



The Wilton Global Job Development Corporation Blueprint for Economic and Job Growth



Prepared for:



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Introduction

The Town of Wilton, in Saratoga County, New York, is a thriving community of approximately 15,000 residents. The Town is adjacent to the City of Saratoga Springs, north of the City of Albany and serves as one of the gateways to the Adirondacks. The region is an international tourism destination with world renowned thoroughbred racing, natural mineral springs, abundant parks and recreational opportunities. Wilton has seen exponential commercial and residential growth over the past 30 years. Of regional and national significance, the Global Foundries chip fabrication plant and ancillary development will create the most significant economic development opportunities in the history of New York State.

Wilton is well known as one of the region's most economically sound communities. Since 2000, Wilton has been the fastest growing municipality in Saratoga County. As productive as the growth has been, the Town has not levied a town tax (general fund or highway) since 1983. The community is not content, however, to rest on its past and current success.

The Town's philosophy embraces the concept of community balance and maintenance of a high quality of life for residents and visitors alike. Wilton provides a wide range of housing opportunities in quality neighborhoods throughout the town, ranging from single family homes on estate lots to low maintenance condominium and apartment living. A wealth of active recreation opportunities and programs exist for residents at the Town-owned Gavin Park. Two gymnasiums, an expansive playground, multiple baseball, soccer and other recreational fields draw hundreds of thousands of visits annually.

Open space preservation has been a key part of the balance for Wilton. The Wilton Wildlife Preserve and Park, the Ora Phelps Preserve, the Snook Kill corridor preservation area and other permanent open spaces provide over 2,000 acres of passive recreation opportunities as well as locations for local wildlife to thrive.

Underlying Wilton's high quality of life has been the ability to support the community's programs and facilities financially. In order to continue to do so, the Town recognizes the need to continue to expand its commercial and light industrial base. Economic expansion will allow the Town of Wilton to continue its tradition of being the lowest taxed town in the lowest taxed county in New York State, while providing meaningful job opportunities.

With this in mind, the Town continues to take a balanced and thoughtful approach to the future growth of the community. The Town Comprehensive Land Use Plan, the Open Space, Recreation and Pathways Plans, the hamlet area planning and related zoning modifications and the adoption of conservation subdivision regulations are evidence of continued commitment to this pro-active approach. The following analysis is the next step in the managed growth of the community.

The areas around the Exit 15 and Exit 16 interchanges of Interstate 87 (I-87) have been integral to the local economy as host sites for businesses that provide employment and generate sales and

income. The intent of this report is to identify future growth potential within each of these areas and forecast the impact in terms of additional employment in the Town.

Significant opportunities exist for planned commercial development within the Exit 15 and 16 areas. **Exit 15 has a potential net building area of 2.2 to 3.3 million square feet. Exit 16 has a potential net building area of 4.1 to 6.2 million square feet of net building area.**

Wilton is open for business. Corporate America, small businesses, venture capitalists and employers of all sizes will find all of the attributes necessary for success. From a talented and well-educated pool of prospective employees, to infrastructure and a superior quality of life, Saratoga County's Town of Wilton is an ideal location for a business to call home.

Methodology

This analysis was initiated with a series of information gathering steps including data as available through digital mapping in a geographic information system (GIS) format of various environmental and land use factors that influence development potential. The data collection focused on:

- Local zoning regulations,
- Existing land use,
- Environmental constraints including slope (in excess of 15 percent), hydric soils and hydrology as available from the NYS Department of Environmental Conservation (DEC); US Geological Survey; the US Fish and Wildlife Service and the US Department of Agriculture Natural Resource Conservation Service,
- Availability of water/wastewater infrastructure as summarized in the "2007 Comprehensive Plan Update for Water and Wastewater Management" as prepared for the Wilton Water and Sewer Authority, and
- Transportation network information as provided by the NYS Department of Transportation (DOT) and the Capital District Transportation Committee (CDTC).

The designated planning areas from the Town Comprehensive Plan were the basis for setting the Study Area boundaries. The specific intent is to consider development potential within the context of current zoning and associated commercial/industrial land uses which are permissible within the current zoning. No zoning district boundary changes or amendments to associated use schedules were contemplated during the development of this report.

GIS data layers were developed with the utilization of referenced planning areas as the basis. Data relating to zoning district boundaries, existing land use, soils, slope, hydrology (wetlands, streams, ponds, etc.), and multi-modal trails were applied to the base aerial map resulting in a composite map illustrating areas with constraints and corresponding areas with potential development suitability within the Exit 15 and Exit 16 Study Areas.

Infrastructure considerations include transportation modes (roadways, trails, pathways, etc.), water distribution and wastewater collection systems. The Town has taken a pro-active approach to the provision of infrastructure to meet the service demands of residents and businesses in the

community. In terms of water supply and distribution and wastewater collection the Town established the Wilton Water and Sewer Authority (WWSA) in 1993 as a means to plan for and supply these vital services. Since that date the Town has systematically planned and upgraded these services.

Roadways and Trails

The Town has thoroughly planned for a multi-modal approach to the movement of people and goods in the community, as called for in the Town Comprehensive Plan, and the Open Space Recreation and Pathways Plan. The plan inventoried the existing trail system and specifies future improvements and linkages to facilitate a fully integrated loop through the community. The trail system makes effective and efficient use of existing right-of-ways (ROWs) through expanded shoulders and road-side trails to accommodate bicycle and pedestrian traffic across the Town. Where possible, dedicated, off-road trails are provided to supplement transportation needs and recreational opportunities.

Roadways in the Town consist of a series of connected ROWs that are either owned or maintained by New York State (e.g. I-87, NYS Route 50, etc.), Saratoga County or the Town. These roadways are further classified (e.g. urban arterials, local collectors, etc.) based on functional use and traffic volume as measured by average annual daily trips (AADT).

Water Service

The WWSA water supply and distribution system consists of three interconnected source and treatment facilities system. The Town directly has capacity of 2.94 million gallons per day (mgd) with another 250,000 gallons per day (gpd) through a purchase agreement with the City of Saratoga Springs and an additional 300,000 gpd from the Saratoga County water system (scheduled for connection by the end of 2009). Current utilization is 1.69 mgd or 48 percent of available capacity. Therefore, there is significant available capacity to accommodate future needs of anticipated commercial and industrial growth.

Wastewater Collection and Treatment

The Saratoga County Sewer District (SCSD) #1 was formed in 1971 to provide sewer service to a 186 square mile service area within the County. In 2005 the District's service area was expanded to include all of the Town of Wilton. The SCSD #1 has taken ownership of all trunk sewers and the collectors and pump stations located within the original (prior to 2005) SCSD #1 service area. The WWSA has taken ownership of the collectors and pump stations within the Town and outside of the original service area. Wastewater in the SCSD #1 is collected and routed for treatment at a centralized treatment plant located in the City of Mechanicville. The treatment plant has a current treatment capacity of 21.3 mpd and with existing flows of 18.0 mpd. Construction is set to begin on plant expansion that will more than double treatment capacity to 43 mgd.



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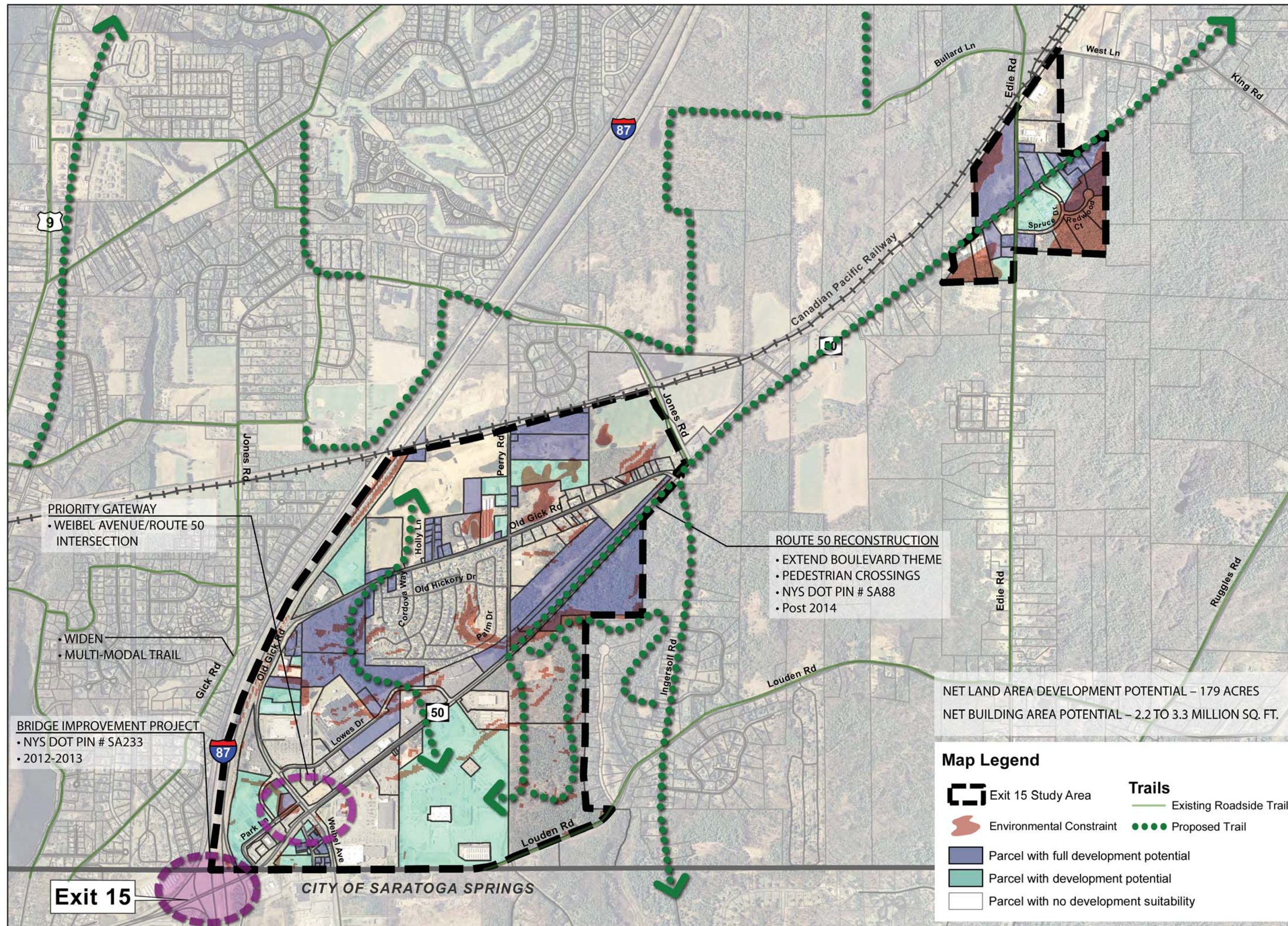
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Wilton Global Job Development Corporation Blueprint for Economic and Job Growth Development Potential Exit 15 Study Area



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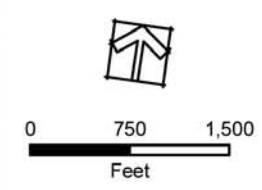


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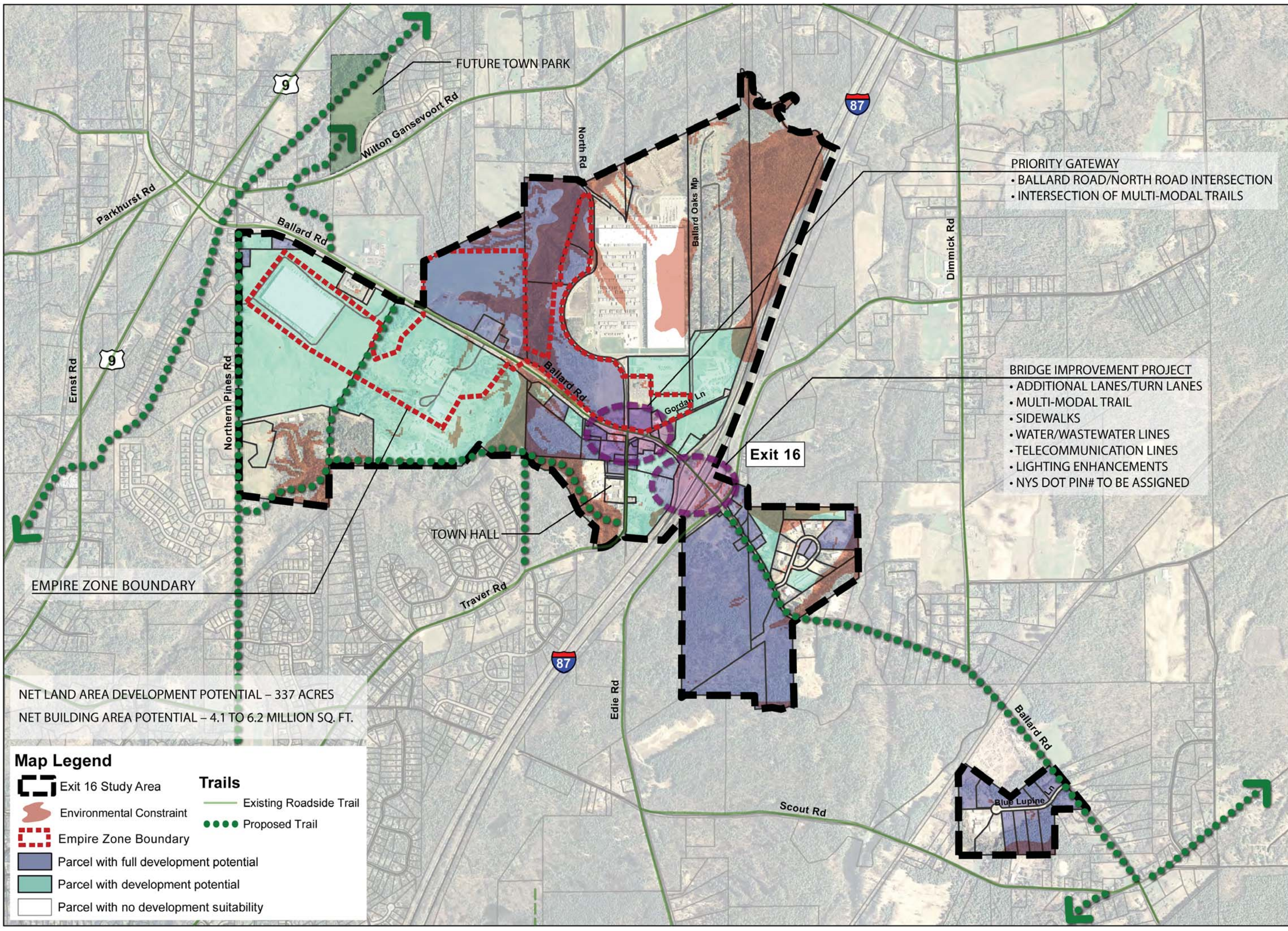
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Development Potential
Exit 16 Study Area



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NET LAND AREA DEVELOPMENT POTENTIAL – 337 ACRES
NET BUILDING AREA POTENTIAL – 4.1 TO 6.2 MILLION SQ. FT.

Map Legend

| | |
|--|-------------------------|
| Exit 16 Study Area | Trails |
| Environmental Constraint | Existing Roadside Trail |
| Empire Zone Boundary | Proposed Trail |
| Parcel with full development potential | |
| Parcel with development potential | |
| Parcel with no development suitability | |



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Existing Conditions - Exit 15 Study Area

Introduction

The Exit 15 Study Area is approximately 1,050 acres in total size and is bound by I-87 on the west, the railroad corridor to the north, Jones Road, Rt. 50, and State/County forests on the east, and the boundary with the City of Saratoga Springs to the south. The Study Area also includes approximately 120 acres of land surrounding the intersection of Edie Road and Rt. 50 (See Figure 1).

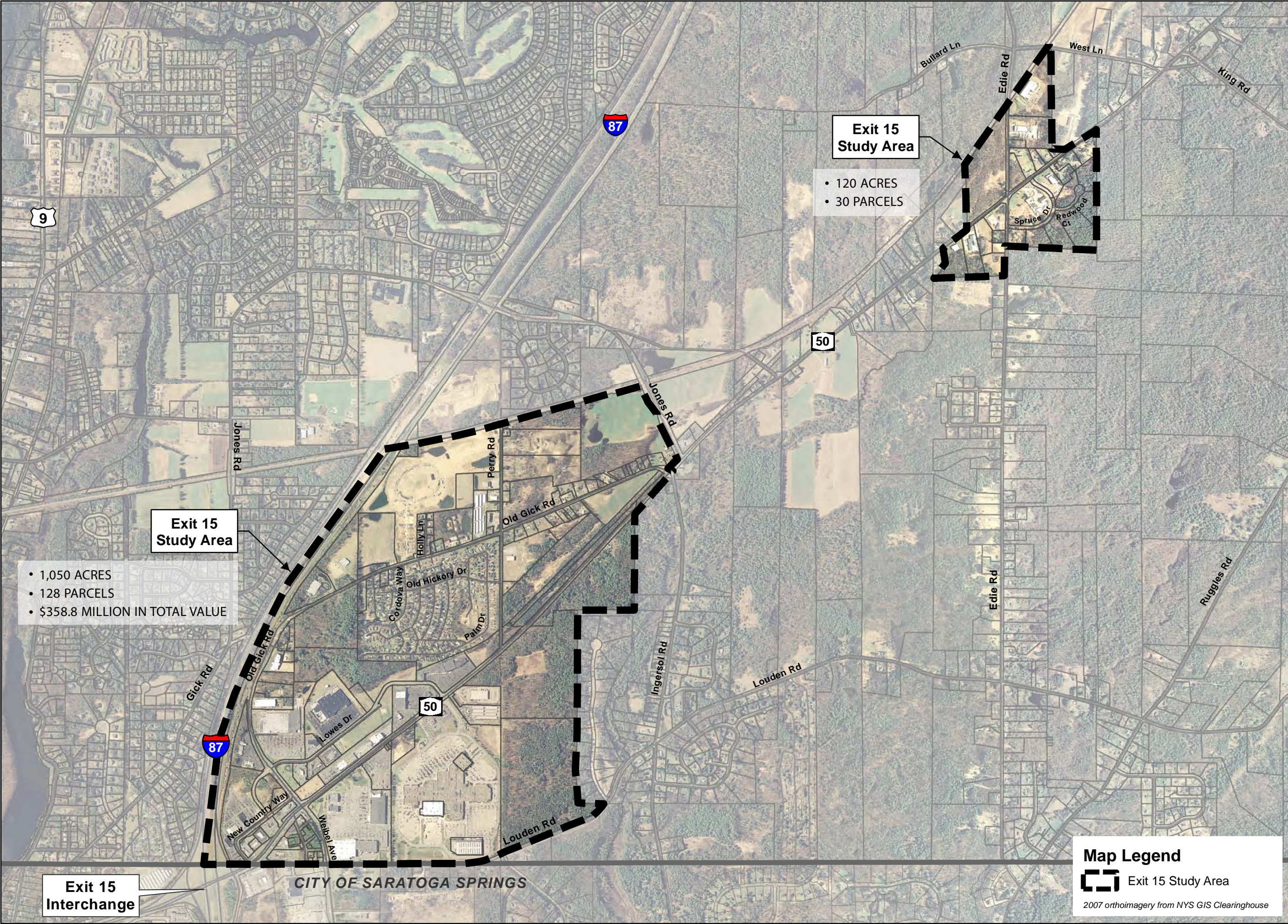
In accordance with the Town Comprehensive Plan, the commercial district west of the Exit 15 interchange is a regional destination for goods and services. There are currently approximately 2 million square feet of built commercial development within the Study Area. The level of commercial activity in this area is attributed to its location next to the region's only interstate highway and in close proximity to one of New York State's fastest growing urban areas (Saratoga Springs). The area adjoins I-87 and the Exit 15 interchange providing direct access for customers from a wide region. Additionally, the area lies just to the east of the City of Saratoga Springs with its heritage as one of New York State's most popular tourism destinations. The parcels and buildings within the Exit 15 Study Area had a total assessed value of \$358,861,100 in 2008 or 25 percent of the total Town assessed value of approximately \$1.4 billion. The commercial land uses occur in a diverse range of formats including strip retail centers, professional offices, enclosed shopping centers, stand-alone retail/service outlets, and large-format ("big-box") retail. From an economic perspective, the area is a source for significant employment. The area has also experienced significant residential development in the form of a planned unit development district (PUDD) consisting of 420 new apartment units (the Paddocks of Saratoga) on a 50 +/- acre site bordering I-87 and Old Gick Road.

Zoning

The zoning plan within the Study Area is in support of the area as a commercial center of regional significance. Thirty-seven percent of the land area is zoned Commercial (C-1), and an additional 20 percent is zoned Commercial/Light Industrial (C-2) for a total of 619 acres. An additional 22 percent (236 acres) are zoned Residential (R-2) and 8 percent (90 acres) are zoned Mobile Homes and Mobile Homes Park (R-M) within the Study Area. Other parcels are owned by New York State and Saratoga County or are within a PUDD (See Figure 2). The Town zoning law also provides for a Northway Corridor Overlay District (NC-1) which provides a 100 foot buffer between land uses and I-87. This is a pro-active measure that contributes to the quality of development along the interstate corridor. The overall zoning plan for the Study Area enables a broad range of development opportunities resulting in a diversity of goods and services offered and a high quality of life for the residents of the Town and the entire region.

Land Use

The existing land use pattern in the study area is best characterized as balanced. Residential uses are integrated with service and retail-oriented businesses to provide an attractive mix of uses that



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Figure 1 - Aerial Photograph
Exit 15 Study Area



0 750 1,500
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Map Legend

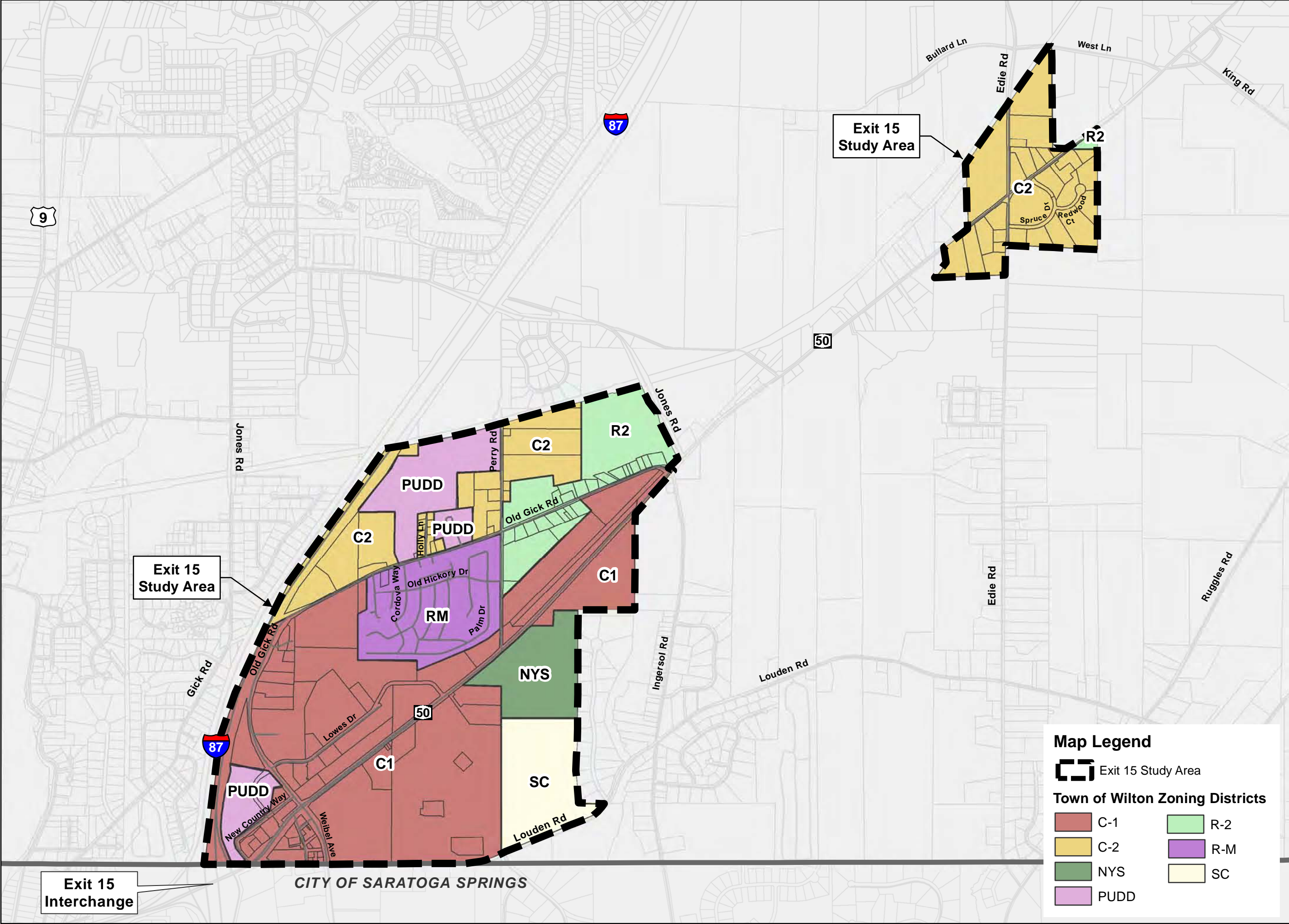


Exit 15 Study Area

2007 orthoimagery from NYS GIS Clearinghouse

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Figure 2 - Zoning
Exit 15 Study Area

Map Legend

Exit 15 Study Area

Town of Wilton Zoning Districts

| | |
|------|-----|
| C-1 | R-2 |
| C-2 | R-M |
| NYS | SC |
| PUDD | |



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serve to complement each other. According to data from the Saratoga County Real Property Office, the Study Area is 1,084 acres and contains 158 parcels. Of this total land area there are approximately 223 acres of land that have been identified as vacant. This comprises 20 percent of the entire Study Area. However, 525 acres, or 48 percent of the Study Area, have been identified as commercial properties making it the most predominant land use within the district. An additional 13 percent, or 132 acres, are owned by either New York State or Saratoga County as protected forest area (See Figure 3). The diverse concentration of commercial and service-related uses provides the “critical mass” of commercial uses. Critical mass is an important attribute to the success of the area as a regional shopping destination while limiting the linear sprawl of these uses into the residential and more rural areas of the town. For example, a stand-alone, single shopping center or enclosed mall has limited draw and corresponding customer base. However, the Exit 15 Study Area is host to a range of shopping center formats from stand alone sole proprietorships to open air strip centers to enclosed shopping malls. Dispersed through the area are commercial service providers ranging from medical care to health and fitness. The variety and concentration of goods and services enhances the appeal of the Study Area to the entire region and is conducive to its continued growth.

Environmental Constraints

Figure 4 illustrates the extent of environmental constraints within the Study Area. According to the analysis conducted, there are 55 acres of wetlands, 47 acres of hydric soils, and 48 acres with slopes greater than 15 percent. In total there are 112 acres of land within the Study Area that have some form of environmental constraint. Through pro-active planning and administration of a thorough site plan review procedure for new development projects, the Town has effectively preserved the ecologically sensitive areas within the Study Area.

Transportation and Water/Wastewater Infrastructure

Access to and within the area is primarily vehicular. I-87 and NYS Route 50 are regional arterials providing north/south and east/west access to the Study Area, respectively. Local roads include Old Gick Road, Perry Road, Jones Road and Weibel Avenue. However, the Town Comprehensive Plan calls for integration of alternative modes of transportation within the area, particularly pedestrian and bicycle, to ease the need for vehicular movement of people through the area. To further improve traffic movement, the Town continues to incorporate access management principles as development continues. Utilization of shared access drives, parking area interconnection, and incorporation of parallel service roads are some of the tools being implemented to maintain safe and acceptable levels of operation.

The Exit 15 Study Area is located within the Saratoga Springs Urban Area as delineated by the NYSDOT. NYS Route 50 over I-87 is classified as an urban principal arterial. East of the Exit 15 interchange NYS Route 50, as well as Weibel Avenue, are classified as urban minor arterials. All other roadways within the Study Area are classified as urban local collector roads. Access to the Study Area through high functioning roadways is a principal attribute to the area as a regional commercial and service center. Through the effective utilization of existing ROWs and installation of parallel service roads, the Town and NYSDOT have maintained safe and acceptable levels of service on the roadways and intersections within the Exit 15 area.



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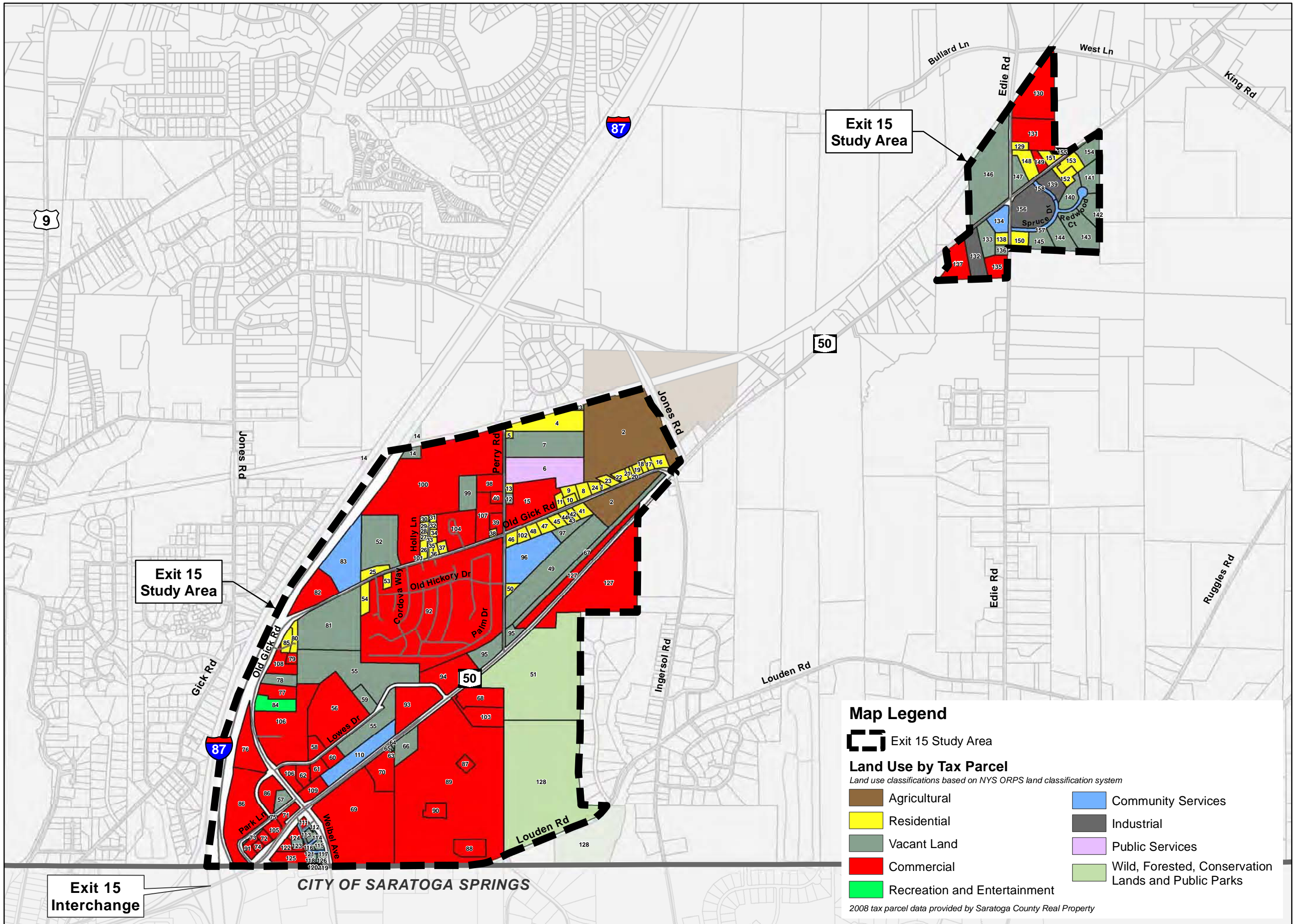
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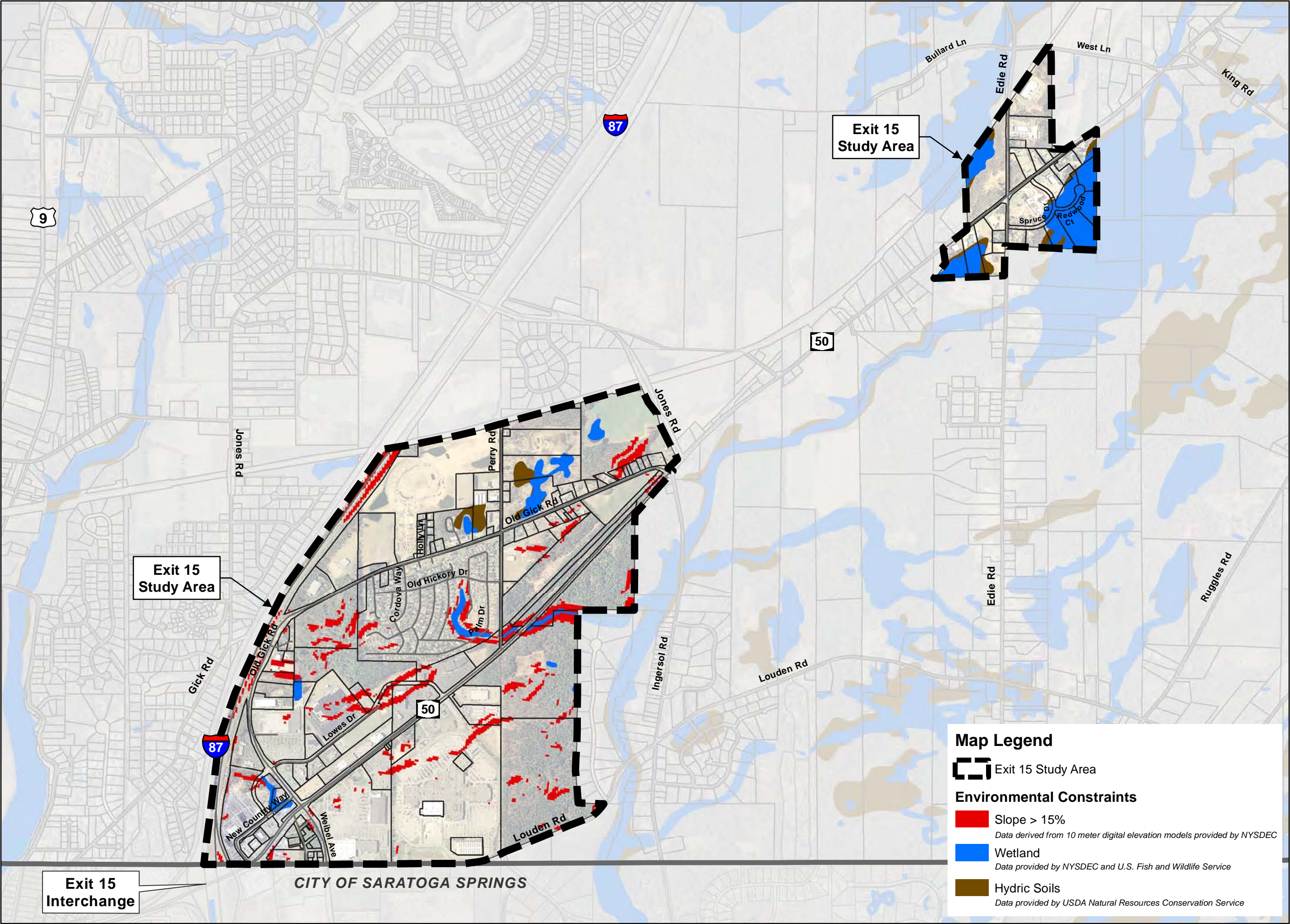
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Figure 3 - Land Use
Exit 15 Study Area



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Figure 4 - Environmental Constraints
Exit 15 Study Area



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As a regional center for commercial and service business, the Exit 15 Study Area experiences peak traffic volumes during the usual morning and afternoon time frames of 6 am to 8 am and 4 pm to 6 pm respectively. Additional peak volumes occur on weekend afternoons and holiday periods. According to the NYSDOT Local Highway Traffic Volume Report traffic data was collected for one section of roadway within the Study Area. The most recent traffic volumes recorded by NYSDOT were in 2003. Weibel Avenue from NYS Route 50 to Loudon Road had recorded 10,500 AADTs. Although limited to the volume count on Weibel Avenue, robust traffic volume in the area is an attractive consideration to the sustainability of the area as a regional center for goods and services. Transportation infrastructure is updated as a result of the review of potential impacts associated with a specific development proposal. The impacts are assessed by the Town Planning Board during their site plan review procedure. Depending on the level of impact, capacity and/or operational improvements can be required as a part of a project's construction and prior to the occupancy of the building.

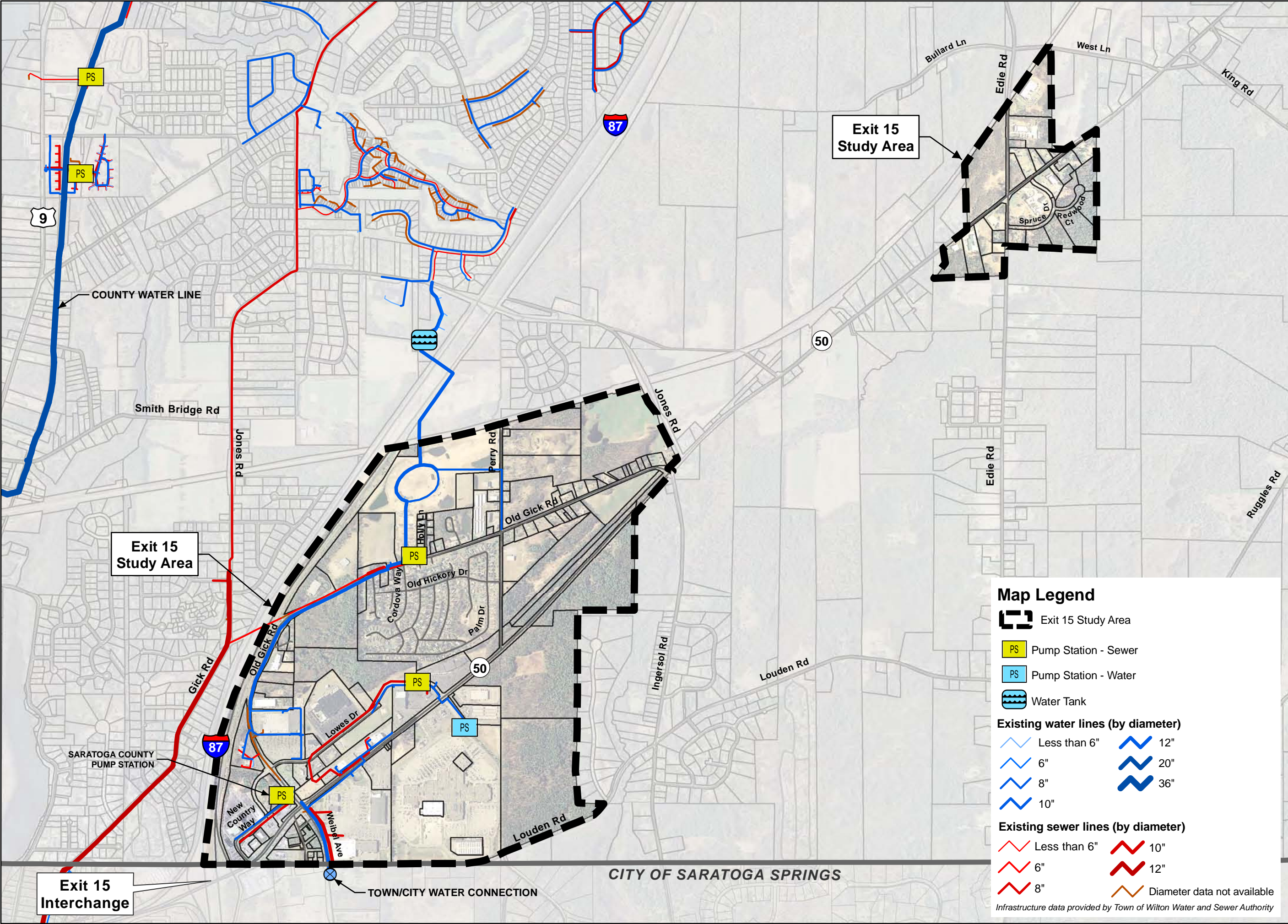
Transit service is provided to the Study Area by the Capital District Transportation Authority (CDTA). The NYS Route 50 transit bus route terminates at the Wilton Mall and provides regular hourly service southward through Saratoga Springs and Schenectady. Ridership on this transit route has tripled over the last two years. Additionally, the Wilton Mall parking lot serves as a "park and ride" lot for commuters needing extended term parking as they utilize the transit service.

Another associated consideration in the analysis of development potential is the presence of municipal water distribution and wastewater collection infrastructure. Based on data from the Wilton Water and Sewer Authority (WWSA) much of the Study Area has access to existing infrastructure along the roadways. However, there is a portion of land area in the northwest corner of the Study Area, between the railroad corridor and NYS Route 50 that does not have access to water or wastewater service but to which services could be extended. Within this area there are a number of properties that are vacant or are agricultural in use.

Water distribution and wastewater collection infrastructure in the area is in good condition and has available capacity to service the needs of future growth within the area. As with transportation improvements, extension of water/sewer infrastructure to parcels without service will be considered at the time of parcel subdivision or during the site plan review procedure.

Municipal water service for consumption and fire protection extends from the west side of I-87 through a 12-inch service main coming from the City of Saratoga Springs along Weibel Avenue from the south and 12-inch service main from the Jones Road Water Plant from the north. Water pressure is provided for consumption and fire protection at 74 pounds per square inch (psi). Water services further extend to individual properties through a network of 8 inch water lines along Holly Lane, Perry Road, and Lowes Drive. The entire water system within the Study Area is illustrated on Figure 5.

Municipal wastewater service is provided by an 8-inch collection line from the west and crossing I-87 at a point approximately 0.6 miles north of the Exit 15 interchange. Collection is facilitated by the operation of three pump stations within the service area which maintain the system at an



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Figure 5 - Water and Wastewater Systems
Exit 15 Study Area



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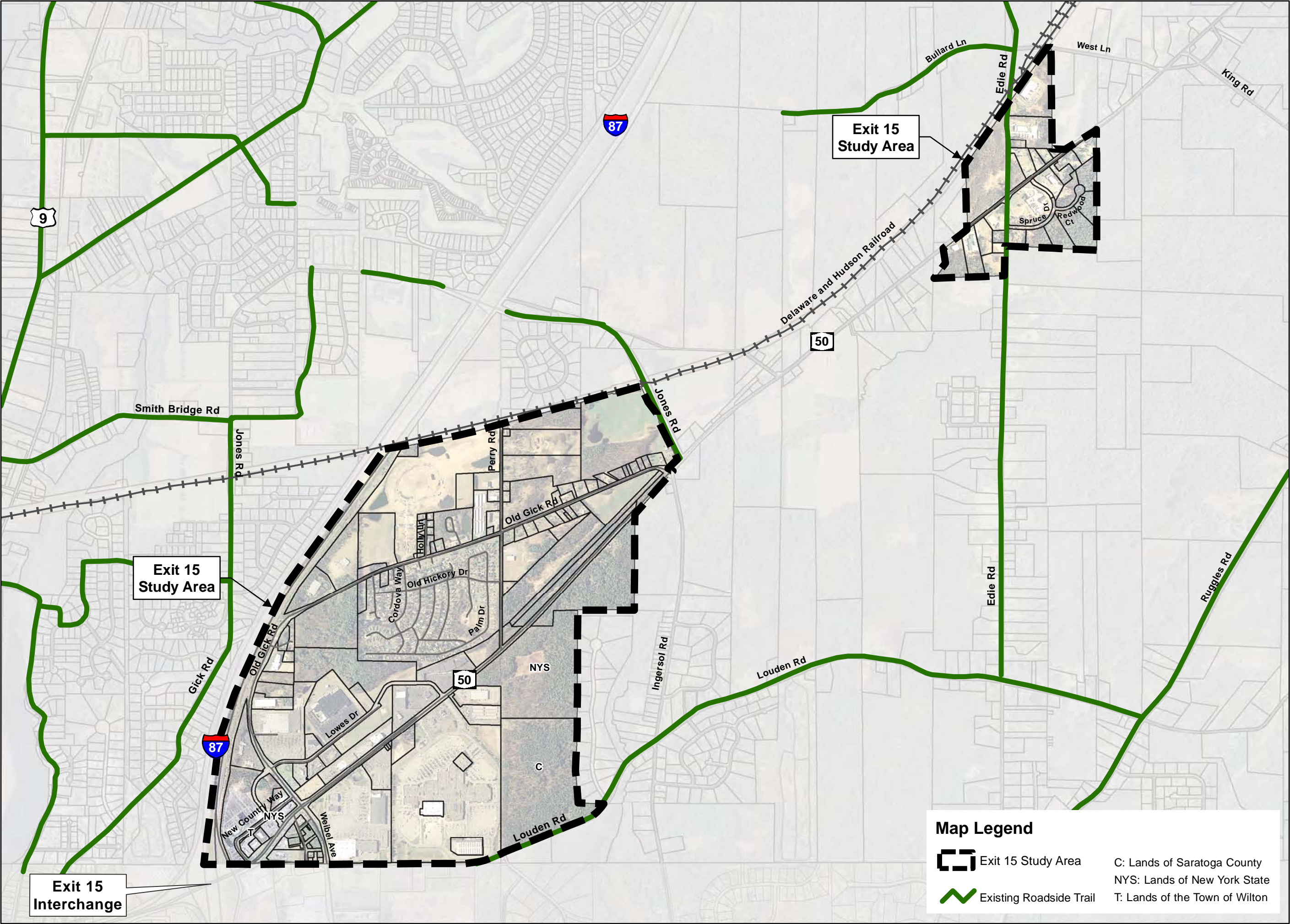
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operational pressure of approximately 15 psi. The entire wastewater collection system within the Study Area is shown on Figure 5.

Trails and Pathways

According to the town trails map, designated roadside trails extend along Loudon Road, at the southern end of the Study Area and along Jones Road to the north end of the Study Area (see Figure 6). The zoning plan for the Study Area calls for the integration of residential uses in association with the commercial uses. The intent is to create a lively and vibrant environment and logical associations between residences and the goods and services offered among the commercial entities in the Study Area. Installation of a multi-modal pathway through the Study Area will provide a vital and useful link between these uses and encourage pedestrian and bicycle-based transportation across the Study Area. This multi-modal pathway is part of the overall transportation plan for the Study Area, the connecting links of which will be built over time as infill development progresses.

A 1.3 mile recreational trail is also open on Saratoga County's 75 acre parcel directly adjacent to Wilton Mall.



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Figure 6 - Existing Roadside Trails
Exit 15 Study Area



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Existing Conditions - Exit 16 Study Area

Introduction

The Exit 16 Study Area is made up of 100 parcels comprising approximately 1,200 acres. The boundaries of the Exit 16 Study Area were identified based on delineated planning areas in the Town Comprehensive Plan (See Figure 7). The boundary of the area predominantly encompasses properties facing Ballard Road and North Road. The Exit 16 Study Area has a small area to the southeast of the larger Study Area that is part of the analysis.

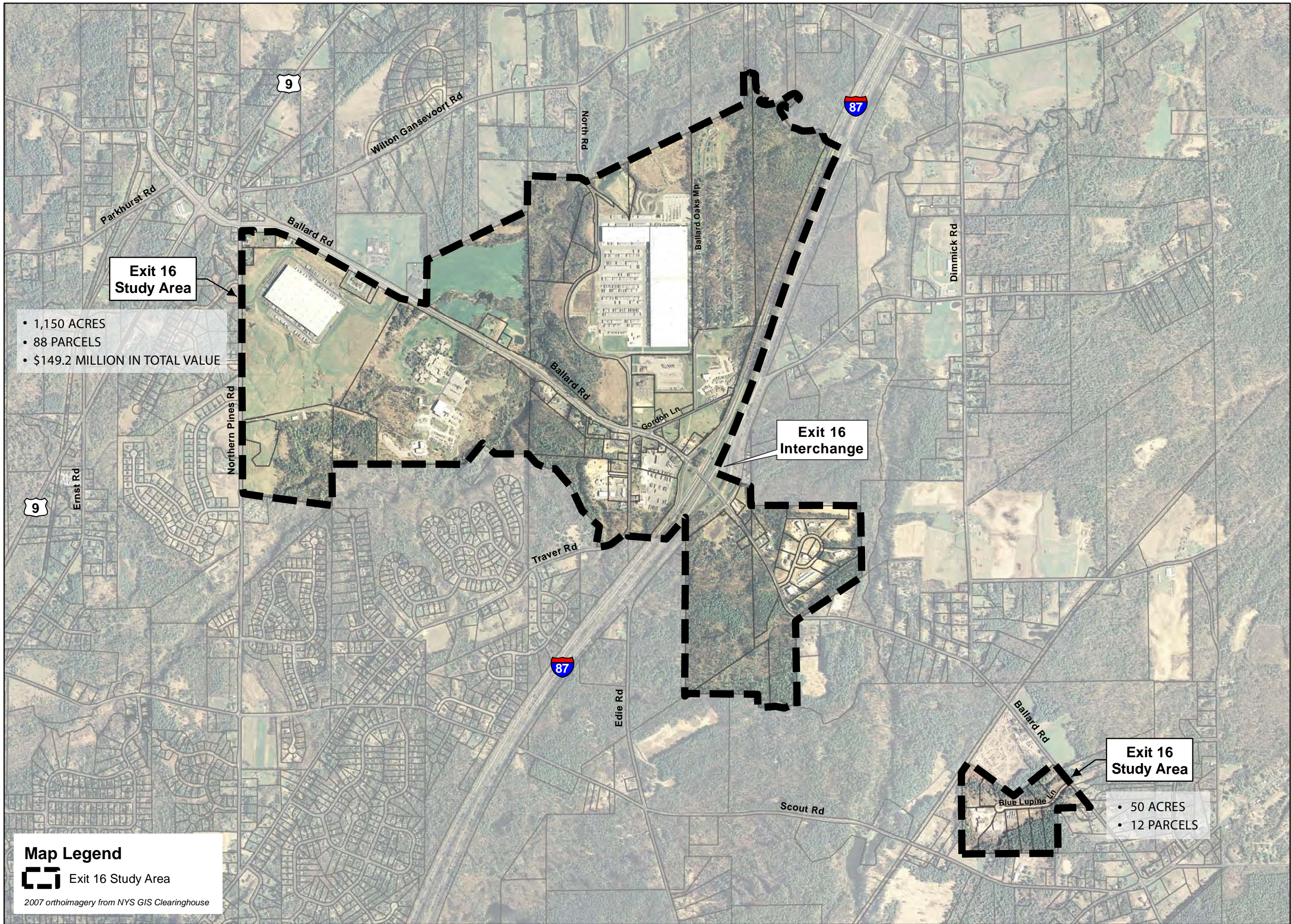
Unlike the Exit 15 Study Area, uses of the parcels surrounding Exit 16 are less retail oriented. Direct access to the Exit 16 interchange and suitable connecting roadways has induced the development of two large material handling and distribution centers. The close proximity to the interstate highway and the centrally located nature of the Study Area contribute to its attractiveness. Overall, there is a significant concentration of office space, warehouse, and industrial uses comprising approximately 2.5 million sq. ft. The parcels and land uses that comprise the Exit 16 Study Area had a total assessed value of \$149,228,900 in 2008 or 10 percent of the total Town assessed value of approximately \$1.4 billion. The vacant or underdeveloped parcel sizes within the Study Area are varied and have significant potential for future growth.

Zoning

The mix of commercial, retail, distribution warehouses and other light industrial (e.g. construction administration and storage) are reflected in the zoning plan for the area. Twenty-nine percent of the land area (356 acres) is zoned Commercial/Light Industrial (C-3), 4 percent (50 acres) is zoned Business/Light Industrial District, 26 percent (315 acres) is zoned Industrial (I-1) and 6 percent (67 acres) is zoned Hamlet (H-1). The remaining land area is split between Residential (R-2 and R-M), Planned Unit Development District (PUDD), and "NYS" (parcels owned by New York State zoning districts) (See Figure 8). Similar to the Exit 15 Study Area, the Town zoning law also provides for a Northway Corridor Overlay District (NC-1) buffering land uses from the interstate highway corridor. A principal attribute of this study area is the capacity of vacant and underutilized land area. In recognition of this attribute the zoning plan enables diverse development options that will provide opportunity for significant economic benefit through increased employment and associated wages paid.

Land Use

The existing land use pattern is a reflection of the pro-active nature of the zoning plan for the area. Land uses are complementary to one another and logically make use of the roadway infrastructure and proximity to I-87. Commercial uses within the Study Area encompass 48 percent of the land area (578 acres). While commercial uses are the dominant use within the Study Area, 30 percent (360) of the Study Area has been classified as vacant, yielding a significant opportunity for future commercial development and associated employment growth. There are also a handful of residential and community service properties within the Study Area



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Figure 7 - Aerial Photograph

Exit 16 Study Area



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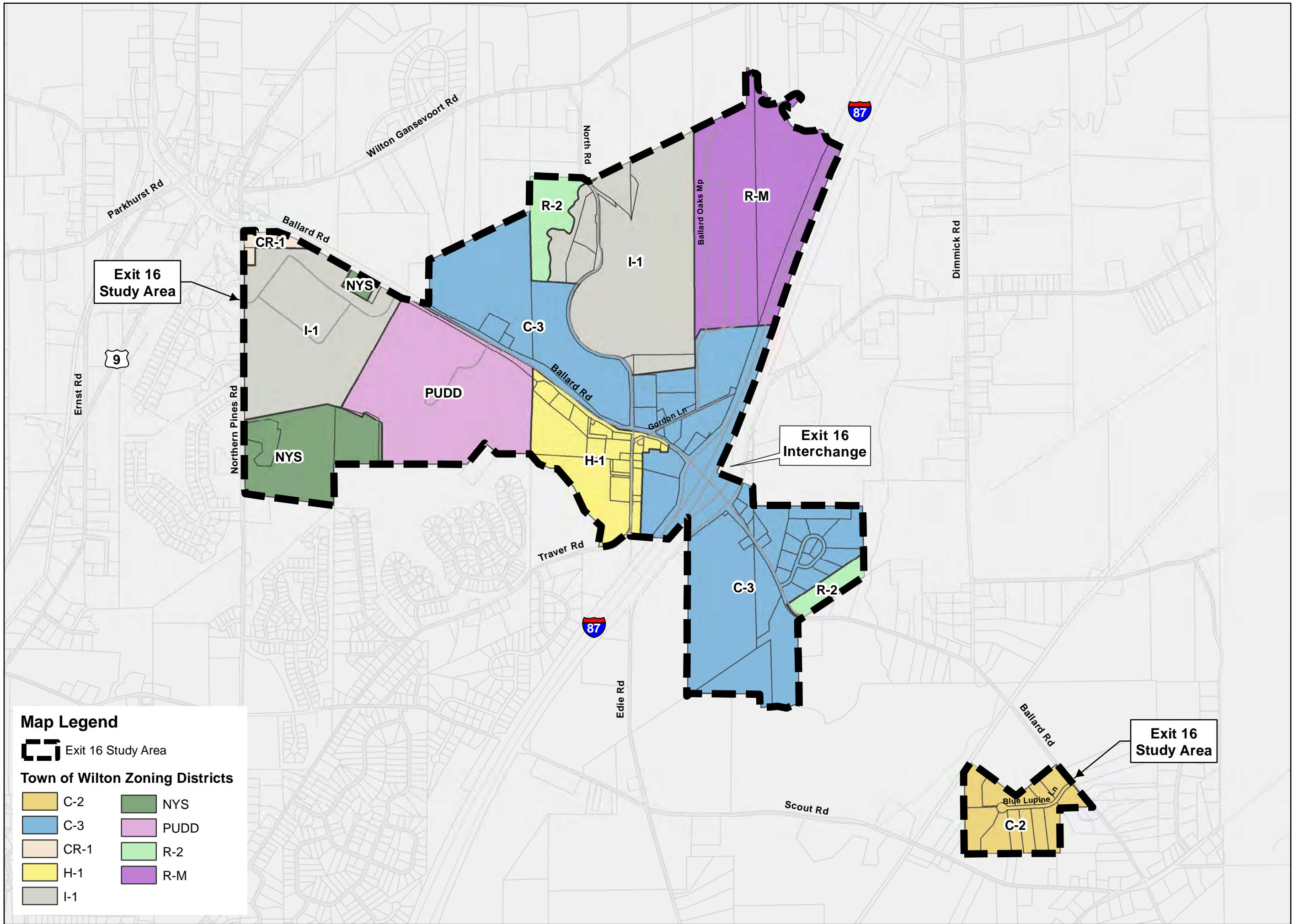
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Figure 8 - Zoning
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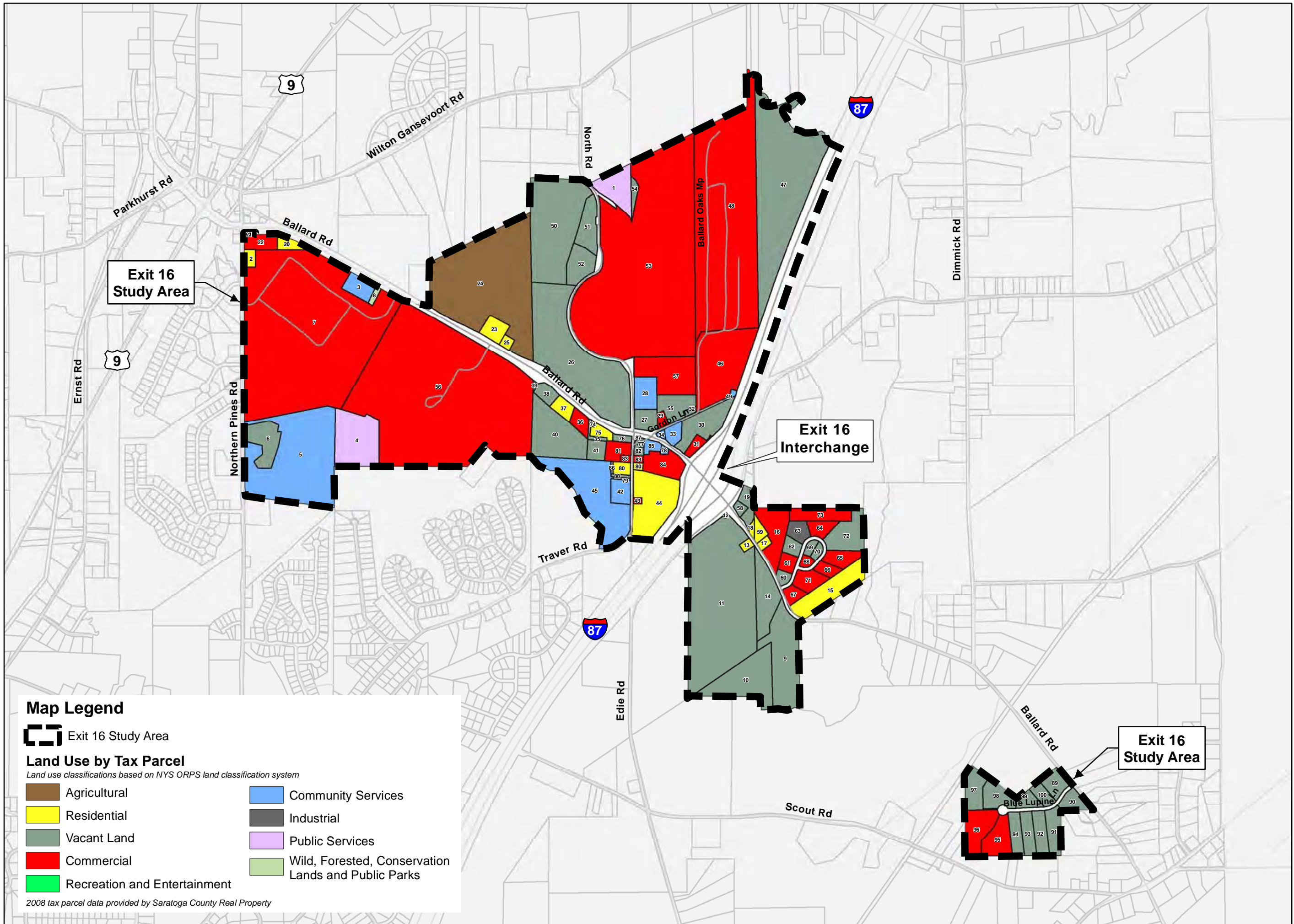
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Wilton Global Job Development Corporation
Blueprint for Economic and Job Growth
Figure 9 - Land Use
Exit 16 Study Area



0 750 1,500
Feet

Project: 09016
Date: 07/13/2009



(See Figure 9). The extent and quality of vacant land present are principal attributes of the Study Area. The vacant parcels with favorable environmental attributes (well-drained soils and limited slope or ecological constraints), access to infrastructure with excess capacity and adjoining an interstate highway represent some of the finest development opportunities in the Town.

Environmental Constraints

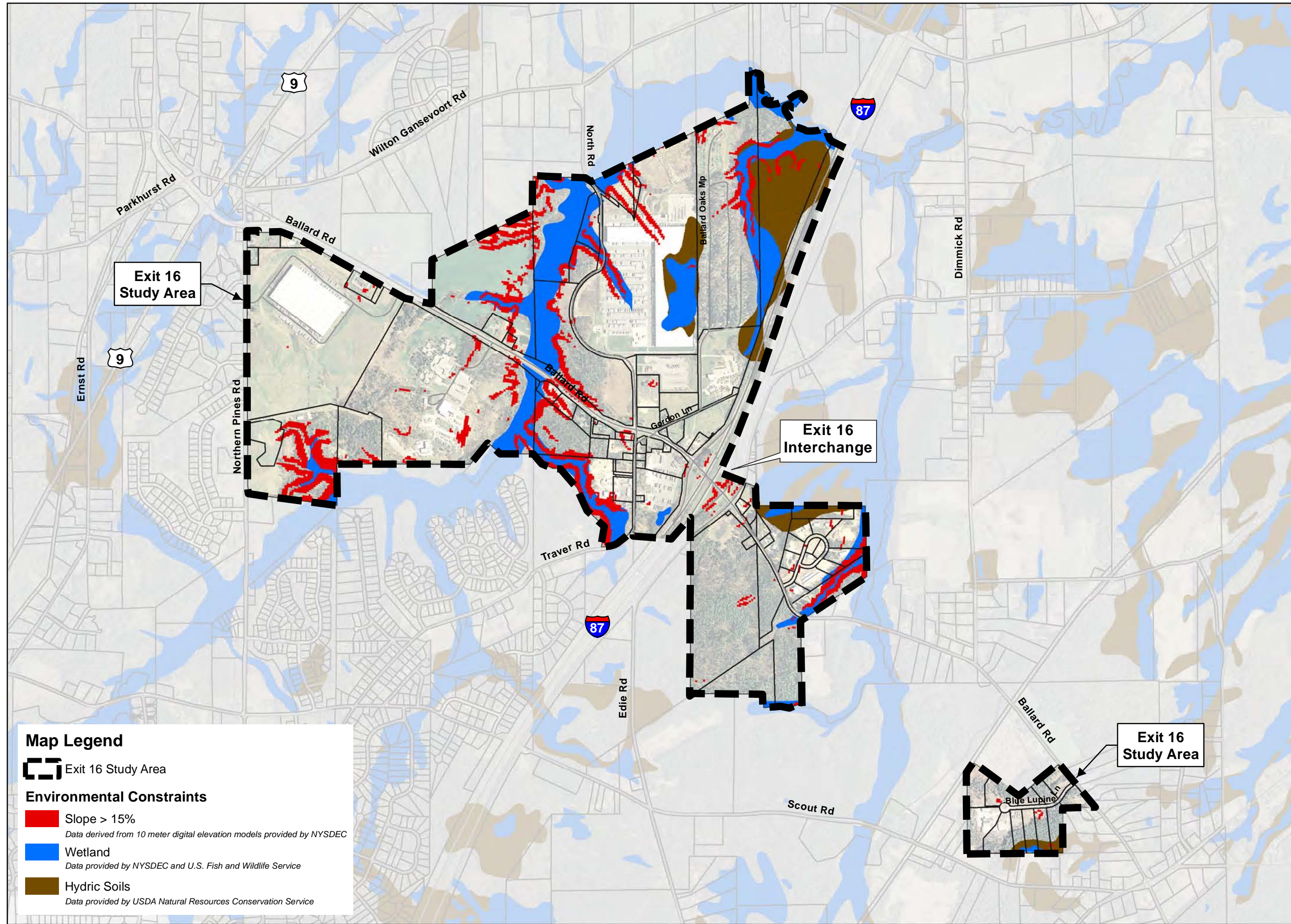
In total, there are 269 acres of land within the Study Area that have some form of environmental constraint. Figure 10 illustrates the delineation of areas under environmental constraint: 150 acres of wetlands, 103 acres of hydric soils, and 90 acres with slopes greater than 15 percent. However, more than 50 percent of the environmental constraints within the entire Study Area are located on just five parcels.

Infrastructure

As with the Exit 15 Study Area, access to and within the Exit 16 Study Area is primarily oriented to vehicular access. The I-87 interchange at Exit 16 is a regional arterial and Ballard Road and Traver Road are classified as major rural collector roads. The remaining segments of the roadway system are classified as local roads.

According to the most recent NYSDOT data, traffic counts were conducted along two road segments in the Study Area, Ballard Road between the northbound and southbound ramps of I-87 and Northern Pines Road from Worth Road to Traver Road. The Ballard Road segment recorded 7,500 AADT in 1998 and the Northern Pines Road segment recorded 4,000 AADT in 2003. However, local officials have expressed the desire to replace and widen the bridge over I-87 at the Exit 16 interchange. The bridge accommodates a significant amount of traffic in support of the distribution centers and truck stop located within the Exit 16 Study Area and developing residential subdivisions along the west side of I-87. The increased truck traffic and automobile traffic point to the need for study of the bridge and its capacity to meet the existing and future transportation demands in this part of the Town. The need for an updated study of the bridge and operational capacity of adjoining intersections appears to be reasonable in consideration of the age of the NYSDOT traffic counts (last done in 1998). According to a review of remaining data, as made available from NYSDOT and CDTC, there is no other existing capacity, operational or traffic safety issues within the Study Area intersections or road segments.

Based on data from the Wilton Water and Sewer Authority, the water distribution is provided through a series of mains and force mains ranging from 8 to 12 inches in diameter. Water is distributed within the Study Area from a 12-inch water line along Northern Pines Road and a 10-inch line along Ballard Road. The system operates at a pressure level of approximately 74 psi. Saratoga County has constructed of a new water system that extends a major (36 inch) water main from north to south primarily along the Route 9 corridor to the west of the Study Area. As an additional attribute to the water system, the Town has extended a 10 inch force main to connect with the County system. The remainder of the Study Area is serviced by network distribution lines as illustrated on Figure 11.



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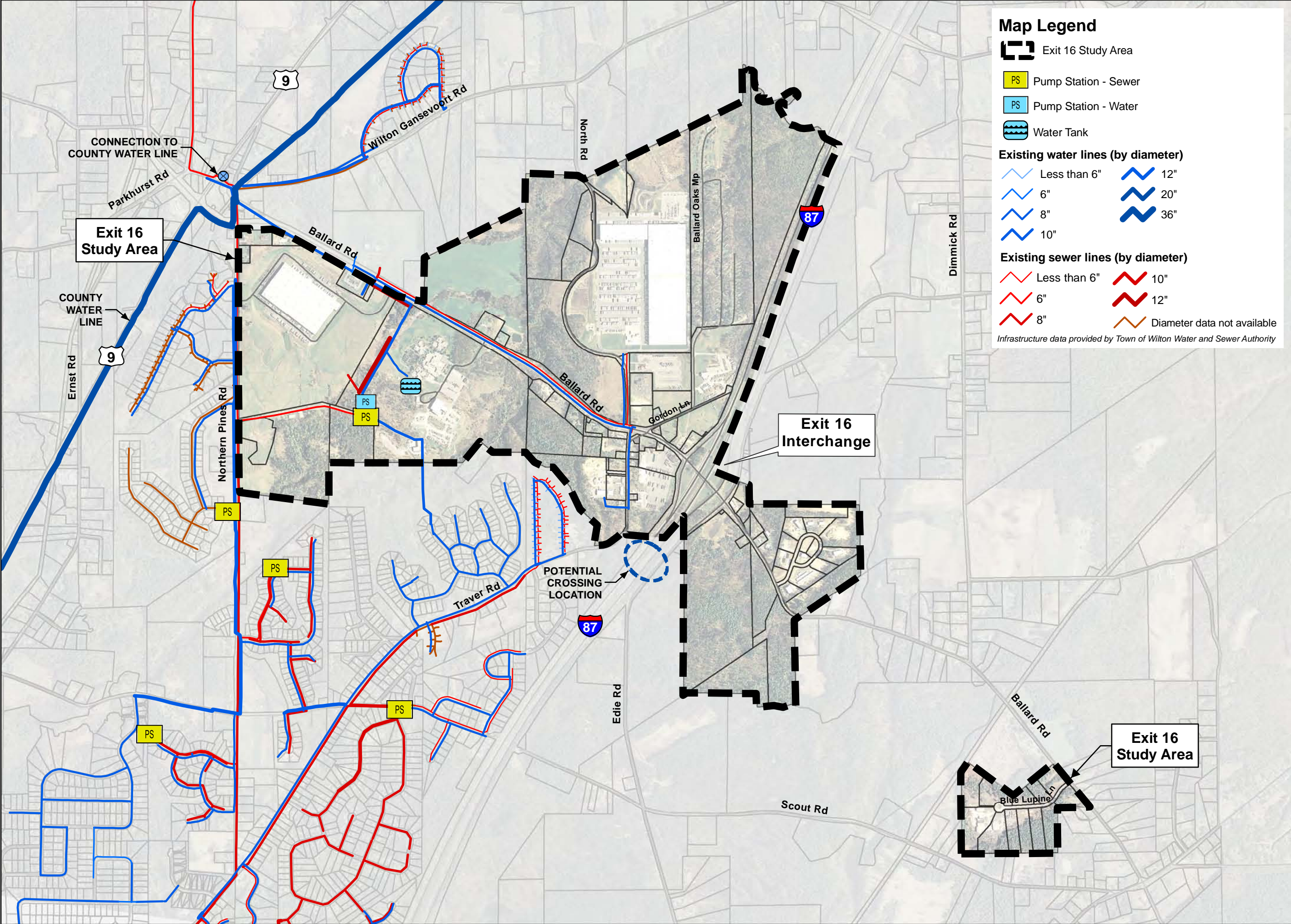
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Figure 10 - Environmental Constraints
Exit 16 Study Area



0 750 1,500
Feet

Project: 09016
Date: 07/13/2009



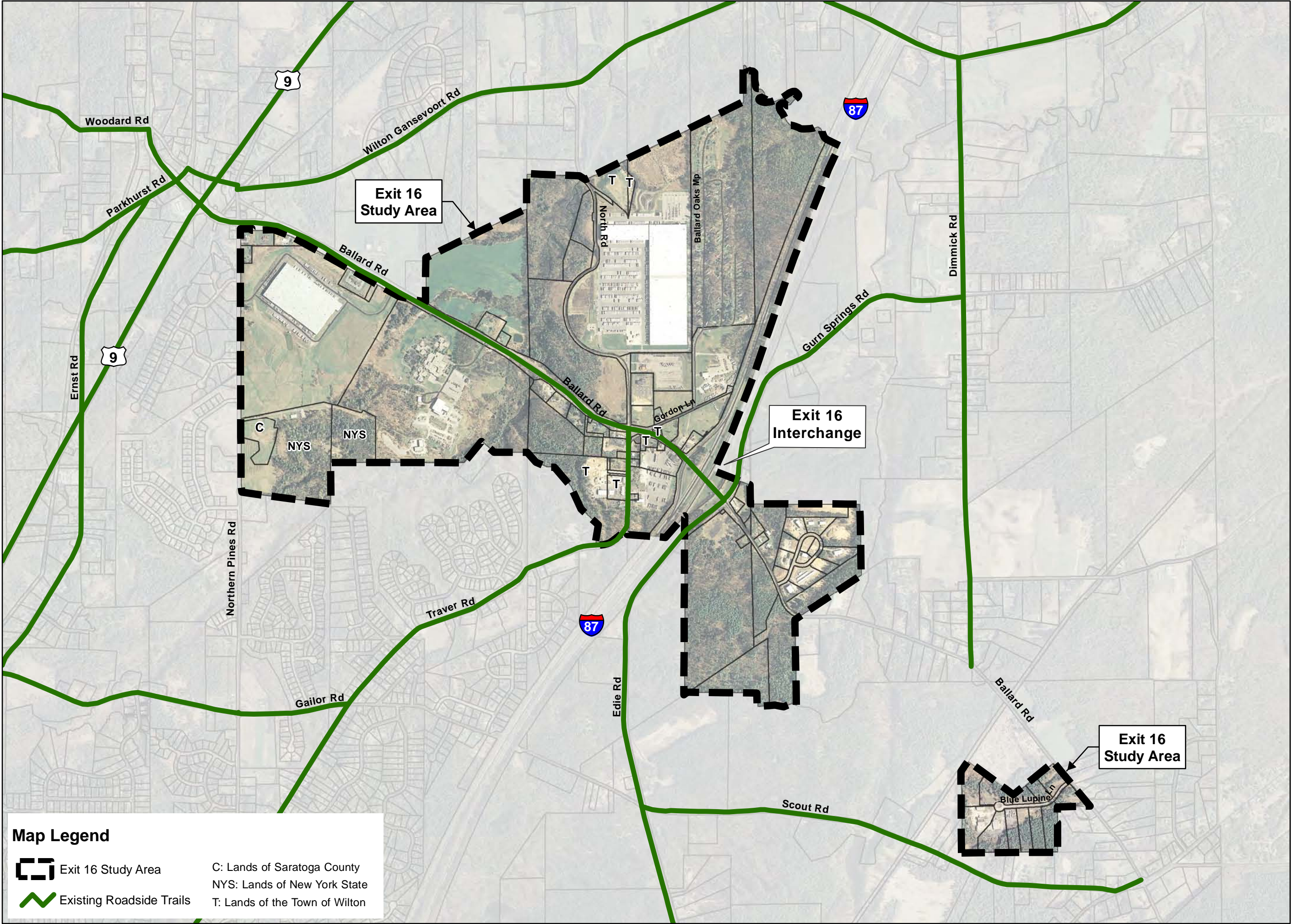
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Blueprint for Economic and Job Growth
Figure 11 - Water and Wastewater Systems
Exit 16 Study Area

Wastewater collection is also available throughout a majority of the Study Area. Collection occurs through a series of lines directed to a 10-inch force main along Northern Pines Road (see Figure 11).

In consideration of the extensive nature of water and wastewater service in this area of the Town, two options exist for extension of water and wastewater service across I-87. One is to extend lines along the bridge at the Exit 16 interchange in association with a bridge replacement. The second is to extend lines under I-87 just to the south of the interchange.

Trails and Pathways

The existing network of trails and pathways is illustrated Figure 12. The Town intends to extend the trail system to a new Town park area that is planned along the Wilton-Gansevoort Road to the north and west of the Study Area. Also, Ballard Road where it crosses I-87 is a critical east west link in the Town's trail and pathway system. The study of the bridge improvement at Exit 16 should consider pedestrian sidewalks and accommodation of a dedicated lane for bicycle traffic across the bridge.



Exit 16 Study Area

Existing Roadside Trails

C: Lands of Saratoga County

NYS: Lands of New York State

T: Lands of the Town of Wilton

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Figure 12 - Existing Roadside Trails
Exit 16 Study Area

0 750 1,500
Feet

Project: 09016

Date: 07/13/2009

Analysis of Development Potential

Introduction

The Exit 15 and 16 Study Areas have the potential for significant development opportunities. Based on the analysis conducted approximately 22.48 million square feet or 516 acres of land area could be further developed.

The analysis of development potential is intended to provide:

1. An estimate of land area available for future development; and
2. How much building coverage can be accommodated in consideration of identified constraints and associated site needs (parking, stormwater storage/treatment, etc.).

As a final step, the analysis will estimate the level of economic opportunities associated with additional employment and wages earned as a result of the forecasted level of development. Although actual development may take many forms, the projections are useful as they gauge the potential economic impact associated with the continued, planned development of these two vital areas in the Town of Wilton.

The first step is to identify parcels with capacity for future growth and/or expansion. To do so the analysis focuses on only those properties within the Study Area that are zoned for commercial and/or industrial use. While other forms of development could occur on the remaining properties, the focus of the analysis remains within the context of current zoning. As consideration is given to future development opportunities, the Town Zoning Code does afford the option of a PUDD that enables the integration of varying uses into a master planned area. The PUDD option is an effective planning tool as it provides for a diversity of land uses and flexibility in project phasing.

The remaining parcels were categorized into two groups:

Group 1: Parcels with existing development (buildings and parking) and additional land area for future development were considered to have potential for some additional development. Existing building coverage and parking were accounted for before calculating the remaining development potential.

Group 2: Vacant parcels with no existing development were considered to have full development potential.

The next step is to calculate the gross area within these parcels that have development potential. In order to determine the area suitable for development the following elements have been taken into consideration:

- the land area of previously identified environmental constraints;
- the 35 percent open space requirement in the Town's zoning code;

- the existing built area as reported by Saratoga County Real property office database;
- the estimated amount of parking area based on accepted standards¹.

The calculation used to determine the development potential is as follows:

Total Land Area – (Environmental Constraints + 35% Open Space + Existing Building Area + Existing Parking Area) = Gross Land Area with Development Potential

The resulting area quantifies the land potentially suitable for future development.

Tables 1 and 2 illustrate the execution of the above calculation in order to determine the gross land area with development potential.

| Table 1 – Calculation of Development Area Potential: Exit 15 Study Area | | | | | | | | |
|--|-----------|------------|---------------------------|-------------------------------------|--------------------------|----------------------------------|---------------------------------|--|
| Development Potential | Parcels | Acres | Total Land Area (Sq. Ft.) | Environmental Constraints (Sq. Ft.) | 35% Open Space (Sq. Ft.) | Existing Building Area (Sq. Ft.) | Existing Parking Area (Sq. Ft.) | Gross Land Area with Development Potential (Sq. Ft.) |
| Parcels with full Development Potential | 60 | 223 | 9,713,880 | 1,382,159 | 2,916,102 | - | - | 5,415,619 |
| Parcels with partial Development Potential | 19 | 178 | 7,753,680 | 554,519 | 2,519,706 | 798,764 | 1,471,226 | 2,409,465 |
| TOTAL AREA | 79 | 401 | 17,467,560 | 1,936,678 | 5,435,809 | 798,764 | 1,471,226 | 7,825,084 |
| TOTAL ACRES | - | 401 | 401 | 44 | 125 | 18 | 34 | 179 |

| Table 2 – Calculation of Development Area Potential: Exit 16 Study Area | | | | | | | | |
|--|-----------|------------|---------------------------|-------------------------------------|--------------------------|----------------------------------|---------------------------------|--|
| Development Potential | Parcels | Acres | Total Land Area (Sq. Ft.) | Environmental Constraints (Sq. Ft.) | 35% Open Space (Sq. Ft.) | Existing Building Area (Sq. Ft.) | Existing Parking Area (Sq. Ft.) | Gross Land Area with Development Potential (Sq. Ft.) |
| Parcels with full Development Potential | 50 | 360 | 15,681,600 | 3,544,913 | 4,247,840 | - | - | 7,888,847 |
| Parcels with partial Development Potential | 17 | 359 | 15,638,040 | 1,382,594 | 4,989,406 | 1,164,971 | 1,343,149 | 6,757,920 |
| TOTAL AREA | 67 | 719 | 31,319,640 | 4,927,507 | 9,237,247 | 1,164,971 | 1,343,149 | 14,646,766 |
| TOTAL ACRES | - | 719 | 719 | 113 | 212 | 27 | 31 | 336 |

As a result of the calculation of development potential, the gross estimate of suitable development area is approximately 179 acres (7,825,084 sq. ft.) for the Exit 15 Study Area and

¹ Planning Advisory Service Report produced by the American Planning Association entitled *Parking Standards*.

approximately 336 acres (14,646,766 sq. ft.) for the Exit 16 Study Area. The combined total is 515 acres (22,471,850 sq. ft.).

The next step is to refine the gross land area potentially suitable for development to determine the amount of new building space that could be accommodated. In order to accurately estimate the potential for building area the following factors have been taken into consideration:

- Additional loss of space to irregularly shaped parcels, utilization of space for stormwater storage and/or treatment requirements, and pedestrian access. In order to account for these considerations, 15 percent of the gross land area for each parcel is subtracted to arrive at the estimated area remaining for parking and buildings.
- Loss of space associated with parking to meet the needs for new commercial/industrial land uses. In order to accurately estimate the amount of future area dedicated to new buildings and parking, ratios were calculated between existing types of commercial land uses (retail, office and industrial) and associated parking needs. More intense commercial uses such as retail stores or restaurants typically require more parking than industrial uses (e.g. manufacturing/assembly/warehousing). The application of ratios is a means to account for these variations in area needs. The resulting ratios between building area and parking area are as follows:

| General Type of Commercial Land Use: | Ratio of Area of Parking to Area of Building: |
|---|--|
| Retail | 2:1 |
| Office | 1.5:1 |
| Industrial | 1:1 |

Tables 3 and Table 4 show the resulting ranges for building potential in each Study Area:

| Table 3 – Analysis of Commercial Building Potential: Exit 15 Study Area | | | | | | | | | |
|--|--|-------------------------------------|--|-------------------|--------------------|--------------------|--------------------|----------------------|--------------------|
| Development Potential | Gross Land Area with Development Potential (Sq. Ft.) | Additional 15% Open Space (Sq. Ft.) | Net Land Area with Development Potential (Sq. Ft.) | Retail Ratio 2:1 | | Office Ratio 1.5:1 | | Industrial Ratio 1:1 | |
| | | | | Parking (Sq. Ft.) | Building (Sq. Ft.) | Parking (Sq. Ft.) | Building (Sq. Ft.) | Parking (Sq. Ft.) | Building (Sq. Ft.) |
| Parcels with full Development Potential | 5,415,619 | 812,343 | 4,603,276 | 3,068,851 | 1,534,425 | 2,761,966 | 1,841,310 | 2,301,638 | 2,301,638 |
| Parcels with Development Potential | 2,409,465 | 361,420 | 2,048,045 | 1,365,363 | 682,682 | 1,228,827 | 819,218 | 1,024,023 | 1,024,023 |
| TOTAL SQ FT | 7,825,084 | 1,173,763 | 6,651,321 | 4,434,214 | 2,217,107 | 3,990,793 | 2,660,528 | 3,325,661 | 3,325,661 |

| Table 4 – Analysis of Commercial Building Potential: Exit 16 Study Area | | | | | | | | | |
|--|--|-------------------------------------|--|------------------|------------------|--------------------|------------------|----------------------|------------------|
| Development Potential | Gross Land Area with Development Potential (Sq. Ft.) | Additional 15% Open Space (Sq. ft.) | Net Land Area with Development Potential (Sq. Ft.) | Retail Ratio 2:1 | | Office Ratio 1.5:1 | | Industrial Ratio 1:1 | |
| | | | | Parking | Building | Parking | Building | Parking | Building |
| Parcels with full Development Potential | 7,888,847 | 1,183,327 | 6,705,520 | 4,470,346 | 2,235,173 | 4,023,312 | 2,682,208 | 3,352,760 | 3,352,760 |
| Parcels with Development Potential | 6,757,920 | 1,013,668 | 5,744,232 | 3,829,488 | 1,914,744 | 3,446,539 | 2,297,693 | 2,872,116 | 2,872,116 |
| TOTAL SQ FT | 14,646,766 | 2,197,015 | 12,449,751 | 8,299,834 | 4,149,917 | 7,469,851 | 4,979,901 | 6,224,876 | 6,224,876 |

Analysis of Potential Economic Impacts

According to the Town's Comprehensive Plan, both Study Areas have been identified for future development that incorporates a balance between the vehicular and pedestrian environments, a focus on mixed-use and infill development, and protection of surrounding residential and rural development patterns. As such, realization of future development within these Study Areas is an important consideration to sustaining the overall quality of life in the Town.

The impacts resulting from new development within the Study Areas extend beyond spatial needs for open space, stormwater treatment, parking, and buildings. The larger socio-economic consideration is the potential for employment growth and associated wages paid. These economic factors provide vital contributions to improving the local economy and sustaining a balanced quality of life for residents of the Town and region.

Using accepted planning standards for employment density by land use and wage data from the NYS Department of Labor the next step will provide estimates as to potential levels of employment and annual wages paid. This final aspect of the analysis indicates that there is substantial development potential within both Study Areas with a significant opportunity for growth in employment and wages. The analysis suggests a total potential for new building area ranging from 6.3 million sq. ft. to 9.5 million sq. ft. within the two Study Areas. Tables 5 and 6 demonstrate the significant development potential existing within each Study Area and the larger socio-economic impacts.

| Table 5 – Potential Economic Impacts: Exit 15 Study Area | | | |
|---|-----------------------------|-----------------------------|---------------------------------|
| | Retail (Sq. Ft.) | Office (Sq. Ft.) | Industrial (Sq. Ft.) |
| Parcels with full Development Potential | 1,534,425 | 1,841,310 | 2,301,638 |
| Parcels with partial Development Potential | 682,682 | 819,298 | 1,024,023 |
| Total Development Potential | 2,217,107 | 2,660,528 | 3,325,661 |
| Estimated # of Parking Spaces | 11,086 | 9,977 | 5,543 |
| Estimated # of Jobs Created² | 4,347 | 9,502 | 5,279 |
| Estimated Annual Payroll³ | \$103,760,608 | \$488,121,446 | \$307,090,436 |

² Planner's Estimating Guide, Projecting Land-Use and Facility Needs.

³ NYS Department of Labor, Annual Wages in Saratoga County (Retail - \$26,868 (NAICS Industry Retail Trade), Office - \$51,371 (NAICS Industry Professional, Scientific, and Technical Services), Industrial - \$58,174 (NAICS Manufacturing)).

| Table 6 – Potential Economic Impacts: Exit 16 Study Area | | | |
|---|-----------------------------|-----------------------------|---------------------------------|
| | Retail (Sq. Ft.) | Office (Sq. Ft.) | Industrial (Sq. Ft.) |
| Parcels with Full Development Potential | 2,235,173 | 2,682,208 | 3,352,760 |
| Parcels with partial Development Potential | 1,914,744 | 2,297,693 | 2,872,116 |
| Total Development Potential (Sq. Ft.) | 4,149,917 | 4,979,901 | 6,224,876 |
| Estimated # of Parking Spaces | 20,750 | 18,675 | 10,375 |
| Estimated # of Jobs Created⁴ | 8,137 | 17,785 | 9,881 |
| Estimated Annual Payroll⁵ | \$194,216,122 | \$913,651,685 | \$575,803,047 |

The range of employment growth is dramatic. It is estimated that the Exit 15 Study Area can accommodate additional employment ranging from 4,347 to 5,279 employees with respective annual wages ranging from \$103.7 million to \$488 million. The Exit 16 Study Area has even more potential with estimated employment ranging from 8,137 to 17,785 jobs and annual wages ranging from \$194.2 million to \$913.6 million.

The figures showing development potential in the Exit 15 and Exit 16 Study Area, after the introduction, illustrate the relationships between the factors used in the calculations for each Study Area. The figures also identify the scale of the areas suitable for new development and the relationship to the supporting infrastructure. Future development considerations that will impact the way each of these Study Areas are developed are also noted. These considerations include percentage of remaining development potential on individual parcels, proposed recreational trails, and proposed infrastructure repairs/upgrades. Additional figures at the beginning of the report provide a rendered concept of how newly developed areas may appear. The renderings provide guidance for design elements as future commercial and industrial projects are submitted for review and approval.

⁴ Planner's Estimating Guide, Projecting Land-Use and Facility Needs.

⁵ NYS Department of Labor, Annual Wages in Saratoga County (Retail - \$26,868 (NAICS Industry Retail Trade), Office - \$51,371 (NAICS Industry Professional, Scientific, and Technical Services), Industrial - \$58,174 (NAICS Manufacturing)).

Conclusion

The areas around I-87 interchanges Exit 15 and Exit 16 have developed to become regional destinations for retail goods, service-oriented businesses, medical care, health services, large scale warehousing, distribution centers, and business and commercial interests. As such, these areas serve as locations of significant employment for local residents. The growth and concentration of commercial uses exists as a result of careful attention to planning and maintaining balance between preservation of open space, provision of an attractive residential lifestyle and sustainability of the local economy and commerce that provides a means to support local residents, Town government and the local school districts.

The pattern of growth in the region, particularly in the areas surrounding Exit 15 and 16, has occurred in a cyclical manner as the rate of residential and commercial building ebbs and flows with the cycles of the larger state and national economy. Therefore, in keeping with the Town's approach to managing and guiding development through pro-active planning it is timely to consider the future direction and potential scale of future development potential within these vital areas of the local economy. At total build-out, new employment is estimated to range from 12,484 to 27,287 jobs. The specific nature of the new development may take many forms and in consideration of the historic rate of growth, many years to develop. However, the estimates prepared in this report provide an indication as the scale and importance of these areas to economic development prospects in the Town and the region. The implication for these areas is that they will continue to serve as vital centers for regional commerce and associated employment opportunities. Significant opportunity exists for planned business development that will provide meaningful employment for current and future residents while keeping in balance with the other tenets of the Town's Comprehensive Plan, preservation of open space and maintenance of the resident's quality of life.