eliminate the video game arcade as a specially permitted use in this district.
- Eliminate auto sales/service, public garage, car wash and service station as a permitted use.
- Eliminate drive throughs as a use or accessory use in this District.
- Allow for formula businesses only in existing buildings as a permitted use, but in a new building as a specially permitted use meeting the commercial design standards established.

As per the vision and goals of this Comprehensive Plan, the Village seeks to promote small business development that contributes to maintaining and enhancing the traditional community, neighborhood, and streetscape character found along Main Street. Some uses that are not consistent with the purposes of the Main Street District include multi-family residential, kennels or pet boarding, adult uses and businesses that require drive through facilities.

The Village desires to maintain and enhance the traditional character and function of Main Street in the community. It finds that such character would be adversely affected by a proliferation of "formula businesses" which are required by contractual or other arrangements to be virtually identical to businesses in other communities because of standardized architecture, services, merchandise, decor, uniforms and the like. The development of such businesses, if unchecked and unregulated, would conflict with the distinct atmosphere and unique character for which Main Street is recognized and for which the Village intends to revitalize and improve. To preserve the character of this business district, formula businesses should be carefully regulated. Formula chain businesses should be allowed as a permitted use in existing buildings, or in a new building as a specially permitted use provided the structure meets all design standards (outlined below) and are fully consistent with the architectural and streetscape character of Main Street. No drive-throughs should be allowed on Main Street.

Recommended Review Processes to Meet Both Districts Purposes:

Development and architectural standards should be required for both Main Street districts. To maintain the character of the Main Street, it is recommended that the Main Street West district regulations work to preserve the more residential character of that side of the street even if the uses are commercial. As such, the zoning should address conversion of residences into non-residential uses. The zoning in that district could include a provision like the following to address this:

“No nonresidential use shall be established by the conversion of any structure or premises originally designed for a residential use unless the existing residential character of the building is retained. No design or structural changes, additions or extensions shall be made to the front of any such structure, except as necessary to provide required means of ingress, egress, light and ventilation. No additions or extensions shall be made to the side(s) of any such existing residential structure unless the residential character of the whole shall be retained and upon approval of a detailed site plan.”

Given the existing character of the Main Street East district, that provision is less important.

For both east and west districts along Main Street, whether a use is a permitted use by right or one that requires site plan and/or a special use permit, all should be required to meet the lot, dimension, landscaping, signage, and other development criteria such as parking, landscaping, lighting, and signage.

The following review process are recommended for both:

- Single family residences could continue to be permitted as a special permitted use and provided all dimension and other lot and district requirements are met.
- Conversion of an existing structure into a two-family residence should be allowed through the special use permit process.
- To promote adaptive reuse of existing buildings, it is recommended that non-residential projects proposed in an existing building, where no changes to the site layout, parking, or building are proposed, and that substantially complies with the standards of this zoning district could be permitted by right, with no planning board review. This should include conversion of a single-family residence to a mixed use or non-residential use.
- For any use that is permitted by right but where there are to be site and/or building modifications as part of a project, or when a new structure of any kind for that use is proposed, a site plan review should be required.
- Maintain the list of uses requiring a special use permit from the Business A district in the Main Street East and West districts Update the special use criteria section within the zoning districts to ensure the use is consistent with the existing uses on Main Street.
- Any formula businesses on Main Street in a new structure or in an existing building where changes to the current structure or parcel are proposed should be reviewed through the special use permit process. See below for further development recommendations for formula businesses.

Recommended Development Standards to Meet Purposes:

Both this comprehensive plan and the All Aboard Main Street Master Plan offer recommendations for specific development standards appropriate to the Main Street districts. The zoning update should include those standards specific to promoting the vitality and character of Main Street. Parking, lot layout, building and roof form, facades, ingress/egress, sidewalks, landscaping, signage, lighting, setbacks and dimensions, and formula businesses all should be articulated in Main Street development requirements within the zoning. Include pictures and illustrations in the zoning to effectively depict the required design standards.

It is recommended that the updated zoning for this district incorporate the following:

Lot Layout and Dimensions

- No accessory structures located between principal building and the street.
- All building facades to be parallel to the street.
- Allow for a smaller lot size if sewers are available at some point in the future.
- A minimum lot width or frontage of 50 feet would be consistent with current conditions in both the MSW and MSE districts, but setbacks should vary to match existing conditions.
- The east side of Main Street has many buildings setback only at the edge of the sidewalk and is a pattern that should be emulated in the future. The Main Street east district should allow for buildings to be setback at the sidewalk edge and establish a maximum setback of 10 feet. On the

west side, a 25-foot minimum setback with a maximum of 35 feet would be consistent with current streetscape. The Main Street West district should further maintain other lot configurations currently existing on that side.

Building Design Standards

- Street façade treatments on individual buildings should continue along the side elevations to a logical transition point.
- No blank walls should face the street.
- Buildings should reflect historically-used building materials and historic forms. Include pictures and illustrations of these materials and forms in the zoning.
- One-story buildings should have peaked roofs; two story buildings could have flat roofs or peaked roofs, but no mansard roofs as they are not a traditional style on Main Street. Roofs and eaves should be finished in a traditional manner like other existing historic buildings on Main Street. Flat roofs should be finished with a decorative cornice along street facades like existing structures on Main Street.
- At least one customer entrance, with appropriate architectural emphasis provided on the Main Street side of building will emphasize the pedestrian character of the area. As an alternative, an entrance on a side façade located within 15 feet of the Main Street façade may be used if architectural projections such as a decorative canopy, projecting vestibule, or other similar element is provided.
- Street facades greater than 50' in length should contain variations in vertical elevations at roofline or wall plane projections or recesses along the facade to provide variety and visual interest along the street side for these large buildings.
- Outdoor mechanical equipment should be placed with landscaping or decorative walls compatible with architecture of the principal building. Rooftop mechanical equipment should be screened with parapets or other decorative features.
- Formula businesses are preferred to be within an existing structure. If in a new structure, limit the building envelope to a maximum square footage of 2,500 square feet, with no drive-through and a maximum of 65' road frontage. This maintains the scale and will control the intensity of uses on Main Street.

Parking

- Encourage shared-use parking and develop a shared use parking scheme as per the Main Street Master Plan.
- Count on-street parking that might be available along frontage and within 50' of frontage towards parking requirements.
- Parking lot standards should include placement in side or rear yards, with a setback to be even with the front façade of the principal structure on the lot and buffered between the street edge/sidewalk.
- Provide landscaping between parking bays in large parking lots.
- Parking should be to the rear for commercial uses in MSW

Access and Pedestrian Systems

- Site design and layout should allow for cross access between sites so over time parking lots are connected.
- Sidewalks or designated walkways from building entries to the street sidewalks and sidewalks along frontage should be required.
- Pedestrian crosswalks should be provided across driveways for continuity.
- No loading and delivery areas should be located between the principal building and street. Loading docks should be screened and landscaped when visible from public right-of-way.
- Sidewalks, 5' in width where possible, should be provided for and should be ADA accessible. Use NYS DOT standards for flush curbs, curb ramps, warning strips, etc.

Street Lighting and Signage

- Refer to and incorporate lighting and signage recommendations made in the Main Street Master Plan.
- Ornamental street lights should be provided at a pedestrian scale in the Main Street area.
- Fixtures with LED lamps should be focused on pedestrian spaces.
- LED and LED scrolling signs should not be allowed in the Main Street Districts.

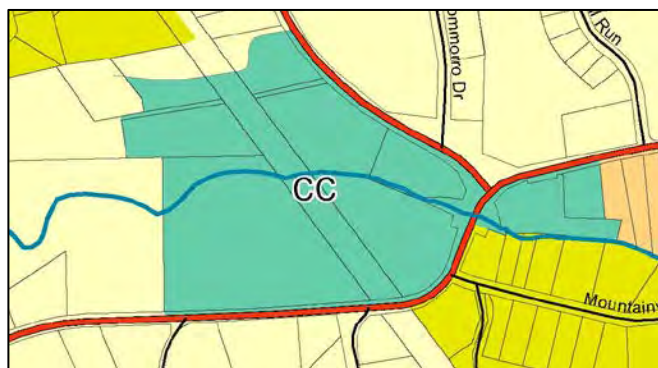
Landscaping

- Provide for buffering, fencing, changes in lighting or landscaping between a commercial parcel and a property in an adjacent residentially zoned district.
- Use the list of trees included in the Main Street Master Plan for choice of tree species.
- Parking lot and street edge plantings should be required.
- Foundation plantings should be required.
- Refuse collection areas should be located toward rear of site, enclosed with decorative materials, and designed to be an integrated component of the building.

3. CC – Creekside Commercial District Concepts

Proposed Purpose of District: This district is proposed to be established as a gateway to the Village and treated as a 'character district'. It is an important location that has a complex set of attributes, land uses, traffic patterns, pedestrian needs, and environmental conditions that must inform the framework for future development here.

This proposed district incorporates lands that are at a high-traffic volume/major intersection, is surrounded by or includes public uses such as the elementary school, fire department, and public parkland, is at a crossroads between the historic and traditional streetscapes of the center of the Village and newer, less dense neighborhoods along Helderberg Parkway and Altamont Road, has a high level of need for safe pedestrian crossings, and has significant environmental sensitivities due to presence of the Vly Creek and its' floodplain. It is also adjacent to undeveloped lands where urban agricultural uses are desired to offer new small business



opportunities here. As the major thoroughfare to/from the school, the Creekside Commercial District is an area critical to establishing an image and initial impression of the community.

The purpose statement for this district should capture the need to address the complexity of issues, roles, and needs at this location. Purposes for establishing this district are multi-fold and should incorporate the following community goals and reflect the various features at this location:

- Promote human-scaled land uses that create a gateway to the Village, that extend the traditional streetscape character and aesthetics of Maple Ave to this area, and that promotes adaptive reuse of existing structures;
- Minimize impacts to the Vly Creek and its floodplain;
- Address the critical pedestrian (bike and walk) and safety needs here and promote development oriented to a walkable environment; and
- Minimize adverse impacts on an already heavily trafficked road.

Potential Uses Consistent with Purpose: This district is proposed to be established primarily for business uses but could also allow for the conversion of an existing structure into a residential structure, and could include:

- Farmers market
- Seasonal farm stand
- Winery/Distillery/Brewery production, tastings and sales
- Greenhouse/nursery
- Restaurant, no drive through
- Office
- Medical Clinic
- Small-Scale Retail Business with no drive-through, with small-scale clearly defined by establishing a maximum building footprint
- Personal and professional services
- Bed and Breakfast (as a special use)
- Urban agriculture
- Multi-family residence in a pre-existing structure for senior citizens
- Municipal or community use
- Family day care
- Park or conservation area for passive recreation
- Mixed use

Uses that would not be consistent with this district because they a) are of a scale or intensity that would adversely contribute to traffic and pedestrian issues, b) have components not compatible with being in a floodplain, or c) do not promote the desired character for this district could include:

- Commercial or commuter parking lots
- Automobile storage lots
- Automobile sales and service
- Drive-through windows for commercial establishments
- Wholesale business
- Truck Terminal

- Self-storage facility
- Warehouse
- Fast-food restaurants
- Formula Business
- Businesses that store petroleum and/or chemicals
- Petroleum dispensing

Recommended Review Processes to Meet District Purposes: Given the complex issues and needs in this proposed district, it is recommended that all allowed uses be permitted through the special use permit process. All special use processes should also include site plan review.

Recommended Development Standards to Meet Purposes:

Water quality and floodplain:

- Within the mapped floodplain, no alteration in grade should be made or fill placed for either structural or nonstructural uses in the 100-year floodplain as per the Vly Creek drainage basin study. However, zoning should allow for de minimus fill for activities such as gardening or leveling for yard structures.
- All permanent structures shall be placed outside of the 100-year floodplain. However, existing structures already located within that area can remain and be adaptively reused for new uses. The Village may want to allow for structures that are elevated without using fill to preserve floodplain natural resources and functions. Reconstruction should be done in a way that does not impede the flood storage capability of the floodplain.
- Open, enclosed, above or below ground storage of hazardous materials in or below the 100-year flood elevation should be prohibited.
- Maximum use of green infrastructure designs should be required. These practices include rain gardens, vegetated swales, disconnection of rooftop runoff, green roofs and porous pavements. Green infrastructure also includes preserving or restoring natural areas, such stream buffers and wetlands, and reducing the size of paved surfaces. Green infrastructure generally includes "better site design" or "low impact development" stormwater projects.
- Any use which is proposed to disturb land within 200 feet of the Vly Creek should have an approved Erosion & Sediment Control Plan even if disturbance is less than 1 acre (which is the level that triggers NYS DEC stormwater regulations).
- Other requirements suggested by the Vly Creek drainage basin study should be included as required in the zoning update.

Traffic and pedestrian:

- The Planning Commission should consider whether to require a traffic impact analysis and mitigation if a use in the Creekside Commercial District may impact traffic flow during peak hours along Maple Avenue, Altamont Road, or Helderberg Parkway. When a traffic impact analysis is required, the Planning Commission should consider including analysis of traffic volume, pedestrians, and bikes, and to evaluate traffic impacts at normal peak hours as well as those peak times related to school opening and closing hours. Because of the traffic patterns at the intersection, the impact analysis should evaluate a 'transit zone' located at least within a ½ mile of the proposed use. The study should also evaluate existing

- conditions, project trip distribution within the district and within ½ mile of the project, multi-modal trip generation, existing plus project conditions, and cumulative conditions reflecting residential development occurring outside the Town that would generate traffic to the school(s).
- Use in this district should facilitate all modes of transportation, while striving to create pedestrian-friendly streets and spaces. Crosswalks and pedestrian traffic patterns should be located and organized in a manner which will maximize pedestrian safety, including biking.
 - Sidewalks should be buffered from the street by a planting strip. No off-street parking should be permitted between the front building line and the street. All off-street parking areas, which contain over four (4) parking spaces should be located to the rear or side and screened from any adjacent residential property to the extent possible. All sidewalks should conform to the ADA construction standards.
 - Landscape features, including but not limited to trees, planting boxes, planting strips, landscaped berms, shrubs, and other features should be used along the sidewalks to separate the vehicular traffic from pedestrians.
 - Brick or stamped asphalt or concrete should be used for all crosswalks or pedestrian paths within an off-street parking area.
 - Use of shared parking and shared driveways should be considered.
 - Bicycle lanes that are striped into the roadway are encouraged. If bicycle lanes are provided, then bicycle parking in the form of bicycle racks or storage facilities should also be provided.

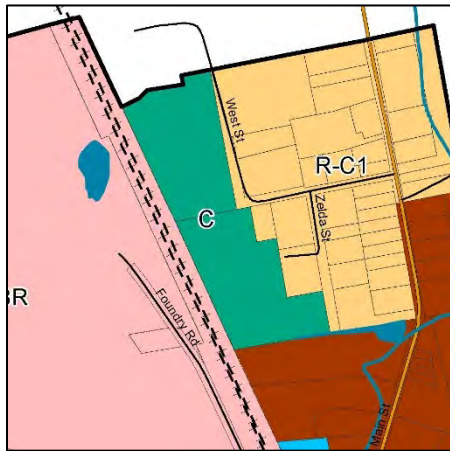
Aesthetics and Community Character

- Roof pitch, architectural features, façade treatment, use of awnings or porches, and other architectural features found along existing Maple Avenue structures should be included in the required building design. To promote this area as a community gateway, each new structure should relate architecturally to the Village by including distinctive elements that identify the community and/or convey the community character. New buildings should emulate rooflines, porches, windows (like from the church) and other features. Zoning should include pictures and illustrations to depict these features.
- All buildings in this district should have sloped roofs like those found on Maple Ave.
- Elements to be included in the front yards should include sidewalks, curbing, planters, and street trees. Pedestrian comfort should be a primary design consideration.
- True divided light windows or simulated divided lights should be used on front facades. The facades on retail frontages should be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
- No formula businesses should be allowed.
- Mechanical systems shall be screened and hidden from view.
- Lot sizes and setbacks should emulate and continue the streetscape pattern from Maple Ave. It is also recommended that there be some flexibility for setbacks to ensure that they match the residential setbacks along Maple between Stonington Hill and the CC District. At School Street, and at the firehouse/DPW and farmhouse, setbacks may be different.
- The zoning should establish a build-to line however, that should be consistent for all lots. The function of the build-to line is to form a distinct street edge and define the border between the public space of the street and the private space of the individual lot. The build-to line falls

between the minimum and maximum front yard setbacks. The build-to line generally continues across side yard set-back areas between buildings by using landscaping.

- Facades shall be built parallel to the principal frontage line.
- Other lot dimensions appropriate to this proposed district:
 - 1-acre minimum lot size.
 - Minimum of 60 feet of road frontage with a maximum of 200 feet.
 - Front yard minimum setback to principal structure of 15', maximum of 35'.
 - Lot coverage (outside floodplain) not to exceed 70%
 - The side setback shall be 10 feet minimum.
 - Maximum building footprint: 2,400 square feet

4. C – Conservation District Concepts



Proposed Purpose of District: The purpose statement for this district should capture the need to implement the vision established in this comprehensive plan to allow for very low density, low intensity uses consistent with protection of the wetland resources in this area. This district is significantly influenced by the presence of DEC regulated wetlands, is also in the 100-year flood hazard, and the Village-designated aquifer protection area.

Potential Uses Consistent with Purpose: This district should allow for open space and low-impact recreation uses such as trails or pathways, outdoor club uses needing no permanent structure, or small-scale urban/non-animal agriculture

appropriate to hydric soil areas. Very low density single-family residential uses and their associated accessory uses may also be feasible if structures can be permitted by NYS DEC, are able to meet Department of Health requirements for on-site septic systems and can meet all the Village Wellhead Protection District regulations.

Recommended Review Processes to Meet District Purposes: All proposed uses and accessory uses, including single family residences and accessory structures should be permitted only through a special use permit process due to the significant environmental sensitivities in this District.

Recommended Development Standards to Meet Purposes: No permanent structure should be allowed unless it is outside the 100' wetland buffer established by the NYS DEC or as per any DEC-issued wetland permit. All Village floodplain and wellhead protection regulations must also be met for all uses here. Residential lots should be 3 acres or larger to minimize impacts to the environmental functions in this district.

5. MF – Multi-Family District Concepts

Proposed Purpose of District: The purpose statement for this district should capture the need to implement the vision established in this comprehensive plan to recognize the existing multi-family development at Pheasant Run and to make this area a conforming use, and to promote multi-family housing types to meet the housing needs in the Village. This district would specifically be established to allow for higher density multi-family dwellings.

Potential Uses Consistent with Purpose: This district should allow for multi-family dwellings at a higher density along with accessory uses to serve that development including, but not limited to recreation areas, open space, parking lot, garages, maintenance buildings, and utility structures.

Recommended Review Processes to Meet District Purposes: All new multi-family dwellings in this district should receive site plan review from the Planning Board.

Recommended Development Standards to Meet Purposes: New structures in this development should maintain the existing setbacks as currently exists along Pheasant Run. Buildings should not exceed two and half stories. Vegetation or privacy fencing may be needed where the MF district abuts R-A or R-B residential districts. Development standards should be established to promote new multi-family dwelling structures that emulate single family dwellings in terms of style, roofline, facades, and use of façade features such as porches (See picture of Westlawn Gardens, below). Pedestrian improvements such as sidewalks, pathways, bike lanes, bike storage, curbs and street trees within the development should be mandatory site features.

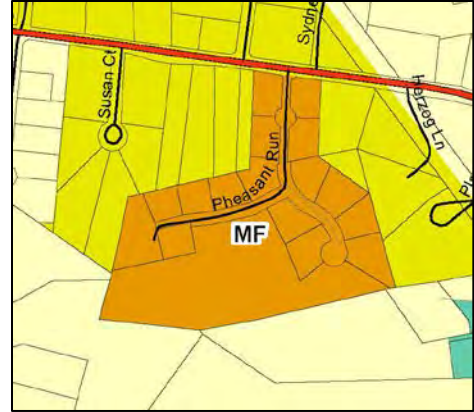


Figure 15 Multi-family residential complex at Westlawn Gardens in Milwaukee, Wisconsin illustrate what updated development standards can result in.

Appendix 9: Vly Creek Stormwater Analysis

This Comprehensive Plan includes, in full, the Vly Creek Stormwater Analysis (July 2018), by reference. The maps, data, and recommendations included in this study are in whole, incorporated in this document. The full text of this study can be found at <http://www.villageofvoorheesville.com/2176/Comprehensive-Plan>, and at the Village of Voorheesville Village Clerk's office.

The following is excerpted from the Executive Summary of the Vly Creek Stormwater Analysis and was used to inform the recommendations included in this Comprehensive Plan:

The Vly Creek watershed is approximately 10,780 acres or 16.8 square miles and comprised of mostly rural areas in the Town of New Scotland and more developed areas in the Village of Voorheesville. See the watershed maps in Appendix A. Smaller rural areas in the Town of Guilderland are also in the Vly Creek Watershed. It is a significant tributary of the Normans Kill in the Towns of New Scotland and Guilderland, which is a significant tributary of the Hudson River.

The purpose of this stormwater analysis is to review the existing creek condition and determine how flooding potential could be lessened or managed by a more comprehensive approach to the watershed and creek including:

- Policy and land use code revisions;
- Encourage green stormwater infrastructure in development areas;
- Maintenance of the creek and
- Implementation of select improvements.

The maintenance and stream improvements would help to address peak flow conditions and improve stream bank stabilization. The most significant area of flooding issues in this watershed are in the Village of Voorheesville and have historically occurred at the Voorheesville Elementary School parking lot and playground and at the Maple Avenue underpass. There are also problem areas along some highways that require access by emergency vehicles.

In past years there have been updates and repairs made to some large culverts/bridges in the Town of New Scotland near Route 85A and Simmie Lane that were intended to address local flooding. These enlargements resulted in lessening of surcharging in upstream areas but increased the flood flows further downstream in the Village that previously did not encounter flooding issues or damages to levels now observed. Properties on Mountain View and Maple Avenue were subject to flooding and loss of property due to stream bank erosion and de-stabilization of trees and vegetation.

Vly Creek Stormwater Analysis

These repairs to bridges and culverts appear to have been completed without an overall plan of the Vly Creek watershed and therefore likely did not comprehensively consider the downstream effects that could occur. The recommended maintenance and select improvements in the Village and Town along

the Vly Creek to modestly help improve flooding issues and stabilize areas of need, totals around \$515,000 and includes the following:

- Removal of sediment bars and woody debris along the stream and streambanks, including removal of the invasive Japanese Knotweed downstream of Helderberg Parkway.
- Improvements within the Village along the Vly Creek from the Voorheesville Elementary School to just beyond the Maple Avenue Bridge.
- Improvements at Tygert Road within the Town are recommended to attenuate peak stormwater flows further downstream.
- Rip-rap stabilization at six culvert outlets and improvements at two inlets within the Town.
- Encourage green stormwater infrastructure in development areas by making necessary revisions to the applicable codes for each community; and
- Implement floodplain management revisions to applicable codes for each community including no fill or permanent structures within the 100-year floodplain and consider selected restrictions within the 500-year floodplain.

Appendix 10: Voorheesville Building Lot Summary Statistics

To aid in the development of development standards that would be consistent with existing conditions in Voorheesville, an analysis was done using the geographic information system and maps created for this plan. The following dimensions for various neighborhoods in the Village currently exists:

West side of South Main Street:

19 parcels ranging from 0.14 acres to 0.63 acres. Average lot size: 0.3 acres

12 of them with road frontage of ~50 feet. 1 @ 43 feet, 3 are between 58 and 70 feet, 2 are between 100 and 112 feet.

Front setbacks generally range from 25 to 35 feet, with 5 of them having nearly 0 setback.

East side of South Main Street:

Varies more widely.

14 parcels ranging from 0.06 acres to 1 full acre. Average lot size: 0.25 acres

Road frontage: 4 lots range from 117 feet to 180 feet. 6 lots range from 45 to 60 feet. Two are 25 to 30 feet. And one is 81 feet.

Front setbacks are nearly all right up to the property line.

Maple and Voorheesville Ave.

58 parcels ranging from 0.16 acres to 1.8 acres. Most of the larger parcels are heavily impacted by the 100-year flood zone in their back yards, along the creek, making the usable area of these lots much smaller.

Road Frontage: Very consistent, with majority between 55 and 80 feet. Just a few (3) are larger, at 100 to 175 feet.

Pleasant Street (behind Main Street):

East side has smaller lots than west side, but probably due to steep slopes in the back yards of the west side.

East Side - 0.17 to 0.45 acres, average 0.3 acres.

Frontage - six parcels are 50 to 60 feet, two are 75 feet, and five are 100 to 115 feet.

Front setbacks are shallower than the west side, ranging from near zero to about 35 feet,

West side - 0.6 to 1.15 acres, average 0.75 acres.

Frontage - More consistent, hovering around 50-55 feet. Range from 48 to 85 feet.

Front setbacks are very consistent ranging 30 to 50 feet.

Stonington Hill and Scotch Pine subdivisions:

452 parcels between the two, ranging from 0.16 acres to 1 full acre. Average of 0.3 acres.

Frontage ranges from 33 feet to 250 feet, with an average of about 85 feet.

Front setbacks are fairly uniform at 30 to 40 feet with a few shallower exceptions down to about 20 feet.

Along Prospect Street

There are 7 houses on lots ranging from 0.18 acres to 0.7 acres.

There's one house on a large lot of 2.9 acres.

There are 4 vacant lots of 3.5 to 6.7 acres, the largest being a flag lot.

The road frontage of the 8 smaller lots range from 65 feet to 218 feet.

Setbacks are 10 to 30 feet.