



TOWN OF WILTON

Comprehensive Plan



Town of Wilton

DRAFT

Saratoga County, New York

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Date of Plan Adoption: Month, XX, 2015

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Comprehensive Plan

Town of Wilton
Saratoga County, New York

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Comprehensive Plan

Town of Wilton
Saratoga County, New York

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CHAPTER I: INTRODUCTION & PLAN SUMMARY

The Town of Wilton is a community that truly has it all— from a wide mix of housing, small hamlets and commercial retail options to public recreation and active farmland. Wilton provides a high quality of life for its residents while maintaining its fiscal responsibility. Since the adoption of the 2004 Comprehensive Plan, the Town has continued to grow in a managed and deliberate manner. This is due in large part to the Town’s continued commitment to maintaining its quality of life through implementation of plans and initiatives such as the Wilton Open Space, Recreation and Pathways Plan and the Exit 16 Ballard Road Corridor Study as well as partnerships with residents, businesses, developers and civic organizations. The Town and its residents are also committed to making the community a desirable place to live and do business. This is exemplified through a strong sense of volunteerism supporting community organizations and activities. Volunteer members often serve multiple terms and there is over 60 years of combined experience from the chairs on the Planning and Zoning Boards. This continuity and consistency is evidenced by the managed growth of the Town.

The 2015 Plan Update maintains the sound direction set forth in the previous Plan and addresses potential new or emerging issues in a proactive, balanced manner. This Plan Update will help identify the needs of the community and present an action program to effectively address these needs in a manner that benefits the Town and its residents over the long term.



A comprehensive plan or master plan as defined by Town Law (§272-a.2(a)), is the

“...materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive materials that identify goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city.”

Comprehensive planning provides a community with the opportunity to guide land use/development to meet the current and future needs, goals, and objectives of its residents with respect to public health, safety fiscal management and general welfare. A comprehensive plan is the framework for land use regulation, providing a blueprint of what the Town is and what it wants to become in the future. The implementation of this plan, starting with the adoption of subdivision regulations, related supporting town ordinances and proceeding with recommendations such as amendments to the zoning ordinance, will provide the legal authority to guide and control development in a prescribed manner.

“I am exceedingly pleased with this delightful mountain air. The atmosphere here enables me to live in comparative comfort while I am being treated.”

-Ulysses S. Grant, at his cottage on Mount McGregor where he spent his last days with his family

A. Legislative Authority

The authority to conduct comprehensive planning and to adopt a comprehensive plan is granted to towns by the State Legislature. Adoption of a comprehensive plan by the town board requires that all town land use be in accordance with the plan. Furthermore, other governmental agencies must take the plan into consideration whenever capital projects occur on land included in the comprehensive plan. This provides a town with the appropriate guidance to review future projects and provides the essential background information and justification for amending or creating a zoning ordinance. The plan also provides developers/project sponsors with guidance on where and how their projects can be developed, facilitating the site plan review process and providing early detection of potential land use conflicts or adverse environmental impacts.

B. Community Vision Goals and Objectives

Comprehensive Planning begins with a shared vision of a community's future. The Town of Wilton has established a collective vision of a vibrant community:

The Town of Wilton aspires to be a safe, welcoming community for families and residents of all ages. The community shares a sense of responsibility for the Town's natural, agricultural, open space, and scenic resources. The Town enjoys a high quality of life and a healthy tax base resulting from a conscious balance of commercial development, residential growth and natural areas. Civic involvement and community engagement are fostered by a mutual respect for all stakeholders.



The Town recognizes the impact of growth and development on the quality of life of its citizens and commits itself to planning town growth in a way which encourages the preservation of the existing community character, protects environmental quality, and balances land uses. In working toward this vision, the Town is committed to providing quality services and diverse economic opportunities. At the same time, the Town will exercise fiscal prudence and accountability while ensuring an aesthetically pleasing commercial design. Wilton actively encourages civic involvement and open government based upon a shared respect for all stakeholders.

Goals and objectives for the Town of Wilton were developed in the areas of growth management, natural resources and open space, transportation and mobility, housing, recreation, historical and cultural resources, utilities, community facilities and services, fiscal concerns and economic development, town character, open government, and implementation.

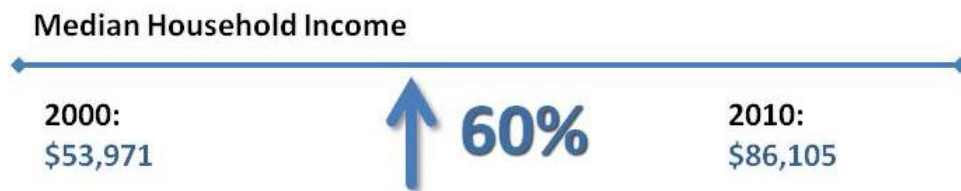
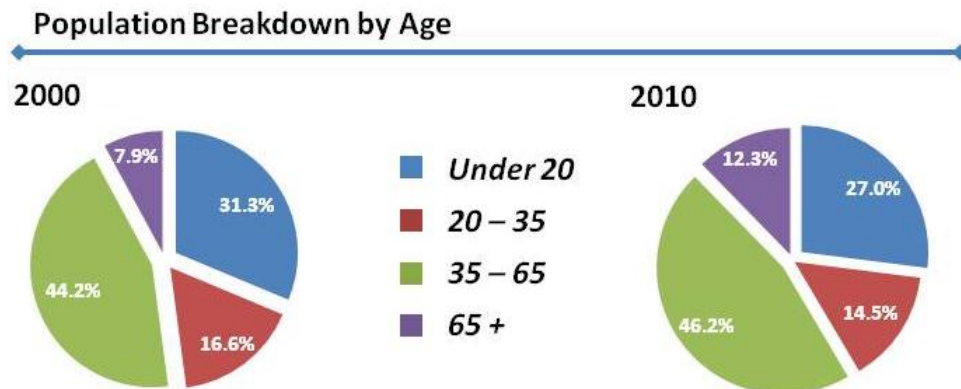
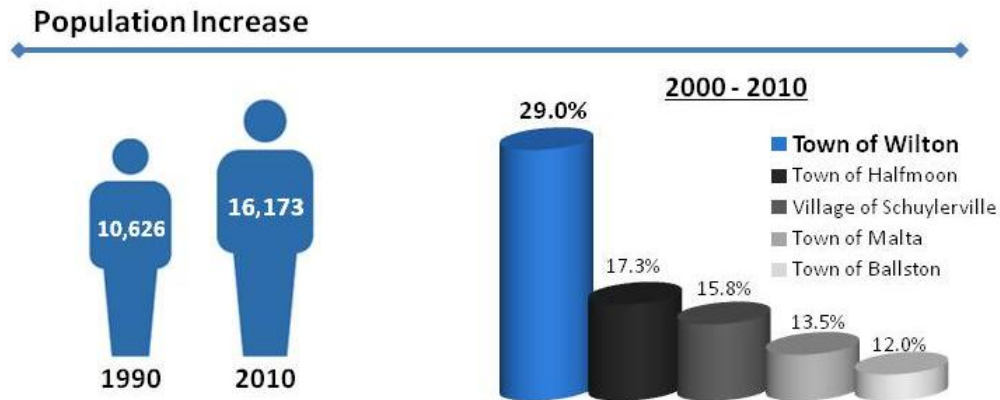
C. Inventory & Analysis

As part of the determination of the vision for the Town, a review of the 2004 inventory of the Town's physical (natural and built) and cultural resources was completed to identify opportunities and constraints in regards to future land use.

The resources evaluated include:

- physiology & topography
- geology & soils
- water resources
- flood plains & drainage
- ecology
- land use & zoning
- agricultural resources
- recreational resources
- municipal/community services
- utilities
- transportation & mobility
- socioeconomic resources
- cultural resources
- open space

Where changes have occurred, an update was conducted and is included in the plan appendices. The Committee reviewed current demographics including population, age and median household income data. Additionally, educational sessions were held during regular Committee meetings to further inform Committee members about key topics including transportation, open space and natural areas. Specifically, the Committee learned about the 2015 Update to the Traffic Planning Study and Saratoga PLAN's Landscape Analysis of Saratoga County.



Data Sources:
Capital District Regional Planning Commission (CDRPC)
US Census Bureau (www.census.gov)

D. Summary of Plan Recommendations

The Comprehensive Plan is divided into Plan recommendations based on both broad, Town-wide applications as well as seven more specifically focused planning areas as follows:

- Planning Area 1 – Parkhurst Road
- Planning Area 2 – Jones/Northern Pines
- Planning Area 3 – Wilton-Gansevoort Road
- Planning Area 4 – Dimmick Road
- Planning Area 5 – Edie Road
- Planning Area 6 – Exit 15
- Planning Area 7 – Exit 16 - Ballard Road Corridor

These recommendations consider existing development patterns, physical features, and potential land use in each area.

An Action Plan was developed to transform the plan recommendations into specific tasks and prioritize those tasks. It also provides guidance on how and when recommendations could be implemented.

Town Wide Recommendations

Growth Management

There are many growth management tools that may be employed to guide land use in the Town. It is recommended that the Town focus on the following:

- Revise zoning ordinance and subdivision regulations to address changes in land use and density, in response to identified goals and objectives.
- Consider incentive zoning as a means of encouraging open space conservation and the provision of other community specified amenities.
- Update and revise the existing Open Space, Recreation and Pathways Plan (2007) as needed to protect farmlands, important natural resources/features, recreational resources (including trails), and scenic areas.
- Evaluate potential land preservation mechanisms such as term easements, land acquisition, purchase of development rights, and the use of incentive zoning to achieve the transfer of development rights.
- Protect and enhance historic/cultural resources, utilizing the resources/knowledge of the Wilton Heritage Society.
- Encourage the Wilton Water & Sewer Authority to revise its Comprehensive Plan for Water and Wastewater Management to be consistent with the recommendations for benefit areas in the Town

of Wilton Comprehensive Plan. Density should be determined by the Town’s land use goals, protection of the environment and the desire to encourage preservation of the natural character that currently exists east of the Northway.

- Consider residential development guidelines.
- Consider Commercial Development and Architectural standards or guidelines.

Several areas of the Town have been identified for residential uses that reflect environmental constraints and a need for control on growth. There are many growth management tools that can be used to maintain natural character, such as the use of incentive zoning and the purchase of development rights. The recommended growth management program for Wilton includes incentive-based tools coupled with regulatory measures implemented through zoning, development guidelines, and a conservation development subdivision review process.

The regulatory approach includes the establishment of a required minimum amount of land to be dedicated as open space for each project as well as setting maximum densities of development. The flexibility to allow variable lot sizes, through incentive zoning or subdivision regulations, will facilitate clustering and maximize open space. Maximum density can be established by setting minimum lot sizes or alternatively established as part of a flexible site plan review procedure whereby lot sizes vary based on site conditions and opportunities to protect resources. Incentive zoning has also been identified as an important component in encouraging clustering by relaxing minimum lot size requirements in exchange for more open space.

It is the Town’s expectation that revisions to its zoning regulations will encourage a minimum of 35 percent quality open space where practical and dependent upon suitable criteria in residential areas. In commercial and industrial areas, a minimum of 25% enhanced quality open space is encouraged. Enhanced quality open space should be well-maintained, visible from the roadway, have public benefit (e.g. benches) and include larger areas of usable space where feasible.

Quality open space is defined as natural areas or agricultural lands that are interconnected, not fragmented; accessible, not tied up in back lots; and that contribute to the aesthetic quality of the area. Accessibility means that the open space must be adjacent to the main road (not the internal subdivision road) and/or adjacent to trail corridors. Steep slopes, stream corridors, wetlands, floodplains, forested land, and even open fields (either natural or in agricultural use) are all quality open space providing they meet the criteria above.

Quality open space would be identified through the conservation subdivision/development process that begins with collaboration between the applicant and the planning board to identify important natural, cultural and

aesthetic resources, as well as the most appropriate area(s) for development. The planning board would receive guidance in the process from development guidelines incorporated into zoning. Final decisions on the density and design of a project would be partly based on the carrying capacity with respect to the maximum buildable density of the land, the protection of important resources, and the goal of maintaining existing community character.

Fiscal Management & Economic Development

- Consider preparing a fiscal impact model.
- Identify and prepare selected sites for economic development (i.e. shovel-ready status).
- Reinvest in and redevelop older commercial areas to increase both their viability and value.
- Develop public-private partnerships to implement redevelopment and reinvestment programs/plans.

Neighborhoods

- Reinvest in existing neighborhoods.
- Foster community pride.
- Identify housing needs.
- Protect residential neighborhoods, both old and new, from incompatible land uses.
- Prepare neighborhood/hamlet master plans to address the Wilton Hamlet and Maple Avenue Hamlet.

Transportation

Traffic congestion is a growing concern for residents of the Town. Development increases the number of vehicles on the roadways, as well as the number of conflicts (curb cuts, intersections) along arterial and collector roads that result in congestion. This is exacerbated by limited route choices in certain areas (e.g. Exit 15). Another important issue of concern is pedestrian and bicycle movement. The Town's focus on transportation is primarily vehicle oriented. This is a common issue in most suburban communities, resulting in increased traffic, noise, air pollution, water pollution, and health problems. The following provides some Town-wide solutions to reduce the impacts of travel.

- Conduct corridor studies for Routes 50, 9 and Ballard Road.
- Consider setback and access management requirements for the Town's collector roads.
- Link new neighborhoods via subdivision road systems when possible.

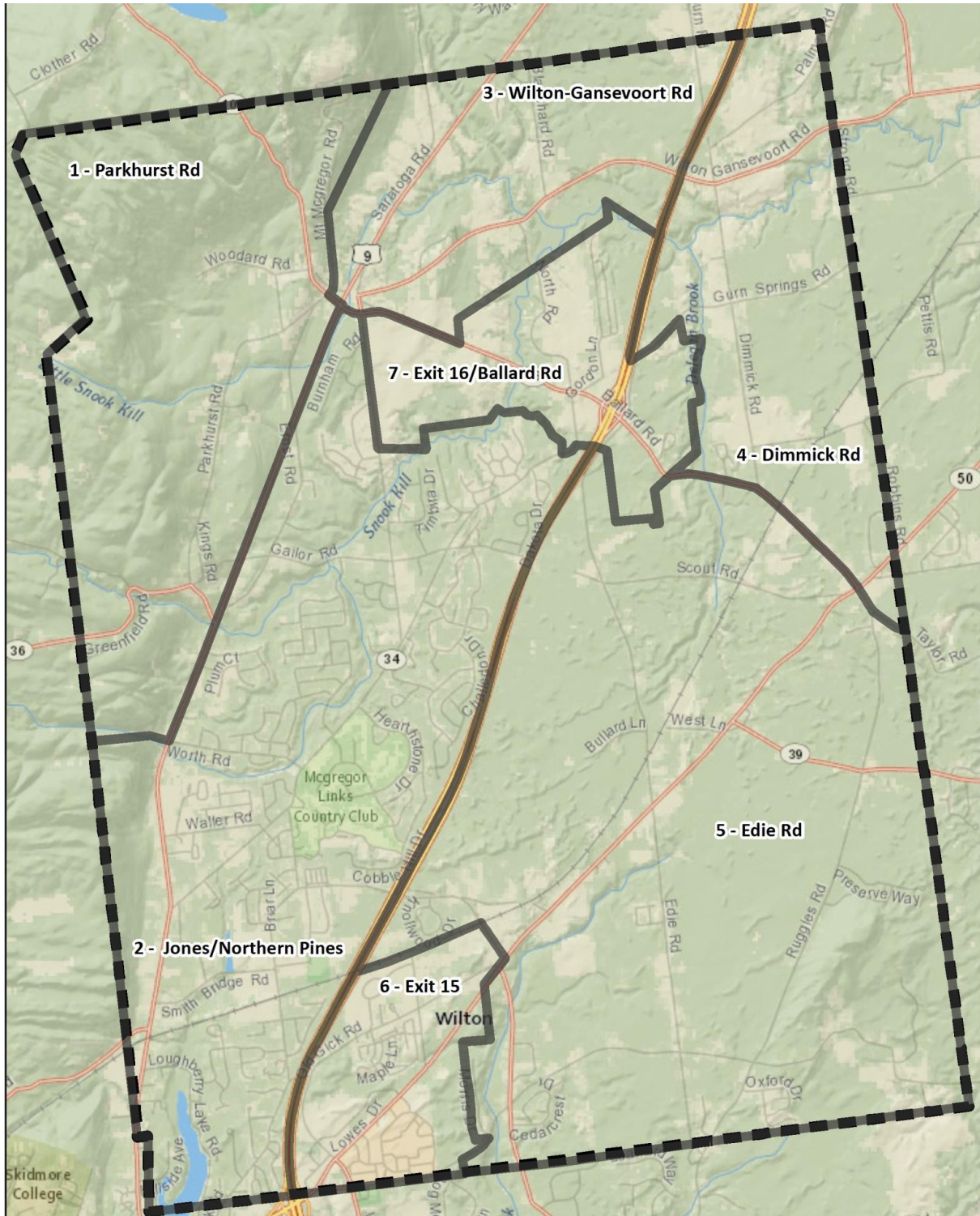
Resource Conservation

The Town-wide recommendations for resource conservation seek to recognize and conserve the Town's unique natural features. Specific recommendations include the following:

- Require stormwater management plans to comply with the NYSDEC State Pollutant Discharge Elimination System (SPDES) permit guidelines.
- Continue to coordinate with the Wilton Wildlife Preserve and Park (WWPP) regarding proposed projects in the vicinity of the park.
- Preserve stream corridors and wetlands to maintain and improve water quality and habitat and to preserve natural buffers between incompatible land uses.
- Recognize that wetlands, whether regulated or unregulated, are important ecological resources and shall be protected to the greatest extent practicable. Increase local coordination with agencies responsible for the protection of natural resources, including the NYS Department of Environmental Conservation, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service.
- Coordinate with NYSDEC to avoid or mitigate effects to the Karner blue butterfly, Blanding's turtle and frosted elfin habitats and their buffers.
- Give strong consideration to habitat value for all new development and where opportunity exists to reclaim habitat in developed areas. Encourage the use of native species of plants for landscaping.
- Size culverts for road crossings of stream and wetland corridors to allow wildlife passage, as practical.
- The Wilton Town Historian and the Wilton Heritage Society should identify important historic resources and advise the Town Board and the Planning Board regarding proposals that may impact historic sites or resources on the State or National Historic Registers of local historical significance.
- Create an incentive program to encourage owners of historic structures and sites to maintain/improve their properties.
- Explore and encourage sustainable alternatives to fossil fuels such as solar photovoltaic (PV), solar thermal hot water, wind energy, and geothermal heating and cooling.
- Look into updating the zoning ordinance to allow and provide guidance for construction and use of alternative energy sources.

Planning Areas

The Town was evaluated by dividing it into seven Planning Areas as shown on the next page. For a full description of the boundaries of these Planning Areas, please refer to Chapter III.



Planning Area 1 - Parkhurst Road

This Planning Area is located in the steep, somewhat mountainous northwest portion of the Town. Due to the physical constraints that contribute to the natural beauty of Parkhurst Road, the area is and should continue to remain rural.

The following recommendations are intended to achieve that goal:

- Continue to maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Other methods to preserve the natural character and natural resources should be utilized through the existing conservation subdivision regulations.
- Utilize a conservation overlay district to protect important resources.
- Review and revise, as necessary, the Timber, Soil and Stream regulations in accordance with NYSDEC and Best Management Practices to ensure proper erosion and sediment control as well as protection of steep slopes and scenic views.

Planning Area 2 – Jones/Northern Pines

This centrally located area is also the most intensely developed area in the Town. As a result of the many subdivisions, a high percentage of the Town’s population resides in this area. Recommendations include the following:

- Continue residential development at densities similar to existing subdivisions with a focus on maintaining the quality and desirability of existing neighborhoods.
- Encourage innovative design for new development by providing residential development guidelines and other flexible design options such as conservation subdivisions (clustering).
- Support the Maple Avenue Hamlet at the Northern Pines/Route 9 intersection.
- Implement access management techniques including the use of shared driveways, and shared parking in commercial areas.
- Encourage linkages between existing and new neighborhoods through sidewalks and pathways.
- Protect stream systems, wetlands and hydric soils to provide habitat, wildlife highways and open space links.
- Consider the development of Exit 15A as a way to reduce pressure on Exit 15, adjacent roadways and residential areas.
- Conduct a Route 9 Corridor Study.

Planning Area 3 -Wilton-Gansevoort Road

This Planning Area is bounded to the north by the Town of Moreau, to the east by I-87 and the Snook Kill, to the south by Ballard Road, and to the west by the foot of the Palmerton Range. The area is generally rural in nature. The remnants of the historic hamlet of Wilton are located in this neighborhood.

Recommendations for the Planning Area include:

- Design a neighborhood redevelopment plan for the historic hamlet of Wilton located at the intersection of Ballard Road and Route 9. The purpose of this plan would be to improve the condition and viability of the hamlet to encourage redevelopment and infill.
- Develop a neighborhood center that would encourage/allow mixed uses (small scale retail combined with housing and neighborhood service oriented businesses).
- Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Protect residential land uses from the existing commercial use on Wilton-Gansevoort Road and the commercial/industrial land uses identified in Area 7.

Planning Area 4 - Dimmick Road

This Planning Area is located in the northeast corner of the Town and is dominated by rural residences, interspersed by agricultural lands. The only Agricultural District in Wilton is located in the northeast corner of this Planning Area.

The northern half of this area possesses some high-quality scenic resources, including the Snook Kill valley and the approach to Palmer Ridge.

In order to protect the natural character and important physical features of the planning area, development that occurs should be implemented in concert with the goal of protecting and enhancing these resources.

- Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria.
- Identify and protect high-quality scenic resources in this Planning Area.
- Limit the location, spacing of access and the type and scale of development that can be seen from roadways through techniques such as increased lot frontage requirements, vegetative screening, and “no-cut areas.”
- Continue to support the Town wide Open Space, Recreation and Pathways Plan as a means to maintain and protect stream systems, wetland areas, and wildlife corridors.

- Preserve and support farming operations.

Planning Area 5 – Edie Road

This Planning Area is generally east of Route I-87 in the southeast quadrant of the Town. This area is largely undeveloped, with housing generally consisting of single residential lots along existing roadways. The area includes much of the 2,400 protected acres and 15 miles of trails of the WWPP.

To protect the important resources in this Planning Area the following recommendations are made:

- Create a conservation overlay district which protects critical resources both in and out of the WWPP.
- Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria.
- Implement incentive zoning to protect open space or critical resources.
- Continue compliance with NYSDEC and other state and federal standards, regulations and requirements for projects located within the WWPP to ensure protection of critical habitats and resources.
- Support the Open Space, Recreation and Pathways Plan in connecting areas within the WWPP.
- Identify and protect stream systems and wetland areas
- Preserve and support farming operations.
- Continue to coordinate with the WWPP regarding proposed projects in the vicinity of the park.

In order to address/avoid current and future land use conflicts on Route 50, a Corridor Study should be completed extending from Exit 15 (Planning Area 6) east to the Town boundary. At a minimum, the study should consider the following:

- Review commercial and residential zoning for appropriateness.
- Encourage access management techniques.
- Review Jones Road, Ingersoll Road, Gick Road, and Route 50 intersection and coordinate with NYSDOT to identify alternative intersection treatments such as roundabouts.
- Develop standards that reduce land use conflicts.
- Create and update landscaping and site plan requirements.
- Support a potential Exit 15A at Jones Road.

Planning Area 6 – Exit 15

This Planning Area includes a vast majority of the Town’s retail development. The Exit 15 commercial area is an automobile oriented commercial area with malls, fast-food franchises and big box stores. There are a few houses of varying age on Old Gick Road and a large mobile home park.

When considering the future of this area, a plan should be developed that addresses the complexities and challenges of this area to establish more sustainable development and a balance between the pedestrian and vehicular environments. Connections for pedestrians should also be considered where appropriate and feasible. The area is currently commercially viable with large, regional commercial facilities, including the Wilton Mall. Development, infill, and redevelopment may all come into play over a period of time. Planning for this area should begin now, setting the stage for future opportunities.

Recommendations for this area are as follows:

- Prepare a strategic master plan for future development of the Exit 15 area. This plan should include goals, objectives and recommendations or “guiding principles” for future master plans dealing with specific areas. Some important components could include mixed development, pedestrian improvements, shared access and parking, and infill development. The plan should also establish an action plan that would include specific studies and initiatives.
- Conduct a Corridor Study for Route 50 that addresses function, character and viability.
- Continue to focus commercial growth in this area to take advantage of its location and services. This will help to protect other areas from undesirable development and continue to support the tax base.
- Consider adopting architectural and development standards or guidelines and reconsider the types of uses for this area to eliminate the future development of undesirable uses.
- Stress quality as well as quantity of green space and reduce the required size of parking areas.
- Work towards developing safer pedestrian improvements and facilities, as appropriate, such as a crosswalk on Route 50 closer to exit 15 and connections to existing and future trail systems.
- Encourage mixed uses, particularly for infill development.
- Consider preparing a master plan for mixed-use development in the area of Old Gick and Perry Roads.
- Evaluate existing signage regulations and work with potential developers to allow for proper signage design and placement.

Access management is critical to the success of this area. The following actions are recommended to address mobility issues:

- Complete the Route 50 Corridor Study.
- Provide shared entrances and access roads to improve access and traffic movement on Route 50.
- Examine ways to alleviate traffic impacts
 - ❖ Consider creating connector roads with pedestrian accommodations as development occurs. Locations could include Lowes Drive /Old Gick Road and Perry/Jones Roads.
 - ❖ Deter through traffic to reduce impacts on neighborhoods.
 - ❖ Explore the feasibility of connector roads to reduce congestion, especially as new developments are proposed.

Planning Area 7 – Exit 16 – Ballard Road Corridor

This Planning Area consists generally of the parcels along Ballard Road between Northern Pines Road and the commercially zoned parcels east of the Northway and the Exit 16 interchange. The uses in this area are predominantly commercial, along with governmental and residential uses. The Exit 16 area is particularly active with trucks accessing several distribution centers in the vicinity. Additionally, Exit 16 is a key truck stop between Canada and Albany and experiences significant international truck traffic.

It is anticipated that future land use will continue to be varied. The focus will be on mixed use development and light industrial/commercial uses while protecting the surrounding residential and rural development patterns. The following actions should be taken in regard to this neighborhood:

- Review zoning to address existing and potential land use conflicts.
- Advance recommendations of the Exit 16/Ballard Road Linkage Study to address land use, access management, buffers between land uses, and specific site plan requirements.

E. Summary of Potential Adverse & Beneficial Impacts

The Plan recommendations and specific actions outlined in the Action Plan clearly establish a new course for the management of growth in the Town. The Town has generally relied on zoning and subdivision regulations as their primary means of addressing growth and protecting the health, safety and welfare of the community. The Town continues utilizing proactive ways of managing and directing land use with tools such as the Conservation Overlay District, and the

establishment of the WWPP. Increased development both within and adjacent to the Town of Wilton has continued to impact the community. Once primarily rural in character, the Town is growing and changed in many ways and can no longer be defined as simply rural.

The recommendations of this Plan intend to provide the community with additional planning tools and a different approach to growth management, which is necessary to deal with the complexities of a growing community. The Town has no intent to shut its doors to development and tax base growth; however, it wishes to be more proactive in controlling the location, type and form of development and in retaining open spaces to maintain and improve the quality of life in the Town. Recommendations to help the community achieve its vision have been recognized as beneficial impacts to the Town and are as follows:

- Support a conservation subdivision/development process which provides flexibility in design and conserves important community resources, particularly open space.
- Consider the creation of development and architectural guidelines to assist in the above process and to address community aesthetics.
- Continue to recognize the significance of community resources (such as ecology, visual resources, and history) and encourage measures to protect them.
- Conserve important open space.
- Consider the reduction in the allowable density of development in currently rural areas and the promotion of land conservation design through denser development styles such as hamlets. A focus of higher density in specific areas can translate into a reduction of air, water, noise and light pollution, less traffic, and a general improvement in the quality of life in other areas. It should be noted that some areas, when properly designed, can accommodate high densities and high quality of life. Concentration of development in combination with land preservation is both environmentally beneficial and energy efficient.
- Reinvest and redevelop older commercial and residential neighborhoods to provide amenities necessary to retain residents, improve aesthetics and economic viability, and maintain if not increase property value.
- Concentrate development within certain planning areas such as Exit 15 and the Jones/Northern Pines neighborhood. Additionally, encourage the development or redevelopment of “hamlets” which promote mixed uses with a strong pedestrian component.
- Make available housing stock that meets the needs of all residents at various stages of life.
- Provide adequate recreational uses.
- Improve the pedestrian environment and the transportation network.

- Reinforce the sense of community and pride.

Beneficial impacts bring about change, and along with change may come more impacts to the environment and individual landowners. Although the idea of a comprehensive plan is to achieve consensus with the majority of residents, it is important not to ignore some of the potential implications. The following potential adverse impacts are recognized:

- The potential decrease in the allowable density of development in some areas of town (Parkhurst Road, Edie Road, Wilton-Gansevoort Road, and Dimmick Road Neighborhoods) may be perceived by some landowners as a loss of development potential and therefore a loss of property value.
- An increase in development potential within the Exit 15 area may result in a potential significant adverse impact if the issues of traffic congestion, pedestrian facilities, and incompatible uses are not addressed. The Plan provides mitigation for this impact by recommending a Corridor Study for this area to address land use, access, mobility and other related issues.
- Since the plan does not preclude future development, there will continue to be a loss of wildlife habitat, an increase in runoff and pollutants, and potential impact to important resources such as scenic views, wetlands, threatened and endangered species, historic features, aesthetics, and other community resources. To mitigate these potential impacts, the plan calls for continued recognition and conservation of these resources during site plan review. This would be accomplished through the conservation subdivision/development process and the establishment of community derived development and architectural guidelines.

Some of the potential impacts previously stated will be unavoidable. This will include the following:

- Potential individual impacts as a result of density and other land use changes.
- Loss of natural and cultural resources but at a lesser extent than under current conditions and perhaps much less impact to significant resources.
- Potential for increased density and activity in Exit 15, Exit 16 and the Hamlet areas, but partially, if not fully mitigated by the provision of adequate services, amenities, and infrastructure.

F. SEQRA Compliance

In accordance with the State Environmental Quality Review Act (SEQRA) and Town Law (§272-a), adoption of the Town of Wilton Comprehensive Plan by the Town Board is a Type 1 action subject to review under 6 NYCRR 617. Pursuant to Town Law § 272-a.8, the Draft Plan served as a generic environmental impact statement.

The components of a generic environmental impact statement (GEIS) as outlined in 6 NYCRR 617.10 are included in this Plan as follows:

- Executive Summary – Chapter I, Introduction and Plan Summary
- Project Description – Chapter I, Introduction and Plan Summary, Chapter II Community Vision, Chapter III, Plan Recommendations, and Chapter V Action Plan
- Environmental Setting – Appendix B, Inventory & Analysis
- Environmental Impacts – Chapter III
- Mitigation – Chapter III
- Unavoidable Adverse Impacts – Chapter III
- Alternatives – Chapter IV Alternatives
- Recommendations/Thresholds – Chapter III and Chapter V
- Growth Inducing Aspects – Chapter III



Upon evaluation of the Draft GEIS contained within the Draft Plan, the Town Board, acting as SEQRA Lead Agency, determined that adoption of the proposed Comprehensive Plan would have no significant adverse impact on the environment and subsequently issued a Negative Declaration on Month XX, 2015 in accordance with SEQRA regulations (6 NYCRR 617.7).

CHAPTER II: COMMUNITY VISION

Comprehensive Planning begins with a shared vision of a community's future. A town's comprehensive plan reveals the community's collective values and shapes how it functions as a community. The Comprehensive Plan is a roadmap by which the Town can realize its Vision.

The Town of Wilton has established a collective vision of a vibrant community:

The Town of Wilton aspires to be a safe, welcoming community for families and residents of all ages. The community shares a sense of responsibility for the Town's natural, agricultural, open space, and scenic resources. The Town enjoys a high quality of life and a healthy tax base resulting from a conscious balance of commercial development, residential growth and natural areas. Civic involvement and community engagement are fostered by a mutual respect for all stakeholders.

The Town recognizes the impact of growth and development on the quality of life of its citizens and commits itself to planning town growth in a way which encourages preservation of the remaining natural character, protects environmental quality, and balances land uses. In working toward this vision, the town is committed to providing quality services and diverse economic opportunities while exercising fiscal prudence and accountability and ensuring aesthetically pleasing commercial design. Wilton actively encourages civic involvement and open government based upon a shared respect for all stakeholders.

A. Goals and Objectives

Goals and objectives are essential to the comprehensive plan process. In order for a community to guide land use and development, it must have measurable goals or milestones to implement. A goal is a desired condition or a physical state we ultimately desire to achieve. An objective is the means by which the goal is achieved. An objective is usually more specific and provides an outline for developing the plan recommendations in areas such as land use, transportation, community facilities, services, recreation and open space. These goals and objectives are translated to policies, activities, projects and programs for implementation within the context of land use regulations and policies.

Growth Management

GOAL - Create a land use management system that protects and enhances the Town's environmental quality, natural and suburban character, unique resources and features and that directs growth in ways that benefit the residents and community overall.

Objectives:

1. Update the Comprehensive Plan, including the future land use component, to provide a balance between open space, conservation and development. Future land use should promote ongoing fiscal health without compromising the Town's diverse neighborhoods or environmental quality.
2. Protect existing residential areas from encroaching non-residential development (e.g. encourage distinct, development areas and discourage leapfrog development)
3. Identify areas within the Town for development as well as open space conservation to achieve a desired balance. Implement through the use of both regulatory and incentive-based growth management tools such as those listed in item 4 below, to properly manage both the pace and impacts of desirable growth.
4. Develop regulations and incentives to guide future land use in conformance with the future land use plan. Revise zoning, site plan, and subdivision provisions to address innovative clustering, average density zoning, conservation easements, and other open space protection provisions. Identify the tools, financing and administrative structure to implement an ongoing growth management program.
5. Ensure consistency between the Comprehensive Plan and the policies of the Wilton Water & Sewer Authority (WWSA).
6. Recognize the link between transportation and land use and utilize both local and regional planning to address current and future land use and quality of life impacts.

Natural Resources & Open Space

GOAL - To conserve, improve, and protect our Town's natural resources, viewsheds and open space including wildlife habitat, that contribute to the diversity, character, aesthetics, environmental quality, economy, and general health, safety and welfare of the community. Resources such as the Wilton Wildlife Preserve & Park (WWPP), Pine Barrens, the Snook Kill and other stream systems and wetlands, viable farmland, mineral resources, aquifers, McGregor Fault, Palmerton Range, and viewsheds are all recognized for their role in drainage, water quality and quantity, wildlife habitat, recreation and aesthetics.

Objectives:

1. Limit impacts to these sensitive resources through site plan, subdivision, zoning, and other applicable regulations such as the conservation subdivision process.
2. Thoroughly review and update existing Town regulations (i.e. zoning, site plan, subdivision) as necessary to achieve a balance between adequate protection of resources and the fiscal and social needs of the Town and its residents.
3. Protect open spaces/environmental quality via the Open Space, Recreation and Pathways Plan. Explore such protection options as easements, tax abatements, transfer of development rights, and purchase of development rights programs, incentive programs, outright purchase and other funding mechanisms to implement these. Comply with the most recent State Pollutant Discharge Elimination System (SPDES) General Construction Permit requirements for stormwater management and pollution prevention. Compliance with this program, the continued use of Best Management Practices, and improving standards and their application, including on-site inspections, will help to minimize the potential impacts of erosion and sedimentation.
4. Review the Stream Corridor Overlay District requirements and update as necessary to work toward protecting the integrity of natural stream systems to the maximum extent possible. Incorporate these protections as necessary into site plan and subdivision regulations.
5. Explore the feasibility of an improved application protocol for road salt and sand as well as alternatives.
6. Encourage Best Management Practices for fertilizers and pesticides and waste removal associated with all types of property maintenance.
7. Protect scenic vistas identified and mapped on the Town's resources map through zoning and site plan, and design provisions. The use of a visual overlay districts for highly sensitive areas, e.g., the Palmerton Range should be considered to address to road setbacks, cut and fill, lighting, reflective glass, height, structures that could be considered intrusive such as billboards or cellular towers, and site layout/design.
8. Recognize and support the WWPP and its mission and ensure that actions relating to land use at the local and regional levels are consistent with the program's identified goals. Continue to coordinate with the WWPP regarding proposed projects in the vicinity of the park.
9. Protect the integrity of the WWPP through the establishment of an Overlay District or other methods of protection. Evaluate and identify methods of protecting the Town's watersheds and well fields through an overlay district or performance standards.
10. Evaluate potential methods to identify and protect unregulated wetlands (including vernal pools).

11. Review and adopt standards in the site plan review process to reduce light pollution, especially in areas in or adjacent to residential development. Excessive or poorly designed lighting can detract from the natural character and quality of life in areas outside the commercial areas.
12. Cultivate public awareness and appreciation of the Town's natural resources and open spaces; specifically, their value and importance to the community's quality of life.

Transportation & Mobility

GOAL - To provide safe and efficient transportation options that minimize the impacts of traffic on the Town's character and quality of life.

Objectives:

1. Maintain the integrity and capacity of state, county, and local roads through coordination with the NYS Department of Transportation (NYSDOT), Saratoga County Department of Public Works, and the Saratoga County Planning Board through growth management and land use controls, and through access and corridor management.
2. Support planning efforts and coordinate transportation improvements with adjoining municipalities and regional partners such as: Saratoga County, the Capital District Transportation Committee (CDTC), the Capital District Transportation Authority (CDTA), the Capital District Regional Planning Commission (CDRPC), NYSDOT and school districts in the Town. This should include planning and designing for truck traffic, particularly in the Exit 16 area.
3. Identify and initiate engineering studies to aid in the safe and efficient operation of high-use intersections and streets. Consider safety improvements at key intersections throughout the Town. Continue to support Town wide Traffic Planning Study updates.
4. Conduct a traffic impact analysis of various future land use scenarios to make informed planning decisions.
5. Develop an Official Map to enable the Town to acquire critical rights-of-way as opportunities arise.
6. Consider working with the State to study the feasibility of constructing an "Exit 15A" on Jones Rd to relieve traffic.
7. Review effectiveness of traffic laws in Town (e.g., speed limits, traffic control devices).
8. Consider the adoption of design standards for certain thematic roadway types. (e.g., "Rural Road standard"; "Neighborhood Center standard"; etc). Maintain the character of rural roadways by evaluating maintenance and improvement programs as they relate to the goal of maintaining the natural character of the roadway.

9. Limit land uses which rely on intensive truck traffic to the immediate vicinities of the Interstate interchanges to minimize wear and tear on Town owned roadways. Development should not exceed the capacity of existing services (roads, utilities) and in such cases should be limited until these services "catch up".
10. Conduct Transportation Corridor studies for Routes 9 and 50. Corridor studies should address issues such as access management, shared parking and driveways, road setbacks, land uses and landscaping and the visual appearance of development along these roadways. Explore funding options through CDTC's Transportation Linkage Program.
11. Create a multi-use trail system linking community centers, shopping and employment areas, recreation areas, and neighborhoods. Where practical, encourage new development to incorporate non-motorized multi-use trails into their development plans.
12. Develop pedestrian and bicycle-friendly standards for residential streets and commercial areas and incorporate these into site plan requirements and subdivision standards.
13. Identify and require methods for pedestrian safety such as appropriate traffic calming and safety measures, crosswalks, widening or adding shoulders, sidewalks, landscaped medians and shared driveways, particularly along developed portions of busy roads.

Housing

GOAL - Provide a balanced blend of quality housing opportunities, including price ranges that are affordable for all income levels and housing types and that consider the needs of a diverse population including older residents, young families and first time homeowners. Properly plan for and locate housing based on density and purpose to take full advantage of existing and future community services, alternative transportation opportunities, and recreational facilities.

Objectives:

1. Develop policies and programs that help maintain and strengthen the character, value and enjoyment of existing housing in the established neighborhoods of Wilton.
2. Create incentives and appropriate regulations that guide the location, pattern and design of new housing in a manner that protects the character and resources of the community.
3. Ensure that the Town's zoning accommodates the need for housing diversity.
4. Encourage housing opportunities for the elderly, those on limited incomes and those with disabilities, that allow residents to remain in the Town as their housing needs change.

5. Identify appropriate sites and incentives for the creation of housing options needed but not adequately provided by the marketplace.
6. Protect existing and future residential developments from the impacts of incompatible uses.

Recreation

GOAL - To provide sufficient opportunities and facilities for both active and passive recreation activities.

Objectives:

1. Continually evaluate the Town's recreational facilities and programs to ensure responsiveness to the Town's changing recreational needs.
2. Provide for different types and different locations of recreational resources such as the addition of parks throughout the Town. These may take the form of neighborhood parks, pocket parks or town wide parks both passive and active, depending on need and location and would be developed based on specific data collected in a recreational needs survey.
3. In conjunction with the Town Comptroller, provide a structure to evaluate and identify revenue streams for the continued expansion and maintenance of both active and passive recreational resources to meet current and future demands.
4. Review and update the Open Space, Recreation and Pathways Plan to assess the overall plan of trail locations throughout the Town. Continue to use this plan to establish a useful network of multi-purpose trails connecting different areas of the Town and surrounding towns, to be used for recreation and by those who prefer to be less dependent on their vehicles.

Historical & Cultural Resources

GOAL - Recognize and protect historical and other cultural resources as a priority in the Town of Wilton.

Objectives:

1. Request the Heritage Society and the Town Historian to update and prioritize the list and map of historical sites that should be protected and preserved on a regular basis.
2. Request the Heritage Society and the Town Historian to create a historical resource evaluation checklist or other criteria to be used by the Planning Board and potential developers to identify potential impacts to historic or cultural resources during project review. The Heritage Society

and Planning Board should work together to identify mitigation measures as necessary (i.e. buffers, historic markers, modifications to site plans).

3. Develop land use regulations and incentives to protect historic and archaeologically sensitive areas and/or resources through techniques such as overlay districts or incentive zoning. Develop a master inventory and map of existing site specific archeological and cultural surveys and resources.
4. Enhance the opportunities for residents and visitors to experience the Town's historic and cultural sites. Cultivate public awareness of the Town's historical and cultural resources through the schools and local youth programs. Create strategies for the sustained financial support of the Town's historical and cultural sites and programs.
5. Encourage the rehabilitation of historically significant privately owned structures through community recognition, historic walks or tours featuring restored structures, and assistance with the identification of potential funding sources.
6. Protect and maintain all cemeteries, large and small, in the Town of Wilton, which are not under the direct supervision of a particular church or other organization. Evaluate the adequacy of existing facilities to support programs for youth, adult and senior populations, small-scale performances, recitals, concerts and other public events.

Utilities

GOAL - Evaluate the utility infrastructure system to ensure that it meets the needs of the Town while protecting both surface and groundwater.

Objectives:

Water

1. Seek an adequate supply, treatment, distribution, and fire-fighting capacity of potable water to meet current and planned future needs.
2. Continue to review land use and proposed development in accordance with established Town policies for water service as outlined in the Wilton Water and Sewer Authority (WWSA) Comprehensive Plan for Water & Wastewater Management and this Comprehensive Plan to ensure the continued protection of surface and groundwater resources, including wellhead protection.
3. Continue to require developers to identify water needs of proposed projects that are located outside the Municipal Water Benefit Area and provide the hydrologic data required by the Town or other reviewing agency to clearly identify if adequate water capacity exists to serve the proposed project.

Storm Water Management

1. Develop storm water management requirements that protect upstream and downstream areas both within and outside the community. Continue to review and update the Town's storm water management plan.
2. Protect all streams and their drainage basins throughout the Town by limiting the effects of sedimentation and erosion through site plan and subdivision regulations.
3. Comply, at a minimum, with current State Pollutant Discharge Elimination System (SPDES) General Construction Permit requirements for stormwater management and pollution prevention.

Sewer

1. Work with the WWSA and the Saratoga County Sewer District, to strive to provide adequate collection and treatment capacity of wastewater to meet current and planned future needs and to accommodate future growth to ensure that development and capacity, conveyance, and treatment keep pace.
2. Continue to review land use and proposed development in accordance with established Town policies for sewer service as outlined in the Town of Wilton WWSA Comprehensive Plan for Water & Wastewater Management and this Comprehensive Plan to ensure the protection of surface and groundwater resources.
3. Meet the requirements of Saratoga County Sewer District #1 proposed Rules and Regulations governing the construction and connection of new sewer facilities discharging into the District's sewer system and the dedication of sewer systems to the district.

Communications and Energy

1. Support coordinated infrastructure development with public and private utility providers to serve existing developed areas and adjacent areas as practical as well as expand service to areas identified for future development.
2. Identify appropriate circumstances and criteria for the locations of communication towers within the Town in accordance with federal requirements. The criteria should be incorporated as part of the zoning or other Town regulations and address such issues as scenic vistas, historical and cultural resources.
3. Work with public and private utility providers to identify the location and timing of various power supplies.
4. Develop new standards regarding energy efficiency for Town facilities and new developments.

5. Consider alternative, green energy sources when feasible.
6. Implement Town-wide broadband access to encourage economic development.

Community Facilities & Services

GOAL - Continue to support adequate community facilities and services including fire protection, police protection, emergency services, solid waste collection, education facilities, healthcare services, libraries and social services for a variety of age groups. Continually improve and expand community services as needed.

Objectives:

1. Determine a preferred level of service for existing and future community facilities and services.
2. Formalize a dialogue and process with service providers to ensure preferred levels of service.
3. Support, encourage, and provide incentives to continue and enhance volunteer services.
4. Continue to support adequate fire and emergency services to meet the needs of the current and future Town population and monitor these services to prepare for the potential need for paid professionals to supplement volunteers.
5. Work with community leaders and service providers to ensure that community services keep pace with planned levels of development.
6. Create a process by which the Town and the schools share information and coordinate planning efforts to ensure that schools can adequately serve the needs of existing and potential new students.
7. Work with the school districts to support continuing educational opportunities for all town residents.
8. Continue to work to establish a post office and separate zip code for the Town.
9. Coordinate with County and State health and emergency agencies to be prepared in the event of major disasters. Continue to update the Town's disaster preparedness plan regularly.
10. Establish a means by which the town government can communicate regularly with its citizens through the use of the Town website and/or town newsletter as well as local publications such as the Wilton Reporter.

Fiscal Concerns & Economic Development

GOAL - Promote diverse economic development that provides goods and services, quality employment opportunities and tax revenues in properly located commercial, office and industrial districts that support the Town's goals of

balancing economic development with the preservation of open space and community character. Continue to promote fiscal responsibility of the Town.

Objectives:

1. Actively manage the pace of growth as fiscal policy, particularly as it relates to the protection of open space and resources and the integrity of Town services. Utilize various land use regulatory techniques to minimize the fiscal and quality of life impacts of future development.
2. Consider conducting a fiscal impact analysis of various future land use scenarios as part of the Town's ongoing planning process.
3. Continue a mix and scale of businesses in the commercial districts in a manner that recognizes, and is sensitive to the neighborhood setting, historic significance and desired character of the Town.
4. Identify existing and potential centers for economic and community development, and establish mechanisms and partnerships to encourage appropriate development in these locations.
5. Address infrastructure constraints to encourage economic development in the Exit 16 area. Consider conducting a study of Exits 15 and 16 that identifies development and redevelopment opportunities in this area to determine the appropriate levels/types of land uses for these areas and ensures that these areas have the required utilities to accommodate anticipated levels of development.
6. Seek to diversify the tax base to reduce dependence on increasing sales tax revenue by encouraging light industry, professional office, and other non-retail commercial uses in planned centers for economic and community development.
7. Focus marketing efforts, investments in infrastructure and transportation systems, and economic development incentives, on the areas identified as centers for economic and community development.
8. Encourage locally and regionally owned businesses. Promote infill in existing developed areas and parcels.
9. Work with Saratoga County Capital Resource Corporation, Saratoga Economic Development Corporation (SEDC) and the Chamber of Commerce to develop a local business incubator.
10. Work with regional economic development entities such as Saratoga County Capital Resource Corporation, SEDC, Empire State Development Corporation, Saratoga County, Saratoga Chamber of Commerce, Adirondack Community College, and Hudson Valley Community College to develop training and educational opportunities and promote economic growth in the Town.
11. Support the continuation and profitability of agriculture in the Town.
12. Support home based businesses and "neighborhood" scale businesses through zoning, incentives and other methods without compromising the character of existing neighborhoods.

13. Consider the preservation of undeveloped land in residentially zoned areas as a long-term cost avoidance strategy (municipal/school costs of servicing vacant land versus residentially developed land).
14. Evaluate and prioritize potential open space including parcel-specific cost-benefit analyses of fiscal impacts of preservation compared to development. This should be done in concert with the Open Space, Recreation and Pathways Plan or other open space protection methods.

Town Character

GOAL - Preserve and enhance Wilton's identity, image, quality of life and remaining natural character in accordance with the vision for the future.

Objectives:

1. Enhance community identity through the placement of appropriate signs and landscaping at key entry points to the Town.
2. Establish guidelines to ensure that future residential and commercial development is of a scale and design that is appropriate from both a neighborhood and Town wide perspective.
3. Provide incentives for infill development first and discourage “leapfrog” development into previously undeveloped areas or areas identified for less intensive uses.
4. Periodically review the appropriateness and scale of development centers or hamlets for both residential and commercial/office/industrial development to avoid impacts to community character and to provide more efficient use of infrastructure and energy.
5. Ensure that new development does not result in adverse impacts by encouraging context sensitive site design that protects key open space, farmland and scenic vistas. Protect and enhance natural buffers with native species wherever possible throughout the Town in order help maintain the Town’s aesthetic character and minimize land use conflicts.
6. Encourage street tree planting and other aesthetic improvements in all developed areas of the Town (residential, commercial, and industrial). Native species should be used wherever possible. Identify potential public and private partnerships to implement needed improvements.

Open Government

GOAL - Encourage and promote citizen awareness and involvement in Town affairs.

Objectives:

1. Continue to communicate regularly with Town citizens through the use of the Town website and/or Town newsletter as well as local publications such as the Wilton Report.
2. Maintain the application process for consideration of appointees to the Planning Board, Zoning Board of Appeals, and WWSA.
3. Ensure that material available to board members is also available in adequate supply and format to the public to foster informed meaningful public participation (e.g. agendas, budget information, site plans, etc.)
4. Promote an atmosphere of open government by exceeding the minimum requirements of the NYS Open Meetings Law in terms of notice of agenda items, as well as full and open discussion of issues by board members during public meetings.

Implementation

GOAL - Develop a viable action plan to implement the efforts of the community, which have culminated in a vision and plan for the future of the Town of Wilton.

Objectives:

1. Identify and support specific actions, financial and administrative requirements, and follow-up planning work that will be necessary to achieve the goals and objectives of this plan. The Town Board should initiate and support implementation of the Comprehensive Plan.
2. Prioritize proposed actions, set general time frames and assign responsibility to appropriate entities so that the community can focus attention and energy toward completing a manageable number of tasks at one time. Qualified volunteers should be encouraged to participate in this task.
3. Review and update the adopted Comprehensive Plan on a regular basis.
4. Encourage the pursuit of various grants and/or funding offered by public and private sectors.
5. Provide sufficient resources and professional staffing support, internal or external, to assist in the implementation of this plan.

CHAPTER III: PLAN RECOMMENDATIONS

In order to develop Plan Recommendations that reflect the Town’s vision for the future, the Town of Wilton’s Comprehensive Plan Update Committee evaluated and studied numerous planning tools and concepts in the area of Growth Management, Economic Development and Neighborhoods. Many of the draft recommendations have broad, Town-wide applications. These are discussed below under **Town Wide Recommendations**.

In order to address issues that are specific to geographic areas, the Town has been divided into seven planning areas based on common land uses and/or physical features. With the Town’s vision and goals in mind, each planning area was evaluated and specific recommendations for each were developed. These recommendations consider existing development patterns, physical features, and potential land use in each area. This discussion follows the **Town Wide Recommendations** and is titled **Planning Areas**. Future land use is illustrated on Figure III-1.

It is important to note a number of actions listed below are already in place or underway. The Committee felt that it was important to identify these actions as they are necessary components of the overall recommendations and success of this plan.

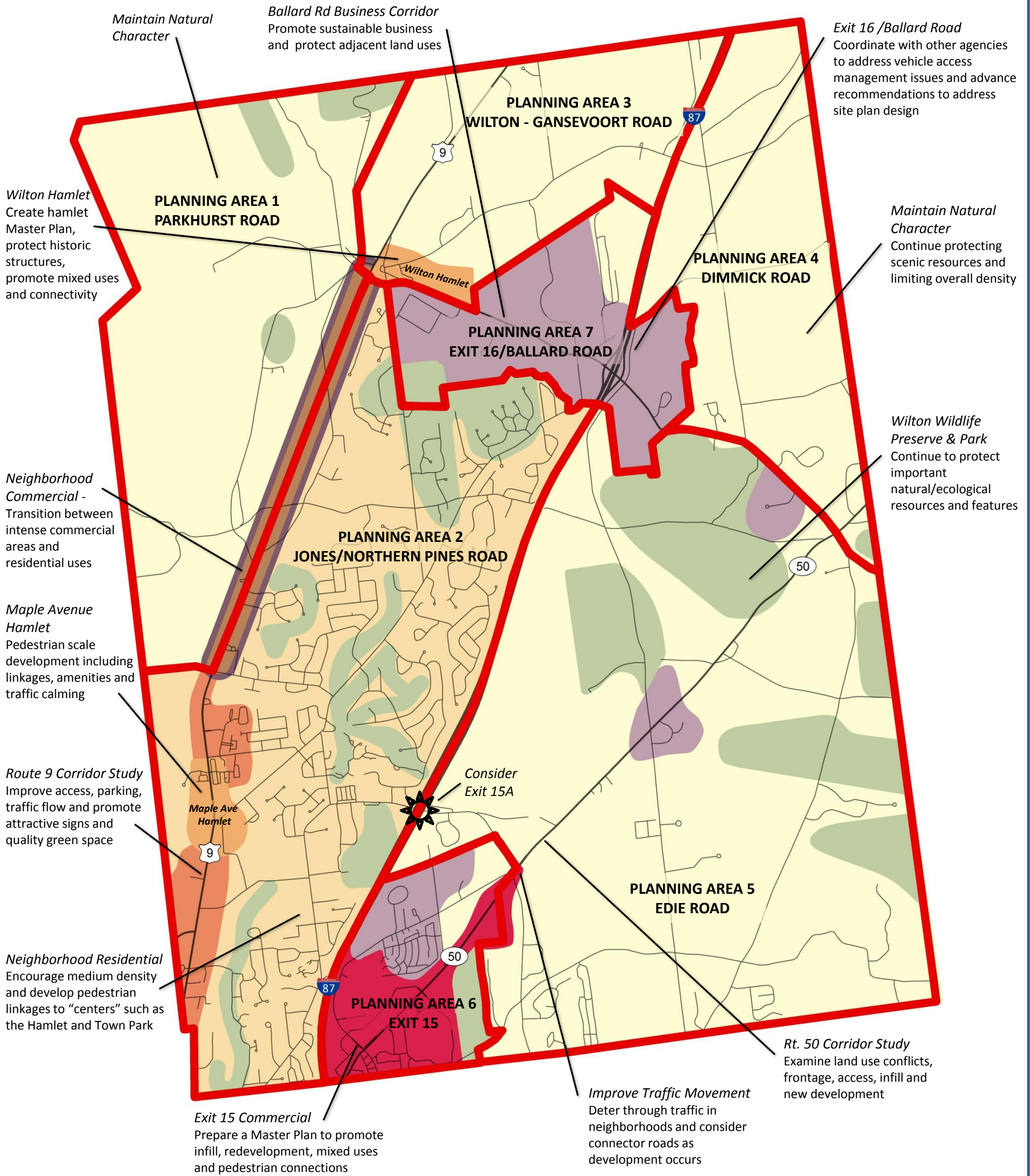
A. Town Wide Recommendations

Growth Management

Land Management

There are a great many land management tools that may be employed to control and direct growth in an area. It is recommended that the Town focus on continuing or addressing the following:

- Revise the zoning ordinance and subdivision regulations to address recommendations in this Plan. Recommendations have been made for each planning area. Also, there are a number of other revisions that have town-wide implications, including residential and commercial development standards and guidelines.
- Continue utilizing incentive zoning as a means of preserving quality open space which provides a legitimate public purpose and providing other community amenities such as a Town park or a trail connection. For example, a 10% density bonus could be granted to a developer for establishment of trails that provide public benefit. Incentive zoning is defined in the Glossary of Planning Terms (Appendix A).



LEGEND

- Planning Area Boundaries
- Conservation Residential
- Neighborhood Residential
- Neighborhood Commercial
- Commercial Retail
- Exit 15 Planning Area
- Hamlet
- Light Industrial/Office
- Open Space

Figure III-1



0 2,500 5,000 7,500 10,000

Scale in Feet



TOWN OF WILTON
Future Land Use Map
 Saratoga County – New York



- Continue to support open space as a component of the adopted Open Space, Recreation and Pathways Plan. The purpose of the open space component of the plan is to protect farmlands, important physical features, significant natural resources, and scenic areas as part of a larger effort to preserve natural character in portions of the Town. The open space component identifies appropriate, long-term land protection strategies that manage future growth in rural areas of the Town. The plan establishes a goal for open space protection in terms of both acres of protected land and the types of open space resources that the Town seeks to protect. The plan also establishes the principles and techniques for how these lands should be protected (for example: incentive based techniques such as tax incentives, acquisition or conservation easements).
- Consider the use of term easements as an initial means for voluntary land preservation. Term easements involve tax incentives for the protection of open space. The incentives increase as the term of the easement increases. The term easement can be general, covering all undeveloped parcels of a specified acreage or more specific, such as farmland only. Once the term is up, the easement is lifted and the tax incentive ceases. The landowner could then seek to enter a new agreement, if desired.
- Take advantage of the resources/knowledge of the Wilton Heritage Society to protect historic/cultural resources. Once important resources are identified, programs such as recognitions and tax incentives can be established to protect these sites. Preservation easement programs which provide significant tax incentives (up to 50%) if individuals agree to preserve a designated property, have been established in other communities within the Capital District.
- Continue to ensure that land use policies outlined in the WWSA Comprehensive Plan for Water and Wastewater Management, the Town's Comprehensive Plan and the Town code are in conformance with one another. The clear policy outlined in the Comprehensive Plan for Water and Wastewater Management and supported by this comprehensive plan are important components to how future development occurs.
- Consider creating development and architectural standards or guidelines for all commercial zones, including the hamlet areas. This could support a type of form based code approach. These design standards/guidelines will enhance the quality of proposed projects as well as help protect the existing commercial development. Design standards/guidelines will serve to protect adjacent structures and land uses particularly in transition areas where land use conflicts are more likely to occur.

Several areas of the Town have been identified for rural residential uses, reflective of environmental resources and a need for control on growth. There are many growth management tools that can be used to maintain natural character, such as the use of the purchase of development rights, and fee

acquisition. The recommended growth management program for Wilton includes incentive-based tools coupled with regulatory measures implemented through zoning, development guidelines, and a conservation development site plan review process.

The regulatory approach includes the establishment of a required minimum amount of land to be dedicated as open space for each project as well as setting maximum densities of development. The flexibility to allow variable lot sizes, through incentive zoning or subdivision regulations, will facilitate clustering and maximize open space. Maximum density can be established by setting minimum lot sizes or alternatively established as part of a flexible site plan review procedure whereby lot sizes vary based on site conditions and opportunities to protect resources. Incentive zoning has also been identified as an important component to encourage clustering by relaxing minimum lot size requirements in exchange for more open space.

Quality open space is defined as natural areas or agricultural lands that are interconnected, not fragmented; accessible, not tied up in back lots; and that contribute to the aesthetic quality of the area. Accessibility means that the open space must be adjacent to the main road (not the internal subdivision road) and/or adjacent to trail corridors. Steep slopes, stream corridors, wetlands, floodplains, forested land, and open fields (either natural or in agricultural use) are all quality open space providing they meet the criteria above.

Quality open space would be identified through the conservation subdivision/development process that begins with collaboration between the applicant and the planning board to identify important natural, cultural and aesthetic resources, as well as the most appropriate area(s) for development. The planning board would receive guidance in the process from development guidelines incorporated into zoning. Final decisions on the density and design of a project would be based on the carrying capacity of the land, the protection of important resources, and the goal of maintaining natural character, among other factors.

Fiscal Management & Economic Development

The Town's practice of good fiscal responsibility, which is balanced with growth management, is what enables the Town to support a high quality of life to residents and visitors. It is recommended that the Town focus on continuing or addressing the following:

- Consider developing a fiscal impact model to address the impact of land use decisions on the tax base. The model can be used to assist the Town in the identification of the costs and benefits of various types of development versus maintaining certain lands as open space. Once Town officials and residents understand the costs associated with both scenarios (open space

preservation, versus development of an area), they can balance open space preservation and fiscal responsibility. The model is also useful in comparing the impact of a variety of land use scenarios and programs. For instance, it would be valuable to know how much residential development the Town can support in light of the current amount of land designated for commercial and industrial uses, or what types of additional/extended amenities the community could support. Fiscal impact is not the sole factor in decision-making. Neighborhood needs are changing and in order to maintain or improve the quality of residential and commercial areas, communities must invest in them. As previously noted, the long-term effects on the tax base from reinvestment and enhancement of developed areas, such as infrastructure improvements and pedestrian amenities, are likely to be beneficial.

- Identify and prepare selected sites for economic development (i.e. shovel-ready status). The Town has a large area of well-located industrially zoned land such as the former Developmental Center. Having sites identified as shovel-ready will allow the Town to proactively direct the location and type of development. Development guidelines are critical to ensuring high quality development on these sites and supporting implementation of key recommendations of the Exit 16 Linkage Study. Contact should be made with the SEDC, Saratoga County Capital Resource Corporation and the Wilton Global Job Development Corporation to begin to develop such a program.
- Reinvest in and redevelop older commercial areas. In order to strengthen established commercial areas, the Town should conduct an inventory of conditions in these areas. Based on this information, a plan should be created for each area to improve deteriorated conditions and apply new principles to promote economic development. Areas of improvement might include aesthetics (structures, layout, landscaping), access (vehicular and pedestrian), infrastructure and parking.
- Encourage public-private partnerships where possible to implement redevelopment and reinvestment programs/plans. This type of relationship can be successful as both groups have a stake in the outcome of a particular project. This "ownership" usually results in high quality projects that will benefit a broad cross section of the community.
- Provide support and incentives to local businesses to strengthen the business community and attract additional like-minded businesses.

Neighborhoods

- Reinvest in existing neighborhoods to provide the pedestrian amenities and infrastructure maintenance necessary to strengthen and preserve these areas. The primary goal should be to retain residents and maintain or increase property values. The Town should identify these older

neighborhoods, survey existing conditions and use this information to create an action plan.

- Foster community pride through the active engagement of business, professional, neighborhood and service associations. Boy Scouts, Girl Scouts, Garden Clubs, the Elks, Lions, Rotary, Wilton Food Pantry, etc., are all excellent sources of volunteers and community pride.
- Identify housing needs in the community. The Town should undertake a review of existing housing stock to identify price ranges and housing types. This will assist the Town in determining whether it has a strong mix of housing types that meet the needs of residents.
- Residential neighborhoods, both old and new, should be protected from incompatible land uses, particularly those that rely heavily on vehicular transportation. Existing land use conflicts should be addressed to the maximum extent possible through the use of buffers and other safeguards. Potential future land use conflicts should be addressed by updating the Town's zoning, subdivision regulations and site plan regulations.
- Prepare neighborhood/hamlet master plan to address the Wilton Hamlet and Maple Avenue/Route 9 Hamlet.

Potential Adverse & Beneficial Impacts of Recommendations

The recommendations outlined above and the corresponding action plan tasks would generally result in beneficial impacts to the community and environment. The Town's existing land use regulations are effective in managing growth and focusing growth in specific areas of the Town. Still, growth remains an important issue. The concerns include the pace and quality of development and the preservation of a high quality of life within existing subdivisions. Recommendations for reinvestment, provision of amenities, open space conservation, development guidelines, and architectural standards for commercial areas will provide further controls on growth, yet support those projects that add value to the community.

The pattern of development that is and will continue to occur under current zoning will not preserve the natural character of the area and will contribute to environmental impacts such as increased runoff, degraded water quality, erosion and sedimentation, and air and noise pollution. To address these impacts, the Plan calls for review and implementation of the Open Space, Recreation and Pathways Plan and tools to implement the plan, such as incentive zoning. Other measures such as a conservation subdivision review procedure and minimum open space requirements would help to highlight the important environmental and cultural features of a parcel and promote their conservation.

Regulatory growth management tools, such as zoning, may have economic implications (adverse and beneficial) on existing landowners. Potential decreases

in allowable density for residential development are proposed for some planning areas where it is desirable to preserve natural character and where environmental issues are more significant. Should these recommendations be carried forward through zoning, the maximum number of units in some potential subdivisions could decrease. However, the value of the development is dependent upon many other factors. The provision of quality open space within a development along with other amenities can add significant value to a development and may far outweigh the loss of developable area. Additionally, the location of a given parcel and ease of access are also critical to determining its value.

Some growth management programs, such as the purchase of development rights (PDR), transfer of development rights (TDR) and community reinvestment including the provision of amenities such as sidewalks, trails, and recreational facilities, will require Town-wide investment. At least initially, taxpayers will spend more to have these programs in place. The use of a fiscal model is an important tool to predict what the impact might be over a period of time. In some communities, the model has shown that over time, the cost savings on school taxes as a result of preserving land rather than developing it with residences are greater than the costs of purchasing the land; a beneficial fiscal impact. In general, residential uses place a greater burden on community services which is typically not offset by the tax revenue these uses generate.

Transportation

Traffic congestion is a growing concern for residents of the Town. Although pass-thru traffic constitutes some of the concern, the overriding problem is development in the Town itself. Development increases the number of conflicts (curb cuts, intersections) along arterial and collector roads that result in congestion. Another important issue of concern is pedestrian movement. The Town's focus on transportation is primarily vehicle oriented. This is a common issue in most suburban communities, resulting in increased traffic, noise, air pollution, and water pollution. There is also a large amount of truck traffic in the Exit 16 area, with a large truck stop and various warehouses in the vicinity. The following provides some Town wide solutions to reduce the impacts of travel.

- Conduct corridor studies for Route 50, Route 9, and support key concepts from the Exit 16/Ballard Road Linkage Study. A corridor study addresses the road and adjacent land uses along a given corridor to provide solutions for traffic congestion, pedestrian access, aesthetics (streetscape), public transportation, economic development and related land use issues. Details of this recommendation include the following:
 - ❖ Prepare an access management plan for each corridor. The plan should include the evaluation of existing access and related problems and the

- development of specific solutions to provide shared access, shared parking, new access roads, and possibly parallel service roads. This analysis will require parcel level planning.
- ❖ Prepare a streetscape beautification plan, including traffic calming techniques, for each corridor. The plan will identify the character of the area through discussions with residents and businesses and will provide design guidelines for façade treatments, lighting, signage, landscaping, street furniture, and other amenities that will make the corridor a desirable place to visit and patronize.
 - ❖ Provide a continuous sidewalk system, where practical and necessary, in the developed portions of the Town.
 - ❖ Ensure a natural progression from intensively developed commercial areas to medium density mixed-use areas to low density residential areas. These areas should be buffered from incompatible land uses such as light industry.
 - ❖ Provide pedestrian linkages, as safe and appropriate, to integrate the corridor with adjoining neighborhoods. These linkages will complement the streetscape beautification plan and provision of sidewalks. Continue discussions with the Capital District Transportation Authority (CDTA) and NYS DOT on the potential for extended bus service and, if applicable, to determine the appropriate locations for an Exit 16 park and ride, bus stops, shelters and other amenities that will promote ridership.
- Consider setback and access management requirements for the Town’s collector roads. The purpose of these requirements will be to preserve the integrity of the collector and its primary function of safely and efficiently accommodating traffic. The following actions should be considered:
 - ❖ Require common access drives for minor residential subdivisions. Subdivision regulations should be amended to require a flag lot subdivision for up to four lots (minor subdivision). A single access drive would serve all four lots. Sufficient right-of-way (ROW) should also be required along the access road corridor so as to allow the drive to be widened to serve as a Town road, should the interior of the subject parcel be developed.
 - ❖ Consider appropriate locations for Post Office cluster mailboxes during subdivision review.
 - ❖ Encourage all lots in future major subdivisions to front onto internal road systems. If, as a result of the layout, side or back yards are adjacent to existing roads, the home should be set back a minimum of 100 feet from the existing road ROW. This will provide ample land area to account for potential future road improvements (e.g., upgrade from a rural road to a collector) and future trail development. Depending on the size of the development, a new internal collector road should be considered and the same standards applied to it as for existing collector roads.

- ❖ Require the dedication of lands for ROW where future road widening is anticipated.
- ❖ Develop trails and sidewalks in accordance with the Open Space, Recreation and Pathways Plan and provide sufficient ROW.
- Review existing zoning and subdivision regulations related to roadway access and amend to reflect access management best practices.
- Link neighborhoods via subdivision road systems when possible, without encouraging through traffic. This will relieve some of the traffic volume on the collector roads. Many subdivisions have stub roads that are intended to link with future development off site. These stubs should be incorporated into project plans for future development and should be clearly disclosed to buyers. Such linkages may serve as collector roads. If so, development of frontage along these roads should be limited.
- Review, update and implement the Open Space, Recreation and Pathways Plan. Coordinate implementation of trail projects with State, County, and local improvement projects.
- Maintain and improve function of the roadway system:
 - ❖ Limit both the number and location of driveways and other access.
 - ❖ Review frontage requirements.
 - ❖ Improve the aesthetics of road frontage where feasible through techniques such as limiting clearing and considering plantings.
 - ❖ Review safety, capacity, repair, and geometry issues on rural roadways before taking action.
 - ❖ Wildlife concerns should be incorporated into planning and design of new roads.
- Include traffic calming techniques, where appropriate, as part of proposed projects. These techniques, which have been proven to lower speeds, could include but are not limited to sidewalks, landscaped medians and trees.
- Encourage land uses that promote pedestrian scale, allowing residents to make some trips on foot or by bicycle instead of by car, thereby reducing traffic volume.

Potential Adverse & Beneficial Impacts of Recommendations

The measures identified to address traffic in the Town can be considered beneficial impacts or mitigation techniques for the current traffic impact. In most cases, the implications of the recommendations are beneficial to businesses, residents, and the general health, safety and welfare of the community. Opportunities to improve traffic flow along major corridors and increase pedestrian movement and safety should have a beneficial impact on businesses and provide additional opportunity for increased economic development that may not be achievable under current development patterns.

Similar to the impacts identified for the growth management tools, the corridor studies and other roadway improvements will cost the Town money to both study and implement, which may have a short term fiscal impact. Funding is available from the State for corridor studies and improvements, but often require matching funds. In the long run, the economic benefits of improving the streetscape and addressing pedestrian and vehicular movement may benefit the Town through increased property value and sales tax.

Resource Conservation

Natural Resources

As noted in the Inventory and Analysis (Appendix B), the Town contains important environmental resources including the Wilton Wildlife Preserve & Park (WWPP), numerous stream corridors, some with steep ravines; wetlands; threatened and endangered species; and significant views. Additionally, some agricultural resources remain.

The following recommendations address several of the available methods of conserving the community's natural resources and limiting environmental impacts.

- Require all projects to comply with the NYSDEC State Pollutant Discharge Elimination System (SPDES) permit requirements. This should include the provision of a stormwater management plan and pollution prevention plan.
- Require all projects proposed within the WWPP to be subject to the requirements of a conservation overlay district and expand the use of overlay districts to other areas of Town that warrant specific protection.
- Preserve stream corridors and associated wetlands to maintain and improve water quality and habitat and to preserve natural buffers between incompatible land uses through the continued implementation and update the Timber, Soil and Stream Regulations as necessary, in accordance with NYS DEC guidelines and Best Management Practices. Consideration should be given to the quality of the stream corridor, steepness of slopes, erodibility, habitat, and other factors to determine appropriate setbacks. Other streams may warrant such protection to preserve existing quality or to re-establish lost functions and values.
- Recognize that wetlands, whether regulated or unregulated, are important ecological resources and shall be protected to the greatest extent practicable. All wetlands shall be treated as development constraints during site plan review and shall be identified as such in the Development Guidelines proposed to be created in conjunction with the Conservation Subdivision/Development process.

- Require project sponsors to limit wetland and stream impacts to less significant portions of the resource and avoid fragmentation (splitting wetland into parts, isolating the parts through impervious areas and other barriers). This is consistent with the requirements of federal and State regulations to avoid and minimize impacts.
- Increase local coordination with agencies responsible for the protection of natural resources, including the NYS Department of Environmental Conservation, the U.S. Army Corps of Engineers and the US Fish & Wildlife Service.
- Coordinate with the NYSDEC to avoid or mitigate effects to the Karner blue butterfly, Blanding's turtle and frosted elfin habitats and their buffers.
- Give strong consideration to habitat value for all new development and opportunities to reclaim habitat in developed areas. All projects should provide open space that is interconnected within and outside of the project boundaries. To maintain a healthy environment, wildlife should be able to pass unencumbered from habitat to habitat. Stream corridors provide excellent opportunities to provide linkages.
- Size culverts for road crossings of stream and wetland corridors to allow wildlife passage, as practical. The same consideration should be given whenever existing culverts require replacement. In general, the culvert should support natural streambed and banks. If the existing streambed is gravel, then the gravel bottom should be carried through the culvert. If the stream is silt and it is necessary to protect the culvert from erosion, then washed stone/gravel should be used for the bed and banks. Riprap should not be used since it is unnatural and tends to create barriers to some species.

Historical/Cultural

- The Wilton Heritage Society and the Town Historian could be a resource to advise the Town Board and Planning Board regarding proposals that may impact historic sites or resources both those on the National Historic Register and those of local significance.
- Create an incentive program to encourage owners of historic structures and sites to maintain/improve their properties.
- Continue to engage a conservation review approach for site planning that would allow the Planning Board to proactively work with developers to identify constrained and buildable portions of a project site.
- Develop a master inventory and map of existing site specific archeological and cultural surveys and resources.

Alternative/Renewable Energy

With the growing community and increasing demands put on natural resources, alternative and renewable energy sources should be explored and encouraged in the Town. The Capital Region Sustainability Plan (2012) explains that 88 percent of all emissions for the Capital Region are greenhouse gas (GHG) emissions from energy, both stationary and mobile sources. Stationary sources include the residential, commercial and industrial sectors with residential energy consumption being the largest source of GHG emissions at 24%. Transportation emissions are also a large source of emissions (36% of the Capital Region's total emissions and 44% of the region's energy emissions). Striving for a sustainable future, the following actions are recommended:

- Explore and encourage sustainable alternatives to fossil fuels such as solar photovoltaic (PV), solar thermal hot water, wind energy, and geothermal heating and cooling.
- Consider Best Practices in energy consumption such as green leases and smart grids. Green leases coordinate the financial and energy needs of building owners and tenants to work together to conserve resources, operate buildings efficiently and save money. Smart grids are a class of technology used to modernize utility electricity delivery systems bringing many benefits to utilities and consumers. Large improvements can be realized in energy efficiency on the electricity grid and in homes and offices.
- Promote and provide facilities for bicycling, walking, and other non-motorized means of transportation as non-polluting and energy conserving forms of transportation, recreation and physical fitness.
- Consider establishing a framework for future community efforts, sustainability initiatives, investments, policy decisions and management within the Town.
- Look into updating the zoning ordinance to allow and provide guidance for construction and use of alternative energy sources.
- Become a NYS Climate Smart Community, which is a community engaged in reducing greenhouse gas emissions and improving climate resilience.
- Partner with NYSERDA and utility companies in the region to participate in energy efficiency incentive programs.

Potential Adverse & Beneficial Impacts of Recommendations

The provisions outlined in this section will benefit ecological communities if properly implemented. Many of the provisions simply strengthen existing regulations and encourage cooperation between federal, State and local agencies.

Benefits to the environment also benefit Town residents. Healthy, diverse natural systems make our environment healthy. Natural systems are important in the production of oxygen, recycling of nutrients, purification of air, cleansing of groundwater and surface water, and the reduction of nuisance species. As an example, wetlands that are periodically or permanently flooded provide breeding grounds for mosquitoes. Yet the same healthy, diverse wetland system also harbors many species of birds, mammals, and insects that feed on mosquitoes and their larvae.

Cultural resources will benefit from increased awareness and concern for historic structures in the Town. Additionally, incentives to repair and maintain historic structures will likely lead to further preservation of the Town's history.

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B. Planning Areas

Planning Area 1-Parkhurst Road

Existing Conditions

This planning area, located in the northwest portion of Town, is generally bounded on the west by the Greenfield Town Boundary, on the south by the property line extending from Worth Road, on the east by Route 9 and Mt. McGregor Road, and on the north by the Town of Corinth (Figure III-1).

Route 9 serves as the principal north-south artery for this area, comprised of a mix of restaurants, light industrial uses, and single-family residences. Route 9 is roughly paralleled by Parkhurst Road to the west and east. This road still retains much of its original natural character, including farmhouses from the 18th and 19th centuries. In addition, a wide range of more recent housing types, from mobile homes to large contemporaries, and from raised ranches to massive steel buildings, have also been constructed in this area.

Terrain varies from rolling to mountainous. Other significant natural features in this area include several deer wintering areas, and the gorge associated with the Snook Kill which bisects the McGregor Fault. Adirondack plants are present in this unique ecosystem. The combination of natural constraints and limited sewer and water service (with the exception of Route 9) has resulted in limited development pressure compared to other areas in the Town.

Two county roads serve as Wilton's gateway from our neighbors to the west, Wilton-Greenfield Road (Gailor Road east of Route 9) from Greenfield and Corinth Mountain Road (Ballard Road east of Route 9) from Corinth. Corinth Mountain Road is also noteworthy for having a high accident rate in town, principally due to drivers regularly exceeding the speed limit on this steep, winding roadway despite numerous warning signs and lights.

The remnants of the hamlet of Wilton, discussed further in Planning Area 3, can be found just outside the northeast corner of this Planning Area. The bulk of the former Mount McGregor Correctional Facility is immediately to the north in the Towns of Moreau and Corinth, although there are several outbuildings on the entrance road located in Wilton. The New York State Department of Corrections owns 170 acres along the entrance road in Wilton, as well as an additional 62 acres on the southwest side of Corinth Mountain Road.

Civic buildings within this Planning Area include a church located on Route 9. The Orra Phelps Nature Preserve is an 18-acre parcel of open space on Parkhurst Road.

Plan Recommendations

The Parkhurst Road area is and should continue to remain rural due the physical constraints that contribute to its natural beauty. Lot sizes in this area are currently 2 to 5 acres. The Town should consider the following options to protect the natural character and the resources in this area:

- Continue to maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Other methods to preserve the natural character and natural resources should be utilized through the existing conservation subdivision regulations. Development should be managed with land conservation measures, such as term easements and purchase of development rights.
- Utilize a conservation overlay district to protect important features identified by the Town such as deer wintering areas, steep slopes and stream systems from the impacts of development.
- Support subdivision and design standards which address clearing limits, screening requirements, and setback requirements to maintain the rural feel of low density neighborhoods.
- Review and revise, as necessary, the Timber, Soil and Stream regulations to ensure proper erosion and sediment control as well as protection of steep slopes and scenic views.

The road system in this neighborhood should be carefully considered when reviewing potential development. Narrow roads with limited capacity contribute to the natural character but if pressured with too many vehicles will result in safety issues. Widening or repairing these roadways will increase capacity but may increase development pressure. The key is to provide a balance between safety considerations and the rural atmosphere.

Corinth Mountain Road is one example where safety issues have become an overriding concern due to the steep, winding nature of this roadway and high traffic volumes. The Town should request that this road should be taken into the county highway system connecting Ballard Road (County Road 33) with County Road 34 in the Town of Corinth.

In addition to traffic mobility, consideration should be given to non-vehicular mobility by creating trail connections to other open space/trails in the Town. Route 9 isolates this Planning Area. Therefore, several locations should be identified to provide safe crossings, including the hamlet area.

Potential Adverse & Beneficial Impacts of Recommendations

The recommendations of this section will help to preserve important environmental features within this Planning Area and to maintain the natural character and scenic views.

Planning Area 2-Jones/Northern Pines

Existing Conditions

This centrally located area is also the most intensely developed area in the Town. The Planning Area boundaries are roughly Route 9 to the west; the City of Saratoga Springs to the south; I-87 to the east, and Ballard Road on the north (Figure III-1). As a result of the many subdivisions, a high percentage of the Town's population resides in this area. As the name implies, the primary transportation routes in this neighborhood are Jones Road, Northern Pines Road and the southern portion of Route 9. This area has been extensively developed and is characterized predominantly by single-family residential subdivisions. Other uses include mobile home communities, multi-family housing developments, the Dorothy Nolan Elementary School, the McGregor Golf Course, Gavin Park, and a few agricultural operations. Uses along the Route 9 corridor are predominantly commercial, including various small to moderately sized retail, restaurant, professional office operations as well as the Saratoga Springs Middle School. The Route 9 corridor is transitioning from a residential to commercial area.

The terrain consists primarily of a slightly rolling sandy plain. A significant portion of the Snook Kill stream system is contained in this area, as well as the northern portion of Loughberry Lake, and the stream system that feeds it.

Plan Recommendations

It is envisioned that this Planning Area will continue as the most intensely developed area in Town due to its central location and the availability of sewer and water. Residential development in this neighborhood should continue at densities similar to existing subdivisions that are outside of the hamlet area. There are a limited number of large, undeveloped parcels in this area; therefore emphasis should be placed on providing both existing and new development with adequate services (roads, utilities, recreation, schools). The town should focus on maintaining the quality and desirability of existing neighborhoods and business areas.

Support should continue for the mixed use neighborhood known as the Maple Avenue Hamlet at the Northern Pines/Route 9 intersection as means of providing a focus and identity to this area of Town where many people reside.

The hamlet area is intended as a place to focus higher density and encourage pedestrian-oriented development. The extension of utilities into this area to realize these goals would be appropriate. To accomplish this goal, a hamlet master plan should be completed for this area to address the following:

- Support and clarify, as necessary, redevelopment and architectural guidelines to encourage land use compliance and attractive designs.
- Encourage traffic calming techniques such as sidewalks, landscaped medians, trees and other landscaping to provide a safe streetscape for pedestrian movement throughout the hamlet.
- Provide an attractive streetscape that includes sidewalks, landscaping and period lighting that is inviting to pedestrians.
- Provisions for the safe movement of pedestrians across Northern Pines Road.
- Encourage commercial buildings built out to the sidewalk to create a continuous pedestrian environment with parking to the rear or interior of the site. The incorporation of green space is important; however, the emphasis should be on quality and the relationship to the pedestrian environment.
- Encourage uses and structures that combine ground floor retail with second floor residential or small office/service uses.
- Implement access management techniques including the use of shared driveways, and shared parking.
- Establish public/private partnerships to facilitate project review, development and scale.

Review and implementation of the Open Space, Recreation and Pathways Plan should evaluate linkages between new and existing neighborhoods through a series of pathways. Consideration should be given to linking new and existing subdivisions to each other as well as to destinations such as recreation facilities and business areas. The potential for new parklands should also be studied and included as part of this plan.

The stream systems in this area should continue to be afforded protection through the Timber, Soil and Stream Regulations (Stream Resource Management District) and/or the Open Space, Recreation and Pathways Plan. The Snook Kill and its tributaries as well as Loughberry Lake are high quality water resources. Additionally, there are wetlands and hydric soils associated with many of these streams. The protection of important stream corridors will protect not only the quality of the streams themselves but can provide wildlife critical “highways” between larger habitats. In some cases these areas may also serve as open space links for residents.

Transportation/Mobility Planning

Roadway function and traffic movement in the entire neighborhood are critical. Consideration should be given to the potential of an Exit 15A in the area of Jones Road. At a minimum, this new entrance should be designed to allow southbound traffic on to the Northway. The neighborhood surrounding the potential Exit 15A should remain residential. An additional entrance would reduce pressure on Exit 15 and roadways to the south of potential Exit 15A and be more convenient for residents in the central part of Town. It is the intent of the Town to maintain this potential entrance for continued residential use.

In addition to the above, a review of the entire Route 9 Corridor should be considered. The land use changes identified above as well as a potential new interchange will impact traffic patterns. Route 9 could be addressed through a Corridor Study, which would evaluate land use, zoning, site design elements and roadway function (traffic congestion, access management, shared driveways and parking) and appearance.

The connection of subdivisions to one another and to destinations such as parks, businesses etc. is an important part of the mobility planning for this area. The Open Space, Recreation and Pathways Plan discussed above should effectively be utilized to accomplish this goal. Additionally, the Town should work with CDTA to potentially extend transit service throughout the community including the hamlet area and Jones Road to Gavin Park.

Potential Adverse & Beneficial Impacts of Recommendations

This portion of Town has access to water and sewer in many locations. It is reasonable to assume that development within this area could continue under current densities and land use patterns. The focus of the land use recommendations is to adjust growth patterns to provide a more pedestrian friendly environment, reduce the dependence on motor vehicles through pedestrian linkages, strengthen neighborhoods both in character and quality, and to provide for a variety of housing opportunities.

Since this planning area contains the majority of the Town's population, it is important for the plan to recognize the current issues and devise the methods and means to maintain a high level of service and quality of life. This is an essential tool to curb the pressure for sprawl development. If families are provided with quality neighborhoods that are well maintained and protected from land use conflicts and other impacts, then they are more likely to remain in those neighborhoods. Otherwise, the primary amenity to be sought is open space and people will continue to move towards and into rural areas. Open space, recreation, and pedestrian mobility are key amenities that are addressed in this plan. Efforts to reduce sprawl can have very significant beneficial environmental impacts.

Planning Area 3 -Wilton-Gansevoort Road

Existing Conditions

This Planning Area is bounded to the north by the Town of Moreau, to the east by I-87 and the Snook Kill, to the south by Ballard Road, and to the west by the foot of the Palmerton Range (Figure III-1).

The Wilton Hamlet in the southwest corner of the area was the historic beginning of the Town also once known as “Palmertown.” Several historic structures still exist in the Wilton Hamlet near the intersection of Route 9, Ballard Road and Corinth Mountain Road. The scale and functionality of the hamlet was adversely impacted by the construction of Route 9 and Ballard Road.

This area is predominantly zoned for 2 acre minimum lot size and includes single family residential housing along Blanchard Road, Washburn Road and Wilton Gansevoort Road. The existing Wilton hamlet area is comprised of mixed use buildings. Large lots dominate this area with some agricultural activity taking place. A private waste transfer station, Hiram Hollow, is on Washburn Road.

This area in general has severe soil limitations due to wetness and poor filtering. The Little Snook Kill and its tributaries wind through this area converging with the Snook Kill in a designated wetland area. Steep slopes exist along the banks of the Snook Kill.

Plan Recommendations

The remnants of the historic hamlet of Wilton are located in Planning Area 3. This hamlet provides the opportunity for the development and redevelopment of hamlet style land uses at this location roughly defined by Route 9, Parkhurst Road, and Ballard Road. To protect these historic resources and encourage sound land use decisions, consideration could be given to creating a new “Hamlet District”. Specifics regarding this area can be determined through the preparation of a hamlet master plan for this area. The development of this concept is predicated on the extension of sewer and water infrastructure into this area. Goals for the hamlet include:

- Create a neighborhood center (hamlet) that would encourage redevelopment and infill and allow mixed uses such as small scale retail combined with housing and neighborhood service oriented businesses.
- Protect and enhance existing historic structures and resources.
- Create a pedestrian friendly environment to include sidewalks, attractive streetscapes, quality landscaping, adequate parking and non-motorized connections to adjacent land uses.
- Develop design guidelines to encourage/require architectural consistency.

With the exception of Ballard Road, land use in this area is generally rural residential and includes several parcels in agricultural use and a number of undeveloped parcels. Based on physical constraints and the lack of services in this area (with the exception of the hamlet and surrounding area), the area should remain rural for the foreseeable future. In order to maintain the rural land use component, the following should be considered:

- Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Other recommendations to preserve the natural character and natural resources should be identified in the residential development guidelines. Consideration could be given to increasing the minimum lot size to reduce density; however, it should also be recognized that this type of zoning does not typically preserve natural character and may actually promote sprawl development if not combined with other land conservation measures, such as term easements and purchase of development rights.
- Protect residential land uses from the existing commercial use on Wilton-Gansevoort Road and the commercial/industrial land uses identified in Area 7. These protections should include but not be limited to setback and screening requirements, limits on hours of operation, and access control.
- Continue to implement appropriate buffers between the private waste transfer facility and adjacent residentially zoned land.
- Maintain and improve function of the roadway system:
 - ❖ Limit the number and location of driveways and other access,
 - ❖ Review frontage requirements,
 - ❖ Address clearing and vegetation adjacent to the roadway,
 - ❖ Carefully review safety, capacity, repair, and geometry issues on rural roadways before taking action.

In order to promote appropriate scale and design, the following changes are proposed for land use surrounding the Route 9/Wilton Gansevoort Road intersection:

- Rezone the existing H-1 Hamlet area to a new H-2 Hamlet area. This H-2 area would differ from H-1 by encouraging slightly less dense and smaller scale development than that of the H-1 area to complement the character of the adjacent R-2 Residential areas.

Potential Adverse & Beneficial Impacts of Recommendations

Recommendations for a Wilton hamlet would increase the intensity of development within a relatively small area but would do so in a manner that would improve traffic patterns and provide for a pedestrian-scale environment. Hamlets have historically served as focal points for growth while rural areas have historically been primarily farm lands and forest. The hamlet can be used today

as a community focal point, providing diverse housing opportunities and economic development and relieving pressure on rural areas for development. It could become an important component of the existing Open Space, Recreation and Pathways Plan since it could serve as a receiving zone for the transfer of development rights.

The remaining recommendations focus on controlling density and design to maintain rural and historic character and conserve natural resources.

Planning Area 4 - Dimmick Road

Existing Conditions

This Planning Area is bounded by the Northway to the west, the Town of Moreau to the north, the Town of Northumberland to the east, and Ballard Road to the south (Figure III-1).

Rural residences, interspersed by agricultural lands, dominate the area primarily along its principal roads. The only Agricultural District in Wilton is located in the northeast corner of this Planning Area. Other agricultural lands not included in this district are located in the southern portion of this area. Suburban style subdivisions are virtually non-existent. Commercial enterprises are scattered throughout the area. There is a mobile home park on Ballard Road and a campground off Gurn Spring Road.

Dimmick Road is the main north-south roadway in this area, with Ballard Road and Wilton-Gansevoort Road comprising the main east-west roads. Gurn Spring Road has been impacted by increased traffic in recent years, providing a link between Gansevoort and Exit 16.

The northern half of this area possesses some high-quality scenic resources, including the Snook Kill valley and the approach to Palmer Ridge. Soils in this area tend to be more clay-laden than the sandy areas of the Town to the south.

There are no public water or sewer facilities in this area. Additionally there are no civic buildings in this area.

Plan Recommendations

Dimmick Road is a rural area containing a number of important physical features and resources described above. In order to protect these resources the area should remain rural. Development that occurs should be implemented in concert with the goal of protecting and enhancing these resources.

Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Other

recommendations to preserve the natural character and natural resources should be identified in the residential development guidelines. Consideration could be given to increasing the minimum lot size to reduce density; however, it should also be recognized that this type of zoning does not typically preserve natural character and may actually promote sprawl development if not combined with other land conservation measures, such as term easements and purchase of development rights.

High-quality scenic resources in this Planning Area should be identified and protected. This will assist in protecting both the scenic and natural character of the area. Proposed development should be evaluated as it relates to views to and from these areas. The identified scenic resources should be afforded the same protection as the other resources discussed above.

Another important method of protecting the rural atmosphere of an area is to limit the location and spacing of access and the type and scale of development that can be seen from the roadway. Increasing lot frontage requirements, requiring vegetative screening or identifying “no-cut areas” are all techniques that can be implemented to protect the rural feel of a roadway. Additionally potential improvements to these roadways should be evaluated with the goals of safety, capacity and desired land use in mind.

This area, with its stream systems and wetland areas provides a number of important wildlife corridors linking to other habitat areas. The Town wide Open Space, Recreation and Pathways Plan should continue to be supported as a means to maintain and protect these areas.

Farming operations should be preserved and supported in this area. Protecting remaining farming operations as discussed in the Town wide recommendations section is important, not only to farmers trying to make a living, but as a critical component of protecting the rural atmosphere in this planning area. The implementation of incentives, protections and tax breaks should be considered for both existing and potential agricultural operations.

Potential Adverse & Beneficial Impacts of Recommendations

This Planning Area is rural in character and contains agricultural lands and important views. The Plan recommendations recognize the importance of these resources and offer tools to ensure they are identified and evaluated appropriately during plan development and site plan review. These recommendations will benefit the natural environment and character of the area.

Planning Area 5 – Edie Road

Existing Conditions

This planning area includes the area bounded by I-87 to the west, Ballard Road on the north, the Town of Northumberland on the east and Louden Road and the City of Saratoga Springs on the south (Figure III-1).

The terrain generally consists of sand plain with numerous wetlands and vernal pools. Miller Swamp, Bog Meadow Brook and Deegan Brook are the most notable surface water features. Kendrick Hill located on the northeast corner of Ruggles and Louden Road is the second highest landform in the Town.

This area is largely undeveloped, with housing generally consisting of single residential lots along existing roadways. There are eight existing subdivisions (a ninth under construction as of this writing) and two mobile home parks. A small commercial and industrial area on Edie Road hosts Bakemark, and a portion of the Route 50 corridor has commercial and industrial businesses. Another commercial site exists on Ballard Road. Water and sewer service does not extend to this area. Most residents rely on wells, and private septic systems. State and County owned lands are also present in this area.

Approximately 2,400 acres of protected lands and 15 miles of trails comprise the Wilton Wildlife Preserve & Park (WWPP). The WWPP along with the Town of Wilton, New York State, Saratoga County, and The Nature Conservancy all own the protected lands of the Preserve & Park. Numerous areas of important flora and fauna native to the Saratoga Sand Plains exist in this area. The federally and State protected Karner blue butterfly and frosted elfin inhabit the area as well as the State protected Blanding's turtle and several Species of Special Concern including the eastern hognose snake and spadefoot toad. Deer yards are prevalent in the Miller Swamp area and east of the Kendrick Hill area. Some agricultural use is seen on active farms, and several parcels are being used as hay fields and wood lots.

Plan Recommendations

Due to its location and sandy soils, this area has and will continue to feel development pressure. Zoning should be adjusted to protect the WWPP and its resources. This protection can be provided in several ways that warrants consideration:

- Create a conservation overlay district which protects critical resources both in and out of the WWPP. Resources should be protected through avoidance of critical habitats and resources, adequate buffers and effective mitigation. Requirements such as cluster, landscaping guidelines, conservation

subdivisions or simple resource avoidance can be included in the overlay requirements.

- Maintain the natural character of this area by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. Other recommendations to preserve the natural character and natural resources should be identified in the residential development guidelines. It may also be desirable to allow for larger lot sizes as an alternative to the quality open space provision to reduce density. This alternative should be carefully monitored. Implement incentive zoning to provide a potential opportunity to protect open space or critical resources through the land development process. The Town would need to establish both the type and magnitude of community benefits and the type and magnitude of the potential incentives to be offered in exchange.
- Continue compliance with NYSDEC and other state and federal standards, regulations and requirements for any projects that occur within the WWPP to ensure protection of critical habitats and resources.
- Support the Open Space, Recreation and Pathways Plan in connecting areas within the WWPP.

The WWPP presents a unique opportunity to develop a trail system that connects not only to areas within this area but also to other destinations in the Town. Connections should be made between the various publicly and privately owned and controlled lands, in partnership with NYS DEC.

The variety of land uses and zoning districts along Route 50 can present challenges. Zoning and land use needs to be reviewed in light of existing and anticipated trends as they relate to the goals of this area. To properly address these land use conflicts, simplify land use issues and provide more consistency, the consolidation of some zoning districts may be necessary. The Corridor Study discussed below would assist in the identification of the appropriate zoning for this area.

Transportation/Mobility Planning

Land uses and traffic patterns on Route 50 can result in a number of challenges in this area. In order to address these conflicts, a Corridor Study should be completed extending from Exit 15 (Planning Area 6) east to the Town boundary. The following issues should be addressed in the Corridor Study:

- Review commercial zoning on the Route 50 corridor to determine if it is appropriate (both intensity of uses and boundaries). Emphasis should be placed on the intersections at Route 50/Old Gick/Ingersoll Road and Route 50/Edie Road.

- Encourage access management techniques such as shared driveways, limited access, and service roads.
- Review Jones Road, Ingersoll Road, Old Gick Road, and Route 50 intersection for design, function, capacity and land use, and coordinate with NYSDOT.
- Develop standards that may require the use of buffers between various development types to include vegetation, topography, and setbacks.
- Create and update landscaping and site plan requirements to ensure attractive development that presents a uniform theme.
- Consider the potential for Exit 15A at Jones Road.
- Examine the feasibility of a roundabout or other appropriate traffic calming measures to handle traffic flow.
- Implement adequate and consistent signage in this area.

Collector roads such as Edie Road, Ingersoll Road and Ruggles Road should be protected from multiple curb cuts. Driveways should be shared whenever possible. Entrances to subdivisions should be carefully located so as not to impact the function of the roadway and to include attractive landscaping and signage.

Potential Adverse & Beneficial Impacts of Recommendations

Recommendations focusing on the WWPP will benefit the ecology and significant habitat of this area. The recommendation to develop trails offers opportunities for recreation and education. Development of the trails may result in site specific impacts that will require evaluation during development of layout alternatives and plans.

The Route 50 corridor study will help to identify the appropriate uses along this roadway. The potential for a new exit 15A at Jones Road may also present some impacts to this planning area that cannot be identified at this time.

Planning Area 6 – Exit 15

Existing Conditions

This Planning Area is bounded on the west by the Northway, on the north by the CP Rail railroad tracks, on the east by Route 50 and state and county forest lands, and on the south by Loudon Road and the City of Saratoga Springs (Figure III-1).

Historically, this area was farmland on the outskirts of the City of Saratoga Springs. Some farmland still exists, primarily along the railroad tracks. Following the construction of the Northway, the area around Exit 15 has experienced strong development pressure. Within easy access of both Saratoga and Warren Counties, successive waves of retail development have occurred. The existing

Exit 15 commercial area exhibits a pattern of automobile oriented commercial development that is typical across America, with its mall, fast-food franchises, and big box stores. This area does provide a substantial tax base for both the Town and the Saratoga Springs School District. Transit access is provided to this area by CDTA.

Old Gick Road contains homes of varying style and age including a large townhouse development and a large mobile home park off Old Gick Road. State and County forest lands provide a buffer between the mall and the single-family houses beyond.

Civic uses are limited to a church on Perry Road and a “Veterans Park”. Saratoga Hospital runs Wilton Medical Arts which includes urgent care, the Pain Management Center, Saratoga Family Physicians, Saratoga Surgery Center, the Saratoga Center for Endocrinology and Diabetes and the Women’s Imaging Center all located on Route 50. Sewer service is provided by Saratoga Sewer district #1, and public water is provided.

Plan Recommendations

When considering the future of this area, a plan should be developed that addresses the complexities and challenges of this area to establish more sustainable development and a balance between the pedestrian and vehicular environments. The area is currently commercially viable with large, regional commercial facilities. Development, infill, and redevelopment may all come into play over a period of time. Planning for this area should begin now, setting the stage for future opportunities.

Recommendations for this area are as follows:

- Prepare a strategic master plan for future development of the Exit 15 area. This plan should include goals and objectives and recommendations or “guiding principles” for future master plans dealing with specific areas. Some important components could include mixed development, pedestrian improvements, shared access and parking, and infill development. The strategic plan should also establish an action plan that would include specific studies and initiatives.
- Conduct a Corridor Study for Route 50 that addresses function, character and viability (as detailed in Planning Area 5).
- Continue to focus commercial growth in this area to take advantage of its location and services. This will help to protect other areas from inappropriate development and continue to support the tax base.
- Consider adopting architectural and development standards or guidelines and reconsider the types of uses for this area to eliminate the future development of undesirable uses.

- Stress quality in addition to quantity of green space and reduce the required size of parking areas for some functions.
- Work toward developing safer pedestrian improvements and facilities, as appropriate, such as a crosswalk on Route 50 closer to exit 15 and connections to existing and future trail systems.
- Encourage mixed uses, particularly for infill development.
- Consider preparing a master plan for mixed-use development in the area of Old Gick and Perry Roads.
- Evaluate existing signage regulations within the zoning ordinance and work with potential developers to allow for proper signage design and placement.

Transportation/Mobility Planning

Access management is critical to the success of this area. The following actions are recommended to address mobility issues:

- Complete the Route 50 Corridor Study discussed in Planning Area 5.
- Provide shared entrances and access roads to improve access and traffic movement on Route 50.
- Continue to work with CDTA to provide transit access to this area.
- Examine ways to alleviate traffic impacts
 - ❖ Consider creating connector roads with pedestrian accommodations as development occurs. Locations could include Lowes Drive /Old Gick Road and Perry/Jones Roads.
 - ❖ Deter through traffic to reduce impacts on neighborhoods.
 - ❖ Explore the feasibility of connector roads to reduce congestion, especially as new developments are proposed.

Potential Adverse & Beneficial Impacts of Recommendations

This portion of Town is recognized for its potential to develop with business uses, taking advantage of the growth potential and success of this area. However, it is also recognized that the current pattern of growth cannot continue without significant impact to the character of the Town. The plan recommendations will benefit the area by providing more in-depth information on the Route 50 corridor and how to accommodate future development as well as to facilitate access and circulation within and adjacent to existing development. Future land use recommendations are also anticipated and will require further SEQRA evaluation at that time.

Planning Area 7 -Exit 16 - Ballard Road Corridor

Existing Conditions

This planning area consists generally of the parcels along Ballard Road between Northern Pines Road and the commercially zoned parcels just east of the Northway. It contains the Exit 16 Northway interchange, the I-1 industrial zone along North Road, and the northernmost leg of Traver Road between Town Hall and Ballard Road (Figure III-1).

The uses in this area are predominantly commercial, but there are governmental and residential uses as well. The major uses in this area are warehouses, gas stations, the truck stop, small retail, a mobile home park, and several single-family residences. Civic uses include Town Hall, State Police barracks, Camp Wilton, and the Ballard Road Firehouse. The warehouses, which are in excess of one million square feet combined, and truck stop draw significant truck traffic along Ballard Road (County Road 33), and the Exit 16 overpass. Additionally, the Exit 16 truck stop is a key stop between Canada and Albany and experiences significant international truck traffic. The challenge in this area is enhancing the transportation system to support existing and allow growth of these uses in a managed. The section of Ballard Road west of the Northway is served by public water and sewer.

Much of the terrain along the Ballard Road corridor is rolling with sandy soils. However, steep slopes and wet soils are associated with the Snook Kill. Soils north of Ballard Road are variable.

Plan Recommendations

This area includes a diversity of uses and will continue as such. This area has been identified by the Town for its economic growth potential and the focus will be on mixed use development and light industrial/commercial uses while protecting the surrounding residential and rural development patterns. Strip development is not part of the plan for Ballard Road. Key aspects of the existing Wilton Exit 16 Linkage Study should be supported, implemented, and evaluated:

- Review the various land uses and zoning districts in this corridor to identify land use conflicts and potential future opportunities/changes in land use. This could include developing standards to ensure attractive development and adequate buffers between various land uses.
Encourage access management techniques such as shared driveways, limited access, and service roads should be implemented along Ballard Road to allow traffic to flow efficiently through the area and protect roadways in the Planning Area.
- Explore the need for a Town park.

- Explore options for the development of a formal “Park & Ride” off of Exit 16, in the event that the existing park and ride lot is developed.
- Implement transportation improvements such as upgrades to the Exit 16 interchange and construction of a new bridge, the need for turn lanes at various locations, alleviating capacity issues and the need for roundabouts.
- Improve pedestrian facilities by installing ADA compliant crossings, creating new sidewalks and multi-use trails and connecting to existing trail systems

Any planning for this corridor must be done in light of the potential for improvements/redesign of the Exit 16 Bridge over I-87. The Town should work with the NYSDOT in regards to any future design in order to ensure it reflects recommendations from the Exit 16 Linkage Study.

Intensity of uses should be carefully considered, along with site design (layout, lighting, landscaping, hours of operation, scale, setbacks) that protects the adjacent uses. An overlay district should be considered that would protect the WWPP as well as other sensitive areas town-wide.

Aspects of the Open Space, Recreation and Pathways plan relating to this planning area should be implemented. This includes promoting existing trails and trail development, especially between open space areas, residential areas, points of interest, service providers and commercial areas.

Potential Adverse & Beneficial Impacts of Recommendations

The plan recommendations call for additional study of the Ballard Road corridor to identify appropriate land uses for these areas and to adopt measures to ensure safe and efficient traffic flow balanced with respect to the pedestrian environment. These recommendations will be beneficial to the Town since they will provide more detailed information and planning to correct problems and encourage appropriate land use mixes. Further SEQRA evaluation may be necessary in order to adopt/implement future recommendations for this area. Particular attention should be paid to existing residential uses and the WWPP.

Chapter IV: ALTERNATIVES

The development of a comprehensive plan begins with community discussions and an inventory and analysis of existing conditions. Through this process, a vision for the community is developed. A vision provides focus for the plan and this vision is supported by plan recommendations. The plan concept is further refined by evaluating alternatives.

A number of growth and land use alternatives were reviewed during this Plan Update. The first growth alternative typically considered during the planning process is the “no-action” alternative. The “no-action” alternative represents the impacts, both beneficial and adverse, of allowing growth and development to continue under current land use and zoning regulations. Alternative land uses that were explored during the development of plan concepts included the location and density of both residential and nonresidential development. Other alternatives addressed infrastructure, natural resources, cultural resources, and quality of life. The following provides a summary of some of the various alternatives discussed during the process of updating this Plan.

A. No-Action Alternative

The “no-action” alternative represents the growth potential of the Town of Wilton under existing zoning and land use regulations. Under the “no-action” alternative, the Town would continue to progress in much the same way it has progressed since the adoption of the 2004 Comprehensive Plan and subsequent zoning and subdivision revisions. While direction of this progress is largely on target with the updated community Vision, opportunities exist for the Town to be more proactive with regard to guiding plan concepts such as preserving a diversity of neighborhood character, encouraging multi-modal transportation and supporting tax base growth. The “no-action” alternative, therefore, does not effectively assist the Town in achieving its vision and meeting both current and future needs of the community as a whole.

B. Growth Alternatives

The following alternatives address potential growth scenarios the Town could adopt as land use/development policies. Both beneficial and adverse impacts are associated with each of the alternatives.

No Growth Alternative

This growth scenario would require the Town to adopt a “no growth” policy. A “no growth” policy essentially closes the door to any future new development. Assuming “no growth” as a permanent policy, the Town would consider itself “built-out”. This decision may have significant repercussions from landowners that are anticipating future development and may prevent the Town from developing important amenities such as recreational and community facilities. A “no growth” policy may prevent the development of projects that achieve the vision of this Plan may also limit the Town’s ability to attract both local businesses as well as responsible corporations (sustainable businesses).

A “no growth” policy could have a beneficial impact on the natural environment by preventing further loss of habitat. However, whether impacts are beneficial is dependent on how landowners, both public and private, utilize their property.

This “no growth” option does not allow for redevelopment and reinvestment in older areas, thus limiting potential beneficial impacts on property value and community character.

Managed Growth Alternative

The Plan Recommendations included in Chapter III represent a “managed growth” alternative. This alternative allows future growth, but encourages and sets parameters with relation to location and the amount of growth. It also coordinates appropriate land use with the direction set forth in the community Vision.

Level of Service Alternative

The basis of this alternative is to allow growth in a prescribed manner only when sufficient infrastructure and services are in place. Most developed and developing communities have the basic services to protect the health, safety and welfare of their residents. The issue with growth is related to the ability to provide adequate levels of services. Most communities have limited services and limited budgets. During periods of high growth, the service limits are easily exceeded, and often with little warning. This is primarily due to a lack of coordinated review of an entire area or a series of projects to identify cumulative impacts. The impacts to a community that exceeds its capacity can be significant. There can be major, unexpected infrastructure improvements that may affect budgets and taxes. System failures can result in impacts to the natural environment. Continued communication with school districts in the Town regarding school enrollment will be important for future planning purposes.

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As the primary policy in the Town, this alternative would require the use of moratoriums on development and a more equitable means of distributing the costs of development. State legislation presents limitations on what tools communities can use to address equitable cost distribution. Some communities have utilized the State Environmental Quality Review (SEQRA) Generic Environmental Impact Statement (GEIS) process to address potential cumulative impacts over a given time period and identify the costs of mitigation, which are then distributed to all who develop within the study area. However, there are limitations on the types of impacts that can be quantified. As a result, many services are not addressed such as recreational needs, open space, social services, and education.

The managed growth alternative detailed under Plan recommendations in Chapter 3 provides opportunities to address level of service issues through proactive planning and the use of SEQRA. It does not provide a program and criteria for the use of moratoriums as a tool for growth management nor does it specifically recommend that growth be based on level of service. Such policy might be considered in the future as the Town conducts further study of its resources and services and establishes greater coordination with other service suppliers, such as the school districts and the County.

High Growth Alternative

This alternative would involve a fast build-out of residential and commercial development town-wide. It has been determined that this scenario is unacceptable because it would lead to growth patterns and trends that have previously resulted in adverse impacts to the community. Town officials are equally concerned about the current fast rate of growth and the Town’s ability to keep pace with adequate levels of municipal service. This alternative may also impact school districts and their ability to provide necessary services. The Town also desires to become more proactive in regards to land use decisions, which requires additional growth management tools.

Major concerns in the Town include traffic along major roadways, strip and “big box” commercial development along Route 50 and Route 9, lack of pedestrian facilities and connectivity to open space, loss of open space and natural character, air quality, water quality, and impacts on natural resources. These issues may not be effectively addressed if the pace of growth occurs too quickly. Therefore it is anticipated that the high growth alternative would lead to further adverse impacts on the community resources that are contrary to community goals.

C. Land Use Alternatives

The following alternatives address various land use scenarios that have been considered during the development of the plan recommendations.

Residential Development

Residential development scenarios were reviewed including changes in density. After further discussion it was determined that the overall goal for this plan is the protection of neighborhood character and maintaining a wide variety of residential types throughout the town. Actions and tools such as increasing road frontage, maintaining natural or “no-cut” zones, increasing side yard and front yard setbacks, or the existing conservation subdivision approach can be helpful in achieving such a goal while protecting the environment. As a result, several planning areas include incentives to allow lots to be developed at existing densities if certain criteria are met (i.e. performance standards) which protect important resources and natural character.

Exit 15 Planning Area

The Exit 15 area is recognized as a highly developed area critical to the Town tax base. The uses in this area are primarily established, however, the next generation of commercial development in this area may occur soon. Redevelopment of existing buildings and commercial areas may benefit from design guidelines and enhanced opportunities for safer, multi-modal connections for pedestrians and bicyclists.

Discussions for this neighborhood centered on traffic movement, infrastructure maintenance and the visual environment as well as development and redevelopment. Alternatives ranged from removing traditional zoning and subdivision constraints and creating design criteria (performance standards) which would allow development meeting these criteria, to creating a mandatory main street or traditional neighborhood design for the entire neighborhood. The idea of removing all zoning requirements and relying solely on design criteria would place a large burden on the Planning Board or other agency charged with the review and/or approval of projects in this area. It was determined that the combination of the initiation and implementation of a master plan for Route 50 commercial area, the development of commercial design standards and regulations encouraging mixed use, along with necessary changes in zoning would be more effective and easier to administer for the Town.

It was also determined that although a mandatory main street may be impractical for the entire neighborhood many of these principles should be applied. Providing safe non-vehicle crossings, limiting driveways, creating parallel

access and providing multi-modal connections in this area (and adjacent areas) will increase mobility and safety. Development that occurs along the parallel access roads could be well suited for Main Street style development.

The existing zoning does seem to address the transition between land uses on Route 50 particularly moving east to the residential areas. It was determined that a broader view of development patterns and land use along Route 50 is necessary to identify positive changes for development and redevelopment that promotes quality land uses and reinvests and improves existing development. As a result, the Plan Recommendations recommend a Corridor Study for Route 50 to determine if additional zoning changes may be necessary.

Exit 16 / Ballard Road Area

The Exit 16/Ballard Road area has been targeted within the Town as an alternative commercial growth area, in addition to the Exit 15 area. The Ballard Road area at Exit 16 is not only commercial and industrial land uses which support the tax base, but it is also an area that experiences significant truck traffic. A number of alternatives have been discussed for this area through previous studies and several implementation items are specifically discussed in Chapter III – Plan Recommendations. The continued growth of this area is important to the tax base. However, the transportation infrastructure will be a limiting factor until upgrades can occur.

Commercial and Industrial Development

There are many alternatives for commercial and industrial development in the Town. The Plan Recommendations attempt to organize commercial development. It is recognized that existing non-residential zoning at times results in conflicting land uses being sited in close proximity. It is recommended that the commercial zones particularly along Route 9, Route 50 and Ballard Road be reviewed to ensure that they meet the intent of the Town in providing appropriate opportunities, while protecting and enhancing both residential and non-residential development.

There were also discussions regarding creating new commercial zones and rezoning certain areas to address the varying impacts, and the size and scale of commercial development on surrounding land uses and to ensure appropriate transitions of land use from most intense to least intense (commercial to residential). It was determined that particularly along Routes 50 and 9, and Ballard Road that Corridor Studies should be conducted first and which may result in part, in zoning changes that address land use compatibility.

Chapter V: ACTION PLAN

The Action Plan is an essential component of the Comprehensive Plan. It transforms the plan recommendations into specific tasks and prioritizes those tasks based on issues such as need, availability of community resources, and interdependencies. It is intended to aid the Town in identifying the next steps to be taken upon Plan adoption. The Action Plan provides guidance on how and when recommendations may be implemented. Time frames are general and represent what might reasonably be accomplished over the next 10 years.

An action plan also carefully balances focus, organization, and flexibility to adjust to the dynamics of the community and new opportunities. Some tasks may logically come before others, such as when the initiation of one task is dependent upon the outcome of another. Many of the tasks are interrelated on some level and an individual action's effect on other tasks should always be considered. However, in many instances, community interest, budget, and outside or regional influences may elevate one task over another.

The purpose of this Action Plan is to provide the community with a path towards achieving its vision. Public consensus on the order and timing of these tasks is critical to achieving the support and leadership of elected officials.

Tasks are grouped into immediate, short-term, on-going, and long-term time frames. Immediate tasks should be the priority after adoption of the plan. These tasks address the issues of highest and most immediate importance, as identified through this planning process. Short-term tasks should be completed very soon after the adoption of the Comprehensive Plan. These tasks are also of high importance, but may require more time to initiate than the immediate tasks. Long term tasks are those that are expected to occur in excess of 5 years out. These tasks are typically dependent on the outcome of short term tasks, or are simply not of high priority at this time.

While working towards implementing the action plan, the Town will continue to exercise the careful fiscal responsibility that has made it successful thus far. Fiscal responsibility balanced with growth management will allow for actions to be implemented in a manner which continues to support a high quality of life for residents and visitors.

A. Implementation Priorities

The implementation table to follow prioritizes and summarizes the action plan tasks. For more detailed descriptions of the Actions, refer to the recommendations discussed in Chapter III.

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IMPLEMENTATION PRIORITY TABLE

Immediate Actions				
Action	Description	Lead	Partners	Procedure
Amend zoning ordinance	<p>Revise the zoning ordinance and subdivision regulations in accordance with the Comprehensive Plan, including both Town wide and Planning Area specific recommendations. This may include:</p> <ul style="list-style-type: none"> - Subdivision Regulations - Site Plan Regulations - Clearing Limits and Buffers - Development Guidelines - Conservation Overlay - Renewable Energy Regulations - Site development and architectural standards or guidelines to enhance quality of proposed projects 	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code enforcement 	<ul style="list-style-type: none"> - Town Board directs Town staff or committee to draft the zoning revisions - Draft zoning available for public review - Town Board holds public hearing - Town adopts amendments - SEQRA
Create a Mobility Master Plan	<p>The mobility plan will utilize recommendations of this Comprehensive Plan supplemented by more detailed evaluation of the road network, traffic congestion, pedestrian linkages, safety improvements, access management, multi-use paths, public transportation, potential future roads, regional traffic planning and streetscape beautification.</p> <p>Specific components of the Master Plan could include:</p> <ul style="list-style-type: none"> - Corridor Studies of Route 9 and Route 50 - Area Master Plans for Exit 15 and the Hamlet areas - Developing pedestrian improvements <p>Examples of areas that may be included in the overall Plan are Jones Road, Ingersoll Road, Old Gick Road, and Route 50 intersection for design, function, capacity and land use.</p>	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement. - Engineering Dept. - Highway Dept. - Parks and Recreation - Saratoga County - NYS DOT - CDTA - CDTC 	<ul style="list-style-type: none"> - Town directs departments to conduct Plan <p>The Plan process may include the following:</p> <ul style="list-style-type: none"> - Establishment of a committee and appointment of members - Public outreach/ workshops - Stakeholder outreach - Final Master Plan adopted by Town Board

Short Term Actions			
Action	Description	Lead	Partners
Hold Economic Development Summits	The focus of these summits is to strengthen existing and form new partnerships while discussing economic development opportunities. The outcome may include marketing efforts, shovel-ready projects, and incentives for sustainable development and local businesses. Input should also be gathered on real and perceived barriers to development so improvement strategies can be made. The Town should partner with Saratoga County Capital Resource Corporation and Saratoga Economic Development Corporation (SEDC) and other similar entities.	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Engineering Dept. - Capital Resource Corporation - SEDC - Saratoga County
Implement the Exit 16 (Ballard Road) Linkage Study	Key recommendations of the Study should be implemented, such as: <ul style="list-style-type: none"> - Realignment of the Exit 16 interchange - Rehabilitation or replacement of the Exit 16 bridge - Additional turning lanes to accommodate traffic flow - Formalize a park and ride - Extend trail network 	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Engineering Dept. - Highway Dept. - Parks and Recreation - CDTC
Create new Town Park	Explore the need and opportunity for a Town Park in the northern area of Town	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Engineering Dept. - Parks and Recreation
Preserve Quality Open Space	Continue utilizing incentive zoning as a means of preserving quality open space, which provides a legitimate public purpose and providing other community amenities such as a community center or a trail connection. Incentive zoning is defined in the Glossary of Planning Terms.	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement - Engineering Dept. - Parks and Recreation - Saratoga PLAN

On-Going Actions			
Action	Description	Lead	Partners
Foster public-private partnerships to aid in redevelopment	Encourage public-private partnerships where possible to implement redevelopment and reinvestment programs/plans of high quality projects that will benefit a broad cross section of the community.	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Code Enforcement - Engineering Dept. - Parks and Recreation - Saratoga County - Capital Resource Corporation - SEDC
Provide support and incentives to businesses	Provide support and incentives to locally owned businesses and businesses with a track record of being strong community partners to strengthen the business community and attract additional like-minded businesses.	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Capital Resource Corporation - SEDC
Create action plans for existing neighborhoods	Reinvest in existing neighborhoods to provide the amenities and maintenance necessary to strengthen and rejuvenate these areas. The primary goal should be to retain residents and maintain or increase property values. The Town should identify these older neighborhoods, survey existing conditions and use this information to create an action plan.	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement - Engineering Dept. - Highway Dept.
Support the Open Space, Recreation and Pathways Plan	Support the implementation and updating of the Open Space, Recreation and Pathways Plan. Maintain and protect stream systems, wetland areas and wildlife corridors. Give strong consideration to habitat value for all new development and where opportunity exists to reclaim habitat in developed areas. All projects should provide open space that is interconnected within and outside of the project boundaries. The implementation of trail projects should also be coordinated with State, County and local trail projects.	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement - Engineering Dept. - Highway Dept. - Parks and Recreation - Saratoga County - Saratoga PLAN

On-Going Actions (Continued)			
Action	Description	Lead	Partners
Explore opportunities to support the preservation of historic and cultural resources	Take advantage of the resources and knowledge of the Wilton Heritage Society to maintain and enhance historic and cultural resources. Additional opportunities at the local, state and federal level should also be examined. Outcomes may include incentives, materials and guidance for historic site and structure owners. Participation by owners would be voluntary.	Town Board	<ul style="list-style-type: none"> - Wilton Heritage Society - NYS OPRHP - Planning Board - Planning Dept. - Zoning Board - Code Enforcement. - Engineering Dept. - Highway Dept. - Parks and Recreation
Continue to utilize conservation review for site planning	Continue to engage a conservation review approach for site planning that would allow the Planning Board to proactively work with developers to identify constrained and buildable portions of a project site.	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement. - Engineering Dept.
Maintain and protect natural character and scenic resources	Continue to maintain natural character in the Town by requiring a minimum of 35 percent quality open space where practical and dependent upon suitable criteria. High-quality scenic resources should also be identified and protected by evaluating proposed development relating to views to and from these areas. Existing conservation subdivision regulations should be utilized to preserve natural character and natural and scenic resources. Examples of these areas are Parkhurst Road and Dimmick Road (Planning Areas 1 and 4, respectively).	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement. - Engineering Dept. - Highway Dept. - Parks and Recreation - Saratoga County

On-Going Actions (Continued)			
Action	Description	Lead	Partners
Support farming operations	Preserve and support farming operations in this area through the consideration of incentives, protections and tax breaks for both existing and potential agricultural operations. This may include areas such as Dimmick Road (Planning Area 4).	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Code Enforcement - Engineering Dept. - Saratoga County - USDA - Saratoga PLAN
Encourage land use board training	Support training for land use board members as means of continuing education and earning training hours as required by the NYS Department of State Local Government Services. Training will allow members to follow trends and enhance their abilities and knowledge.	Town Board	<ul style="list-style-type: none"> - Planning Board - Planning Dept. - Zoning Board - Code Enforcement.

Long Term Actions			
Action	Description	Lead	Partners
Review and Update of Comprehensive Plan	It is important to revisit the recommendations of the Comprehensive Plan on a 5 year basis to determine if there have been any major shifts in direction that could impact the vision or require additional planning effort.	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Code Enforcement. - Engineering Dept. - Parks and Recreation
Consider feasibility of an Exit 15A	Explore the feasibility for an Exit 15A at Jones Road as a means to alleviate traffic congestion and improve traffic flow.	Town Board	<ul style="list-style-type: none"> - Planning Dept. - Code Enforcement. - Engineering Dept. - Highway Dept. - Saratoga County - NYS DOT - CDTA - CDTC

B. Action Plan Discussion

The Action Plan tasks identified in the preceding tables are important to the community. It is important to note that priorities change for any number of reasons and that the Action Plan is meant to be flexible. The following discussion of tasks provides the regulatory framework and procedural logistics that will support future planning efforts.

Although desirable, it may be difficult for the Town to complete all of the tasks on the short-term list. It is reasonable to assume that the first year of implementation will be devoted to code revisions and development guidelines. It is quite possible, assuming adequate funding is available, that other short-term items can be completed, or at least initiated.

Short-Term Actions

Zoning Code Amendments

The Comprehensive Plan provides the Town with a future land use map. This is intended to be used as a guide for zoning in the Town. Land use is not zoning; it is much more general. The zoning process will take the proposed land uses and develop appropriate zoning districts to meet the intent of the land use decisions. It is possible that more than one zoning district may evolve from the process, reflective of a single land use decision. Therefore, the land use plan is a guide for zoning. Since Town Law requires that a community's zoning ordinance be consistent with its land use plan, this task should be one of the first items addressed.

In order to proceed, the Town should either direct the Town Attorney and Town staff (perhaps with a committee) to draft the zoning revisions. Alternatively, the Town may wish to retain professional services to perform the task, typically in concert with the Town Attorney, staff and a committee. Once the draft zoning is available for public review, the Town Board would hold a public hearing. After sufficient opportunity for public input has been provided and any necessary revisions incorporated, the Town Board would adopt the zoning amendments. Adoption of the zoning amendments is a Type 1 action under the State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR 617). However, rezoning and other major code amendments are addressed in the SEQRA documentation for the Comprehensive Plan.

Therefore, it may not be necessary to conduct SEQRA, unless the proposed zoning amendments are significantly different than envisioned in the Comprehensive Plan. There are also areas of Town where the Plan calls for further study to better define appropriate land use, such as the major road

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corridors. In these instances, the potential impacts of future land use have not been sufficiently addressed and further SEQRA action would be necessary to address proposed land uses and rezoning.

The components of this task include the preparation of a zoning map (draft and final) and the necessary written amendments. The extent of the amendments will depend on other code revisions that might be wrapped into this task. In general, the amendments may include new and revised zoning designations and uses, revised site plan review procedures (consistent with the conservation subdivision process), revised special uses, and revised definitions. Other portions of the zoning code may require review and possible amendment to be consistent with the major changes.

Subdivision Amendments

The primary objective will be to continue to implement the conservation subdivision process into the Town's subdivision regulations. This task is dependent upon the preparation and adoption of residential and commercial development guidelines and therefore should be undertaken during, or shortly after, the zoning code revisions.

In order to proceed, the Town should direct the Town Attorney and staff (perhaps with a committee) to draft the subdivision revisions. Alternatively, the Town may wish to retain professional services to perform the task, typically in concert with the Town Attorney, staff and committee. Once the draft is available for public review, the Town Board would hold a public hearing. After sufficient opportunity for public input has been provided and any necessary revisions incorporated, the Town Board would adopt the subdivision amendments. Adoption of the subdivision amendments is subject to the State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR 617). However, the environmental impacts of the subdivision amendments are addressed in SEQRA documentation for the Comprehensive Plan. Therefore, it may not be necessary to conduct SEQRA unless the proposed amendments are significantly different than envisioned in the Comprehensive Plan. This would be decided by the Town Board.

Residential and Commercial Development Guidelines

This task will involve the creation of illustrated guidelines for development of both residential subdivisions and commercial projects. Illustrations should be incorporated into the guidelines to visually express the Town's intent. This is also an essential element of the revised site plan review and therefore should be undertaken in the short term.

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Plan recommendations that address the conservation of environmental and community resources should also be incorporated into the guidelines as policy statements and required procedures. An example of this is the coordination process with federal and state agencies for the delineation and confirmation of wetland boundaries. Although flexibility is important, the Town can incorporate any portion of the guidelines as requirements to reduce uncertainties, as necessary.

Additionally, the guidelines should include guidance on landscaping and the preservation of existing trees and other important vegetation. During the initial stages of the conservation subdivision process, a tree survey should be required and made available for review for all projects. A maintenance plan is needed to ensure that landscaping and other elements designed for aesthetic improvement and public benefit are kept in good condition and replaced as necessary throughout the life of the project.

Evaluate Incentive Zoning

Incentive zoning is permitted under Town Law § 261-b. This is the last important component of the legislative group of growth management tools recommended for controlling future development and has therefore been designated a short term action. As envisioned, the Town will adopt zoning in accordance with the land use plan. The zoning will specify permitted uses and densities. The development process will be dictated by the conservation subdivision/review process, which provides much more flexibility in design. Site layout will be guided by illustrated residential and commercial design guidelines. Incentive zoning, in exchange for bonuses that benefit the developer, allows for the provision of additional public benefit and amenities.

The latter component, incentive zoning, is important to the process because of its increased flexibility. Incentive zoning allows the Planning Board to focus their efforts on working with developers to protect and enhance the unique characteristics of the project. Incentive zoning allows the Planning Board to offer a developer a bonus in exchange for some desirable community benefit. An example might be that the Town agrees to allow the developer to increase the number of units if he/she is willing to purchase the development rights of a parcel of land that has been identified by the community as important farmland or open space. The incentive based approach to achieving community goals complements what will become a very interactive and open process for future development projects.

Incentive zoning is not intended to be an avenue for increased density with marginal benefits. It will be critical for the Town to identify which incentives will be offered and what is expected as a corresponding community benefit.

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The Town must identify a maximum density for any given area so as not to jeopardize the vision and goals of the Comprehensive Plan.

It will be necessary for the Town to designate which zoning districts or overlay zones will carry the incentive zoning provisions.

The following procedures are recommended to establish the incentive zoning legislation.

- Based on information collected for the Comprehensive Plan, the Town should derive a draft list of incentives and community benefits. The list should be made available for public review and opportunity provided for public input.
- While conducting community outreach for the above, the Town should prepare the draft zoning.
- Depending on the extent of benefits and incentives, it may be necessary to engage the SEQRA process.
- A public hearing would be required and the process for adoption would follow the same procedures as any zoning amendment.

It should be noted that this task could be combined with the other code amendments.

Planning Education

The purpose of this task is to encourage ongoing training for the planning and zoning board members on new procedures for site plan and subdivision review, as well as current trends and legal requirements associated with their roles. If implemented, several new procedures and tools will be available to the boards. Members should be knowledgeable of these tools in order to be effective and efficient with the process.

The Town should also consider budgeting for conferences and planning schools to keep board members and staff current on planning tools, decisions, and court cases.

Historic & Architectural Review Guidelines

The purposes of the historic and architectural review guidelines are to create standards for quality and uniformity of commercial, office and industrial design. These guidelines should be coordinated with the community's concept or vision for a given area and to provide protection for historic structures throughout the Town.

The Town Board should consider establishing an advisory commission charged with reviewing projects referred to them by the Town Board or

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Planning Board. Their first task would be to serve as a committee for the development of the guidelines. This task may be linked to plans for the hamlets, commercial road corridors, or redevelopment areas. The advisory commission could provide input to these other planning efforts and revise their own architectural guidelines to reflect the new visions for areas of the Town as they develop.

Architectural review guidelines would address the visual aspects of the structure as it relates to the surroundings and the vision for the area. Historic review guidelines would address the potential impact of a project on the historic character of a structure. They would also provide guidelines for the maintenance of the structure itself, usually in conjunction with owner incentives (tax abatement program).

Comprehensive Plan Update

Although a comprehensive plan typically adopts a 20-year planning period, communities that are undergoing development pressure cannot afford to wait that long to revisit the plan recommendations. The Town of Wilton should continue to monitor any changes in the community. Even if all is “going according to plan,” the character and composition of the community may shift significantly resulting in changes to the Town’s visions and goals. The Town should conduct a review of the plan recommendations in 5-year intervals to determine if a comprehensive plan update is warranted.



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Appendices

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Recommended to the Town Board on May 28,2015



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APPENDIX A

GLOSSARY OF PLANNING TERMS

Buffer: Buffers separate different land uses by incorporating natural features such as woodlands, stone wall, and hedgerows wherever feasible, or require the creation of a substantial planted buffer where no natural features exists.

Clustering: A technique that allows the modification of the arrangement of lots, buildings, and infrastructure permitted by the zoning law to be placed on a parcel of land to be subdivided. The design flexibility created by this modification results in the placement of buildings and improvements on a part of the land to be subdivided in order to preserve the natural and scenic quality of the remainder of the land. The use of clustering provisions helps a municipality to achieve planning goals that may call for protection of open space, protection of scenic views, protection of agricultural lands, protection of woodlands and other landscapes, by placing development away from these resources.

Comprehensive Plan: (also known as Master Plan) A comprehensive plan is a written document that identifies the goals, objectives, principles, guidelines, policies, standards, and strategies for the growth and development of the community.

Conservation Development: A form of site development that places important natural, cultural and aesthetic resources at the heart of the subdivision or site plan review process. The process begins by identifying what resources should be protected. Development areas are identified next, and are selected to avoid the areas identified for their conservation value in the first step. Conservation development design usually achieves a higher quantity and a better quality of open space protection through the development process than does clustering alone. In the case of residential development, this process is often used in conjunction with a cluster design or planned development and few, if any, requirements for frontage and setbacks. However, it is equally applicable to the development of standard lots under current zoning. The important aspect is the process that brings the reviewing agency (typically a planning board) in the early stages of site design to assist in identifying important resources to be preserved.

Conservation Easement: A conservation easement is a voluntary legal agreement between the landowner and the municipality, and/or a third party such as a land trust, to protect land from development by permanently restricting the use and development of the property, thereby preserving its natural or manmade features. The legally binding agreement is filed in the office of the county clerk in the same manner as a deed. The landowner retains ownership of the land, and all of the rights of ownership except the ability to

develop the land. The specific restrictions are detailed in the easement agreement.

Conservation Overlay District: An overlay district is a set of additional requirements for development/land use over and above the existing zoning. Typically, the requirements are more stringent and focused on a specific issue. The purpose of overlay districts is not to change the potential underlying uses (although some uses may be precluded) but rather to ensure the uses are developed/conducted in a manner that is sensitive to the specific issue. A conservation overlay district would provide a set of requirements to address specific natural resources and perhaps procedures for identifying and reviewing the presence of such resources.

Cultural Resources: The cultural features of a community which reflect the ways in which the people who have lived there have used their natural environment to suit their economic needs and social patterns.

Design Guidelines: Design guidelines are usually illustrated and describe the community's values in terms of site and architecture patterns of development. Design guidelines are generally informational and collaborative in nature, creating an opportunity for people to review the guidelines prior to designing a project with the advantage of understanding the goals of the community and the planning board.

Enhanced Quality Open Space: This includes the minimum percentage of open space in commercial and industrial areas. Enhanced quality open space should be well-maintained, visible from the roadway, have a public benefit (such as benches or other amenities) and include larger areas of usable space where feasible.

Gateways: The main entrance to a community, typically a roadway, which influences the visitor's first response to the community. Gateways may highlight the general character of the area or project a theme on which the community is building.

Growth Management: The process by which a community controls the location, form, timing and amount of land development (growth) in the community. The community can utilize a variety of methods (tools) to achieve its growth management objectives.

Hamlet or Neighborhood Master Plan: The basic intent of the hamlet master plan is to identify appropriate land use and other related recommendations to address issues specific to the given area and to become an addendum to the Comprehensive Plan. Like the Comprehensive Plan, the Town Board should

adopt hamlet master plans as the Town's official land use policy for the designated areas. Careful attention should be paid to the needs of the residents and business owners of the hamlet, however, this feedback should also be weighed against the results of the community outreach program for the Comprehensive Plan, as reflected in the plan recommendations.

Incentive Zoning: Incentive zoning is a regulatory tool that allows a community to work creatively with a developer to produce projects that meet the needs of both parties. In general, incentive zoning involves the identification of specific benefits desired by the community (eg., open space) and corresponding incentives that can be offered to a developer in exchange for providing the benefit. These benefits and incentives are defined by the community in their incentive zoning legislation. An example of one use of incentive zoning would be an authorization to develop a parcel more intensively (by a specified amount) in exchange for the provision of public open space, perhaps the transfer of development rights from another parcel.

Open Space: Open space consists of farmland, woodland, and other ecological, recreational, and scenic land which helps to define the character of a community, and buffers residential and other land uses. Open space may be public or privately owned. Some open space is permanently protected from development such as parks, nature preserves, and wetlands while other parcels are subject to development. What land is defined as open space depends upon the surrounding area. Even a narrow pathway or a cemetery surrounded by development can constitute an open space resource in a community.

Purchase of Development Rights: The development value of specific parcels of land can be *purchased* by the town or a land trust. When development rights are purchased, the process is called Purchase of Development Rights (PDR). The cost of PDR depends on the specific parcel. It is calculated by determining the current appraised value of the property and its appraised value as open or agricultural land without development potential. The difference between these two numbers is the value (the cost) of the development rights that will be purchased. Conservation easements are the legally binding document that ensures that once the development rights are purchased, the land remains undeveloped in perpetuity.

Quality Open Space: Natural areas or agricultural lands that are interconnected, not fragmented and that contribute to the aesthetic quality of the area. A portion of the open space must be adjacent to the main road (not the internal subdivision road) and/or adjacent to trail corridors. Steep slopes, stream corridors, wetlands, vernal pools, floodplains, forested land, and even open fields (either natural or in agricultural use) are all quality open space providing they meet the criteria above.

Right-to-farm: A term which has gained widespread recognition in the State's rural areas over the past several decades. Section 308 of the Agriculture and Markets Law grants protection from nuisance lawsuits to farm operators within agricultural districts or on land outside a district which is subject to an agricultural assessment under section 306 of the Law. The protection is granted to the operator for any farm activity which the Commissioner has determined to be a sound agricultural practice. At a local level, many rural municipalities have used their home rule power to adopt local right-to-farm laws. These local laws are statements of policy that indicate the municipality's support for continued agricultural activity. They commonly include provisions to notify *buyers* of land near farms that agricultural activities, which sometimes cause noise, odor, dust, etc., occur in the area in which they are purchasing land. The intent is to inform the purchaser about these agricultural activities in advance of their purchase so that they cannot claim later that they were unaware and argue that the agricultural activity is a nuisance. Notification is either made at the time of closing or, ideally, at the time of contract. Some right to farm laws also include provisions encouraging mediation strategies as an alternative to litigation, which can be helpful due to the high cost of litigation.

Shovel-Ready - A phrase which is usually used to describe a location that is designated and approved for future economic development. Environmental review and infrastructure (water, sewer, energy, communication) needs for the site are studied in advance of development to ensure that it is nearly pre-approved for certain types of economic activity. The goal is to have these sites ready for development as an incentive for luring companies to the locations. The term shovel ready, as used in the context of the Generic Environmental Impact Statement (GEIS) pursuant to the State Environmental Quality Review Act (SEQR), does not necessarily mean that site specific issues (such as a wetland delineation and a cultural resources survey) have been addressed. The proper term for this situation is "SEQR compliant."

Sprawl: A development pattern that is characterized by expanding metropolitan areas, the conversion of farmland and natural areas to development, disinvestment in existing developed areas such as cities, villages, and older suburbs, the segregation of all land uses, and heavy dependence on the automobile for mobility. Under this pattern of development it becomes very expensive to provide roads, sewers, water, and services like police and fire protection to low-density suburban development, a consequence felt by the taxpayers.

State Environmental Quality Review (SEQR): The State Environmental Quality Review Act requires local legislatures and land use agencies (town board, planning board, zoning board of appeal) to consider, avoid, and mitigate

significant environmental impacts of the projects that they approve, fund, or directly undertake. The adoption of a comprehensive plan by a town board is an action subject to SEQR.

Tax Abatement: Tax abatement is a reduction in taxes often associated with term conservation easements.

Term Conservation Easement: A term conservation easement is a voluntary legal agreement to keep a particular parcel of land undeveloped. This agreement between a landowner and the municipality is written to last for a period of years, most commonly for 5 to 25 years.

Utility Master Plan: A utility master plan is a town wide plan for the extension of services like, water and sewer, which shape and drive development patterns and densities.

Wetlands: Wetlands are ecosystems comprised of land areas that are highly influenced by water. The sources of water vary and may include surface runoff, flooding, and/or high groundwater. The presence of water, particularly during the growing season, influences soil characteristics and vegetation. There are many types of wetlands that are generally defined by the frequency and duration of hydrologic influence; in other words, inundation (flooding/ponding) or soil saturation. Hydrology influences the type of vegetation and the type of wildlife habitat that is created. Wetlands have been studied and classified for several decades and numerous benefits have been identified including the storage and treatment of stormwater, groundwater recharge, maintenance of stream flow, habitat for numerous wildlife species including threatened and endangered species, nutrient cycling, recreation, and aesthetic quality, to name some. The functions wetlands provide and the value of those functions to the environment vary significantly. Although typically regulated by State and federal agencies, wetlands can also be protected through local laws and less formally through development guidelines and the conservation subdivision/development process.

APPENDIX B

INVENTORY & ANALYSIS

A. Physiology & Topography

Existing Conditions

The Town of Wilton is located in north central Saratoga County. The City of Saratoga Springs and Town of Saratoga bound it to the south, the Town of Northumberland to the east, the Towns of Corinth and Moreau to the north and the Town of Greenfield to the west. Saratoga County is situated within the northern extent of the Hudson-Mohawk Lowlands physiographic region and the southern extent of the Adirondack Mountains. The Town of Wilton occupies a transition zone between these two regions.

Most of the topography of the Town of Wilton is the result of glacial events. Following the last glacial period, the area extending from Glens Falls in the north to Albany/Schenectady in the south was under water. Several large rivers emptied into this glacial lake, depositing large quantities of sediment. As the land rebounded from the pressure exerted by the then-receded glacier, the water drained, leaving the sandy sediments exposed. Over time, prevailing winds transformed the landscape into a series of rolling dunes, remnants of which remain today.

The Palmertown Range located in the northwest portion of the Town, is the source of numerous creeks and streams located throughout the Town. These creeks have cut steep ravines in the mountain areas and less prominent ravines in the lowlands.

The Palmertown Range reaches elevations as high as 986 feet above sea level and extends along the Town's western boundary. The majority of the Town exhibits flat to rolling terrain with elevations ranging from 250 to 310 feet. There is a small knoll known as Kendrick Hill rising to nearly 520 feet in the southeast corner of Town before descending to approximately 300 feet at the Town boundary.

Opportunities and Constraints

The topography of a given area is an important component of land use decisions. Level or moderate topography presents opportunities for a variety of uses

whereas slopes greater than fifteen (15) percent present constraints. Steep slopes can be unstable and susceptible to erosion, particularly when cleared. Erosion may impact both the built (settlement of buildings) and the natural environment (sedimentation of streams). Development on steep slopes and atop or along mountains or ridges can adversely impact visual resources. One area of specific concern is the northwest quadrant of the Town west of Route 9. This area contains steep slopes (25% or more in some areas) and includes several deep ravines associated with the Little Snook Kill, the Snook Kill and its tributaries and tributaries of Lake Elizabeth. Development in this area would result in the need for an expanded road system, which would be difficult to design and construct without resulting in adverse environmental impacts.

Opportunities to design in harmony with topographic features would help to limit impacts to the natural and visual environment. Generally steep slopes should be avoided. Continued enforcement and updating of the Town's regulations regarding slopes will benefit both project sponsors and the Town during the project review process.

B. Geology & Soils

Existing Conditions

Based on a review of the "Geologic Map of New York- Hudson-Mohawk Sheet" (New York State Education Department 1970, reprinted 1995), the Town of Wilton is underlain almost entirely by Canajoharie Shale. There is a small area surrounding the Hamlet of Wilton that is part of the Beekmantown Group that is underlain generally by dolostone and limestone.

New York State was impacted by glaciation several times during the Pleistocene Era. Glacial deposits found in the area of the state covered by the Hudson Mohawk sheet are almost entirely of the late Wisconsinian glaciation. In the Town of Wilton these deposits consist generally of dunes, lacustrine sands, lacustrine silt and clay and a small area of kame moraine. In the area west of Route 9 (Palmertown Range) bedrock is exposed.

Weathering of the surface of these glacial deposits resulted in the development of soils. The underlying parent material from which it is derived determines soil characteristics. Generally soils within the Town consist of sands and silts.

Soils information has been compiled by the Natural Resource Conservation Service (NRCS) and is available from the Saratoga Cooperative Extension. The properties of each soil type may warrant investigation for site specific developments in order to identify constraints related to the proposed use, and the required engineering practices to mitigate these constraints. Soil properties in part determine the ability of the land to support certain types of development. Steep slopes for example, limit the type of development that can occur due to issues related to erosion and slope stability. Soils which are wet or exhibit excessive permeability require specialized septic systems to protect both soils and ground and surface water.

Areas of steep slopes are generally limited to the areas west of Route 9, particularly north of Kings Station as elevations ascend to the Palmertown Range. A significant feature just south of Stakos Road, identified by the NYSDEC, is the gorge formed by the Snook Kill at the point where it bisects the McGregor Fault.

The soil composition in Wilton effectively divides the town into four areas:

1. West of NY Route 9;
2. South of Ballard Road Between NY Route 9 and I-87;
3. East of I-87 south of Ballard Road;
4. North of Ballard Road and east of NY Route 9.

The various soil types in the Town can be found at this NRCS website link <http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stated=NY>.

- **West of NY Route 9.** This relatively steep area has three primary soil series, Charlton loam, and two Chatfield-Hollis complexes. Charlton loam is a very deep well-drained soil formed in glacial till. It is found on the sides and tops of hills in glacially modified uplands. The Chatfield-Hollis complexes are made up of moderately deep, well drained to somewhat excessively drained soils and shallow, well-drained soils. It is on bedrock controlled upland till plains. These series occur where the surface topography is often irregular and sloping in many different directions because of the underlying bedrock.
- **South of Ballard Road between NY Route 9 and I-87.** This area is largely made up of Unadilla very fine sandy loam. It is a very deep well-drained soil formed in deposits of silt and very fine sand that occurs on old lake plains

and terraces. Small areas of Fluvaquents (associated with waterways) and Deerfield soils exist. Fluvaquents are very deep, nearly level, somewhat poorly drained to very poorly drained soils formed in recent alluvial deposits on flood plains. The Deerfield series is a very deep, moderately well drained soil formed in water sorted sand. It occurs on glacial outwash plains and terraces.

- **East of I-87 south of Ballard Road.** The Oakville soils series comprises the large majority of land in this area. Oakville soils are very deep, predominantly moderately well drained, but ranging to well drained soils formed in water sorted sand. They are found on glacial outwash plains, lake plains and beach ridges. The Wareham loamy sand soil series is associated with watercourses and wet areas. It is a very deep, nearly level, somewhat poorly drained soil formed in water sorted sand. It occurs on glacial outwash plains, lake plains and deltas. The Deerfield soils series occurs to a lesser extent. Palms muck, ponded soil is associated with the Miller Swamp area. This nearly level, very poorly drained soil formed in deposits of organic materials that are 16 to 51 inches thick over mineral soil material. It exists in level areas or depressions often bordering streams, lakes, ponds and other open bodies of water. These areas are covered by 1 to 3 feet of water during most of the year and are commonly called freshwater marsh.
- **North of Ballard Road and east of NY Route 9.** This area contains the greatest soil diversity. The soil series with greatest representation include Oakville, Deerfield, Unadilla, Wareham, and Scio silt loam. All but the Scio soils are described above. The Scio silt loam series is a very deep, moderately well drained soil formed in deposits of silt and very fine sand. It occurs on old alluvial fans and terraces.

Hydric soil, as defined by the National Resources Conservation Service (NRCS), is "a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper partHydric soil can support hydrophytic (water loving) vegetation.

A list of hydric soils has been prepared for Saratoga County by the NCRS and a number of these soils occur within Wilton. Projects should be reviewed for the presence of hydric soils and the potential presence of federal jurisdictional wetlands on a case by case basis.

Opportunities and Constraints

There are a variety of development opportunities throughout the Town. Areas that are served by sewer and water include undeveloped parcels for both residential and commercial uses. Lands that are not served by sewer but can be served by standard septic systems are generally limited to a few areas east of the Northway.

Throughout the remainder of the Town are soils with characteristics that will cause additional regulatory review and/or permitting for each development project. These soils include hydric soils and various soils that cannot support standard septic systems. Lands that contain these soils should be considered to remain undeveloped or limited to certain types of development that can exist and function in harmony with the qualities of the soils and topography.

C. Water Resources

Existing Conditions

Surface Water

Streams and waterbodies are vital resources for a community and perform a wide variety of functions. Streams drain stormwater and snowmelt from higher elevations and direct them to lakes and ponds, thereby alleviating the potential for flooding. The lakes and ponds act as reservoirs. Water also drains directly into them. Streams and waterbodies provide habitat for a diversity of mammals, fish, birds, reptiles, amphibians, and invertebrates. They represent an important recreation resource, providing opportunities for fishing and wildlife observation and a setting for walks, picnics, and other forms of passive recreation. Water bodies and streams also enhance an area's aesthetics.

Loughberry Lake and Lake Elizabeth are the two largest water bodies in Wilton. Loughberry Lake, in the southwest corner of town, is a water source for the City of Saratoga Springs. Lake Elizabeth, in the central part of the town, is at the center of a subdivision. Surface water features in New York are designated with a water quality classification for the purposes of regulating discharges into these water bodies in accordance with the State Pollutant Discharge Elimination System (SPDES). These classifications refer to the suitability of a given water

feature (lake, pond, river, stream) for human use. The higher the classification, the higher the water quality is and the more suitable for human use. For example, Class A waters are suitable for “primary contact” (swimming) and as a water supply.

Classifications include water supply designations (AA-S, A-S, AA) and normal designations ranging from A (suitable for most uses) to D (unsuitable for primary contact). Each water quality classification carries with it a set of discharge limitations designed to protect or improve the water quality. A "T" modifier is used for those streams that have a breeding trout population. Effluent limitations on the demand for oxygen are more stringent, since high oxygen content is essential for trout survival. In addition, the ecology and geomorphology of streams with a classification of C(T) or higher are protected/regulated pursuant to Article 15 of the NYS Environmental Conservation Law and its implementing regulations (6 NYCRR 608).

Work occurring within the bed and banks of streams with a classification of C(T) or higher would require a permit from the NYS Department of Environmental Conservation (NYSDEC). In addition to State regulations, the U.S. Army Corps of Engineers (Corps) regulates all waters of the U.S. Therefore, almost any water body (streams, ponds, and lakes) falls under federal jurisdiction. The extent of regulatory involvement depends on many factors. In general, Section 404 of the Clean Water Act regulates the discharge of dredged or fill materials into all waters of the U.S. Section 401 of the Clean Water Act (federal program granted to the State) regulates the quality of the discharge regulated under Section 404. Section 10 of the 1899 Rivers and Harbors Act regulates most activities in navigable waterways. There are no waters regulated under Section 10 in Wilton.

The five (5) designated water classes, representing the primary existing characteristics of a specific stream or water bodies are shown below in Table B.1.

**Table B.1
NYSDEC Water Classification System**

Class	Existing Use
A	Used for human consumption and all other uses.
AA	Used for human consumption and all other uses.
B	Used for contact recreation and all other purposes except human consumption.
C	Used for fishing and all other purposes except human consumption, food processing and primary contact recreation.
D	Used for agriculture, industrial use, process water supply and all other purposes except fishing, human consumption and primary contact recreation.

Groundwater

The availability and quality of groundwater is often a limiting factor for development. It is important, therefore, that this resource be protected particularly for existing users. The primarily sandy soils that overlay bedrock in much of the town is adequate for development. This type of sand is permeable and well drained. It should be noted, however, that some areas east of the Northway have poor groundwater yields and may be unsuitable for residential uses (i.e., potable water supply).

West of NY Route 9, where soils have a low permeability, large diameter wells are needed for most residential development. Due to the shallow nature of the soils, wells are often affected by seasonal declines in the water table. It is difficult to predict the yield of bedrock wells.

A small pocket of clay and silt is located near the area known as Kings Station. Clay and silt are, for all practical purposes, impermeable and do not yield water in usable quantities. Some areas of sand and gravel deposits are underlain by

this impermeable layer of clay and silt, which limit the productivity of shallow wells.

Due to the large area of unconsolidated deposits in the town, it appears there generally is an ample water supply. These supplies however, are impacted by both demand, and precipitation patterns and levels. The groundwater resource also needs to be protected from contamination. To ensure high quality groundwater, care must be taken to minimize the spilling and indiscriminate application/use of petroleum products, fertilizers, herbicides and pesticides. Wells and water systems should be installed and operated in accordance with State and local regulations.

Opportunities and Constraints

Surface and groundwater are vital resources for any community. The abundance of groundwater in the Town provides a number of opportunities for developing potable water sources for future development. Surface water resources also provide excellent opportunities for recreation or open space and provide important wildlife habitat. Streams provide wildlife corridors that allow movement from habitat to habitat without conflicting with humans or the built environment.

Stream corridors and associated floodplain and wetlands provide natural storage capacity during storm events. Recognition and protection of these corridors help to prevent flood damage to homes and businesses.

The Town implemented Stream Resource Management requirements as part of its zoning regulations in the early 1990's. These provisions currently apply to the Snook Kill, Little Snook Kill, Deegan Brook, Bog Meadow Brook, Loughberry Lake, Lake Elizabeth and the streams leading to these lakes. The continued application of these requirements and updating of the requirements as necessary will continue to provide protection to important surface resources in the Town.

D. Floodplains and Drainage

Existing Conditions

Critical to floodplain management is the identification and protection of floodplains and the regulatory floodway, which is administered by the Federal

Emergency Management Agency (FEMA). FEMA has determined that there are no significant flood hazard areas in the Town. As a result, the Town of Wilton is not required to participate in the National Flood Insurance Program. However, it is important to note that many streams have floodplain associated with them. Floodplain and associated backwaters and other wetland communities provide natural stormwater storage capacity. Although some may be small, they are part of the overall natural system. Incremental impacts to the storage capacity of the system eventually lead to an increased potential for flooding and flood damage.

More than two thirds of the Town drains into the sub-tributaries and tributaries of the Snook Kill. These streams include Delegan Brook, Little Snook Kill, and Lake Elizabeth. The source of many of these creeks and streams is in the Palmertown Range. The steep topography west of Route 9 associated with the Palmerton Range often can result in minor localized flooding. The area west of the Northway and south of Lake Elizabeth drains south into Loughberry Lake. Loughberry Lake is an emergency water source for the City of Saratoga Springs. Streams located east of the Northway and south of Kings Road drain south into Bog Meadow Brook.

Opportunities and Constraints

Existing soil and drainage conditions have resulted in large areas of well drained land with few limitations for development. Land development impacts natural drainage by changing topography and increasing impervious surfaces thus creating the potential for problems related to ponding or localized flooding on the subject site at points downstream or adjacent to the site. This potential impact can occur even in well-drained areas if appropriate stormwater management techniques are not utilized.

In order to protect soil and water resources from potential impacts of poor drainage, the Town should continue to require stormwater management plans as part of site plan review procedures. Stormwater management and erosion control plans should be periodically reviewed to ensure that they are providing maximum protection to soil and water resources. This should include compliance with current State Pollutant Discharge Elimination System (SPDES) regulations (New York State's version of EPA's Phase II, Storm Water Pollution Prevention Program effective in March 2003).

E. Ecology

Existing Conditions

The Town of Wilton is home to wide diversity of plant and animal species, communities, and ecosystems. Among the town's resident species are three state and federally designated endangered species, one state-threatened species, and two state-designated Species of Special Concern. Because of the sensitivity of some of this information and to protect the specific species and their habitats, only general locations are identified in the text. These are identified and described in the following paragraphs. This information was collected using the following U.S. Fish and Wildlife IPaC system (<https://ecos.fws.gov/ipac/>) and NYS DEC's Environmental Resource Mapper (<http://www.dec.ny.gov/animals/38801.html>).

Critical Wildlife/Plants

Karner Blue Butterfly. Once found from Maine to Minnesota and Canada, the Karner blue butterfly has been extirpated from five states and Ontario. Wilton has the most viable Karner blue butterfly population in the eastern United States.

In its larval stage, the Karner blue butterfly depends solely on the leaves of the wild blue lupine. As an adult, the butterfly gets nectar from a variety of native wildflower species. In Wilton, the Karner blue butterfly's habitat usually consists of savannah-like areas with scattered oak and pitch pine. The greatest threats to the butterfly are loss of open areas and fragmentation of existing habitat due to reforestation and development.

As a listed endangered species, no one may take the Karner blue butterfly (during any of its life stages) without a permit from both the New York State Department of Environmental Conservation and the US Fish & Wildlife Service. The word "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collar, or to attempt to engage in any such conduct (Section 3, Endangered Species Act). In addition, damage to or destruction of lupine, necessary nectar species or sheltering vegetation in occupied habitat is similarly prohibited without such permits.

Buffer areas for occupied and unoccupied habitat are needed so that impacts from external stresses are minimized. Additionally, suitable dispersal

corridors, including stepping stones of suitable habitat, are needed to allow for the dispersal among groups of butterflies and for the potential establishment of new groups. Connectivity between groups is essential for maintaining the population structure and genetic health.

Frosted Elfin. The frosted elfin butterfly is a state-listed threatened species. Like the Karner blue butterfly, the frosted elfin butterfly is dependent upon blue lupine. Its habitat, as well as threats to its survival, is similar to that of the Karner blue butterfly.

Blanding's turtle. This turtle is a state-listed threatened species and has been found in areas of the Town of Wilton. It averages 7" to 9" in length and is easily recognized by the bright yellow patch on its chin and throat. Primarily aquatic, it is known to travel relatively significant distances over ground. The Blanding's turtle over-winters under or near water, in mud or under vegetation or debris. The major threat to the Blanding's turtle is destruction of habitat caused by residential and recreational development and the construction of roads that interfere with its migration routes.

Eastern Spadefoot Toad. This reptile is a state-designated Species of Special Concern. While not afforded legal protection, its populations and ranges are being monitored due to declining numbers. This species' name comes from a dark-colored, horny, sickle-shaped structure – the spade – on each foot. The eastern spadefoot uses this spade to burrow in the sandy soils of its habitat where it spends most of its life. It emerges from its burrow and breeds only at night during or after heavy spring rains. The greatest threats to the toad include development, which leads to habitat fragmentation, destruction, and conversion; and groundwater depletion, which leads to altered hydrology, habitat fragmentation, and destruction. Wilton is the northernmost inland habitat for this species.

Spotted Turtle. This turtle is a state-designated Species of Special Concern. The "polka-dot" turtle has yellow spots on the head, neck, legs, and upper shell or carapace. Diet consists of snails, worms, slugs, and spiders. Daylight hours are spent eating and basking in the sun. In the evening, spotted turtles submerge and spend the night on the pond bottom.

Eastern Hognose Snake. This reptile is also a state-designated Species of Special Concern. This two (2) foot long snake uses its upturned snout to burrow in sandy soils. When this snake is threatened, it raises its head and

neck, hisses and inflates its head area to create a hood-like appearance, similar to a cobra. If this threat does not succeed, the snake will become limp and “play dead”. The greatest threats to its survival are the same as those that confront the eastern spadefoot toad.

Indiana Bat. This mammal has been listed as an endangered species since 1967. Indiana bats are found over most of the eastern half of the United States. The Indiana bat is medium in size compared to other *Myotis* and has fur that is a dull grayish chestnut color. The bat’s underparts range in color from pink to cinnamon, and its hind feet are smaller and more delicate than in other bat species.

Northern Long-eared Bat. The northern long-eared bat is a medium-sized bat about 3 to 3.7 inches in length with a wingspan of 9 to 10 inches that is listed as a threatened species. This species of bat is distinguished by its long ears, particularly as compared to other bats in its genus, *Myotis*. White nose syndrome is currently the predominant threat to this bat, especially throughout the northeast where the species has declined by up to 99 percent from pre-white-nose syndrome levels at many hibernation sites.

In addition to the species listed above, there are 19 migratory bird species that are listed as “bird of conservation concern” in the town according to the U.S. Fish and Wildlife Service’s IPaC system. They are American Bittern, Bald Eagle, Black Tern, Black-billed Cuckoo, Black-crowned Night-heron, Blue-winged Warbler, Canada Warbler, Golden-winged Warbler, Olive-sided Flycatcher, Peregrine Falcon, Pied-billed Grebe, Prairie Warbler, Red-headed Woodpecker, Short-eared Owl, Upland Sandpiper, and Wood Thrush.

Critical Habitats

In addition to state and federal wetlands, there are a number of other critical habitats within the town's boundaries.

Appalachian Oak-Pine Forest (Pine Barrens). Remnants of this once-widespread community are found within the Wilton Wildlife Preserve & Park. In general, this area extends from the New York State Northway (I-87) in the west to the Wilton town line in the east and extends from north of Loudon Road in the south to north of Ballard Road in the north. This area supports all of the federal and state designated and listed species described above. Areas are being created by NYSDEC to enhance and enlarge habitat area.

Pine Barrens Vernal Ponds. This community is largely found within the area bounded by Scout Road to the north, Cole Brook Road to the east, Louden Road to the south, and Edie Road to the west. Much of this area is within the Wilton Wildlife Preserve & Park study area. The New York State Heritage Program classifies this community as very rare and vulnerable to extinction. These areas are especially important to reptile and amphibian species.

Deer Yards. In deep snow, deer have difficulty moving and finding food. Hemlock forests catch a percentage of snowfall thus reduce the snow depth on the forest floor. Deer congregate in these areas and, as a result, have a greater chance of winter survival.

Snook Kill Gorge. This gorge bisects the McGregor fault south of Strakos Road. Adirondack plants are represented in the environment created by this significant physical feature.

Wetlands

Wetlands are those areas whose land surfaces or soils are wet during part or all of the year. Depending on the size, type and location of wetlands, they can provide numerous natural functions that are very important to the ecology of an area. Some of these functions include flood storage, habitat, nutrient cycling, filtration of pollutants, and recreation.

Ecologically, wetlands are very productive areas. They provide habitat and breeding ground for many species of mammals, birds, waterfowl, fish, reptiles, amphibians, and invertebrates. They are also home to many flowering and non-flowering plants. Wetlands provide wonderful opportunities for observing wildlife. With widespread reports of rapidly declining amphibian populations, the value and importance of wetlands are underscored.

Wetland mapping is available from NYSDEC Freshwater Wetland maps and National Wetland Inventory maps found at this website, link <http://www.fws.gov/wetlands/data/mapper.HTML>. Boundaries and regulatory jurisdiction must be established by each of the regulatory agencies as discussed below.

Federal Wetlands. By virtue of their administrative role in implementing and enforcing Section 404 of the Clean Water Act and Section 10 of the 1899

Rivers and Harbors Act, the U.S. Army Corps of Engineers (ACOE) has jurisdiction over all waters of the United States, including wetlands. Federally designated wetlands have no size threshold but must have a hydrologic connection to another surface water drainage system (stream network) that is a tributary to navigable waters. This is a requisite that, due to a 2001 US Supreme Court case, is narrower than that which existed pre-2001. The recent federal approach relegates some small isolated wetlands to an unprotected status. Some isolated wetlands can be considered “adjacent” to regulated waters and would therefore become jurisdictional. The actual identification of federal wetlands and their boundaries requires a wetland delineation and verification by ACOE.

National Wetland Inventory. The National Wetlands Inventory Center (part of the US Fish & Wildlife Service) uses aerial photo interpretations to identify areas that may meet federal wetland criteria. In some locations state designated wetlands overlay National Wetlands Inventory wetlands.

The NWI wetlands are classified in accordance with the Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al. 1979). Five major categories are used: marine, estuarine, riverine, lacustrine, and palustrine.

Ecological information is very important when identifying the significance of wetland impact. In the absence of any formalized wetland evaluation method acceptable to ACOE, forested wetlands are afforded the greatest value due to the length of time necessary to establish these wetland systems. For more information on the other modifiers used in the Cowardin/NWI classification system please refer directly to the NWI Figure legends provided on the NWI quadrangles.

Copies can be viewed at the Saratoga County Planning offices or obtained by contacting the U.S. Fish and Wildlife Service.

Vernal Pools. Vernal pools are typically small depressions that flood in spring or after a heavy rainfall, and are filled again in autumn. They provide essential habitat for a number of species. Vernal pools support a diverse group of invertebrates and amphibians that depend upon them as breeding ponds. Since vernal pools cannot support fish populations, there is no threat of fish predation on amphibian eggs or invertebrate larvae. Many amphibian, invertebrate and plant species have adapted to vernal pools and rely on

them for all or part of their life cycles. Although amphibians may be found in vernal pools for one or two months of the year, without them it is unlikely that some species could breed anywhere else. Many amphibian species will breed only in vernal pools due to the absence of fish (predators).

One particular type of vernal pool, a pine barren vernal pond, is found in Wilton and, according to the New York Natural Heritage Program, is very rare and vulnerable to extinction.

State Wetlands. State-designated freshwater wetlands are defined by the presence and predominance of hydrophytic (water loving) vegetation. They must be greater than 12.4 acres (5 hectare) or deemed to be of unusual local importance. In part, NYSECL Article 24; 6 NYCRR Parts 662 and 663, sometimes referred to as the “Freshwater Wetland Act” is aimed at preventing these wetlands from being filled and/or drained. Activities within one hundred (100) feet of these wetlands are regulated. A permit from the NYSDEC is required for disturbance of state-designated wetlands and their buffer areas. Wetlands are primarily concentrated in the eastern and southern portions of town.

Opportunities and Constraints

The ecology of the Town provides numerous opportunities for recreation and the preservation of visual quality and rural character. Forested areas and wetlands provide opportunities for trail development and nature facilities. Ecological communities provide many functions that protect other resources. For example, trees and other vegetation filter the air and provide noise abatement and visual buffers. Diverse wildlife reduces populations of nuisance animals, such as rats and mice, and minimizes the occurrence of disease. Many species of birds, bats, amphibians and insects keep harmful insects in check. Wetland communities filter pollutants from water and provide habitat, among many other functions and values.

The presence of wetlands and other important habitat on a given piece of property can conflict with development plans. Sometimes the extent of important habitat is so great as to preclude development on a given parcel. However, many times these resources can be preserved and protected through innovative site design. The concept of designing with nature is widely accepted

practice and very desirable to potential homeowners. Currently, the NYSDEC and the Corps regulate wetlands.

F. Land Use & Zoning

Existing Conditions

Land Use

Prior to the construction of the Northway in 1962, the predominant land uses in the Town were agriculture and low density residential. Large subdivisions, commercial and industrial uses were limited. Much has changed since the Northway was completed. Development of all types has occurred including large residential subdivisions, and large commercial, retail, and light industrial development. Table B.2 provides a breakdown of the various land uses in the Town and approximate land area of each.

Table B.2
Existing Land Use

Use	Acres	% of Total
Agricultural	220	1
Residential	8,831	41
Commercial	1,826	8
Industrial	70	1
Recreation / Entertainment	412	2
Community / Public Services	918	4
Wild, Forested, Conservation Land	780	4
Vacant Land	8,466	39
Total	21,522	100

The largest single active land use in the Town is residential (more land identified as vacant or unused). The most intense area of residential development lies between Route 9 and the Northway south of Ballard Road with some recent developments shifting the line of development northward a bit. This area consists of suburban style development in subdivisions of varying sizes. Less intense residential development is scattered throughout the remainder of the Town. This development consists of small subdivisions and individual lots.

Commercial/retail development is centered on the Exit 15 area along Route 50 extending northeast as far as Old Gick Road. Commercial uses vary considerably including everything from freestanding fast food restaurants, car dealerships, strip malls, and an enclosed mall. The Exit 16 area includes a variety of uses from rural residential to town facilities to commercial to light industrial. In the immediate vicinity of the Exit is a truck stop, gas stations, two distribution centers, a large mobile home park, a small commercial subdivision and some residential development. The Route 9 corridor includes a mixture of diverse small commercial uses, predominantly south of Worth Road. These uses include a new auto park, banks, professional offices, and retail stores. There has been a progressive change in use as residential properties are sold and renovated for commercial use. North of Worth Road the commercial growth is slower and is mainly residential with occasional commercial uses.

Agricultural uses in the Town include a number of properties used as working farms. These operations are longstanding, family operations and provide a secondary income. Much of the land that was once used for farming has been sold and developed. Unless specific protections and alternative opportunities for land owners are presented, continued loss of farmland is anticipated.

There is a significant amount of open space in the area covered by the Wilton Wildlife Preserve & Park. The open space in this area falls into a number of categories including vacant lands in private ownership. Permanently protected open space currently includes approximately 1,600 acres with a goal to protect nearly 3,000 acres. The permanently protected lands in the WWPP include forest lands owned by Saratoga County and lands owned by the town, Nature Conservancy and New York State. In addition, some of the permanently protected open space is held in conservation easements by Saratoga PLAN (Preserving Land and Nature). Other permanently protected open space is scattered throughout the town and is generally associated with subdivisions.

Large, privately-owned undeveloped parcels occurring throughout the Town contribute to the rural character of those areas.

Zoning

The following is a summary of permitted land uses for the various zoning districts in the Town based on the current zoning map.

R-1 Residential District – This district is intended to consist of primarily detached, single family homes.

R-2 Residential District – This district is limited to agriculture, rural residential and certain other non-intensive land uses.

R-3 Residential District – This district is intended for predominantly detached, single-family housing and for agriculture and certain non-intensive land uses.

R-M Mobile Homes and Mobile Home Parks District – The purpose of this district is to allow mobile home parks that meet specific requirements and promote the health, safety and general welfare of the inhabitants of the Town.

RB-1 Residential Business District – This district is reserved to promote an area for office and low-intensity commercial uses and to encourage continued uses consistent with rural residential areas.

H-1 Hamlet One District – The Hamlet One District is intended to encourage increased pedestrian-oriented residential, commercial and retail activity and create a location where greater flexibility is permitted and encouraged for the mixed use of retail, office and residential uses.

C-1 Commercial District – The C-1 commercial district is intended for business development.

C-2 Business/Light Industrial District – The purpose of this district is to provide for research, computer, telecommunications, warehousing and nonpolluting assembly operations as well as low volume service-oriented business operations. Industrial and business parks utilizing common access and utilities will be encouraged.

C-3 Commercial/Light Industrial District – This district is designated for business development and intended to provide for research, computer, telecommunications, warehousing and nonpolluting assembly operations as well as service-oriented commercial operations.

CR-1 Commercial Residential One District – This zone is intended to allow some mixed use development consisting of residential with appropriately scaled commercial uses.

CR-2 Commercial Residential Two District – The purposes of this district are to provide a mix of commercial and residential uses; allow for multifamily and apartment buildings through Planned Unit Developments; and promote design standards that effectively transition from hamlet to residential areas.

I-1 Industrial District – The district purpose is to provide areas for uses that involve fabrication, assembly, treatment, packaging or incidental storage, sales and distribution of products from previously manufactured materials, excluding basic industrial processing.

NC-1 Northway Corridor Overlay District – The intent of the NC-1 district is to provide a green buffer between all development, whether commercial, industrial or residential, and the Northway. Buffer requirements vary depending on the adjacent zoning district.

CRT Composting/Recycling/Transfer/C&D Processing Facility District – This district allows composting, recycling handling and recovery facilities, transfer stations and construction and demolition debris processing facilities.

Opportunities and Constraints

The Town of Wilton via the Wilton Water and Sewer Authority (WWSA) took a very proactive and important step in controlling their growth by establishing clear policy for the provision/extension of water and sewer service in the Town, consistent with the Town's 2004 Comprehensive Plan. In addition to limiting their service to a reasonable portion of Town, they further precluded the development of package treatment and related facilities.

Considerable land area exists in the rural portions of the Town located east of the Northway, west of Route 9, and generally north of Ballard Road. Left to build-out under current zoning, the rural character of these areas could be lost, especially the character as viewed along the currently rural roads through these areas. Opportunities to address this character, preserve open space, and help to keep the current farming operations in place are available through both standard and innovative growth management tools.

Quality of life is an important factor to consider for the future of the developed areas of Town. The current vehicle oriented land use patterns present impacts that can become significant over time and erode the character that brought

many people to this community. Opportunities to increase the consideration of the pedestrian environment in both new projects and redevelopment efforts should be considered. Additionally, redevelopment and reinvestment in the commercial corridors and areas of the town, particularly the Exit 15 and Exit 16 areas, should be considered to establish a more pedestrian friendly environment, reduce traffic conflicts and congestion, and promote sustainable development.

Finally, the ecology of the town is an important component, providing habitat for threatened and endangered species. Significant efforts have been made to preserve these resources. These efforts should continue since it contributes to the rural character of the community and promotes a healthy environment for humans as well as wildlife.

G. Agricultural Resources

Existing Conditions

Active agricultural lands within Wilton are limited. Even more limited are lands included in a New York State Agriculture and Markets Agricultural District. The only lands included in an Agricultural district are lands in the northeast corner of the Town that are part of Agricultural District #1. Other active farms are scattered throughout the Town with a concentration in the northeast corner of the Town.

Opportunities and Constraints

Farms and agriculture is an important part of the overall appeal of tourism in Saratoga County (i.e. pick your own operations, farm stands, harness track, thoroughbred track). The Town has the opportunity to protect remaining farmlands by participating in programs that provide assistance to farm operations including Purchase of Development Rights (PDR) programs, incentive zoning, and tax abatements such as those associated with term easements.

There are numerous constraints on farming operations. Many of these constraints are directly related to the economics of farming for a living. Farming practices have changed over the years. Small to medium size farms that prosper have converted to specialized operations and products. Farming is also impacted

by suburban expansion that drives up land values and increases taxes. The fact that good farmland soils often have few limitations for residential development further complicates this issue. Often new homeowners are unfamiliar with farming practices and find them to be unpleasant.

Agricultural activity is generally incompatible with suburban residential development. With proper design, the two may coexist but this requires a certain level of understanding on the part of the resident who may be impacted by dust, noise and odors, all common residuals of farming.

H. Recreational Resources

Existing Conditions

The Town of Wilton offers both active and passive recreational opportunities. Existing facilities include Gavin Park, a 58 acre park that includes soccer fields, tennis and basketball courts, baseball fields, a large pavilion area and a playground area. The facility located off of Jones Road also includes several buildings that support the Town's recreational program. There is one privately owned golf course in the Town located at the McGregor Country Club on Northern Pines Road.

Additionally, the Wilton Wildlife Preserve and Park provide passive recreational opportunity. The Wilton Wildlife Preserve and Park is a nonprofit organization. Their mission is to conserve ecological systems and natural settings while providing opportunities for environmental education and recreational experiences.

Opportunities and Constraints

Considerable land is available in the community to develop additional parks and passive recreational uses as needed to support the population.

I. Municipal/Community Services

Existing Conditions

Police Protection – Police services are currently provided by both the Saratoga County Sheriff and the State Police. State Police Barracks are located on Ballard Road. Saratoga County Sheriff Offices are located on County Farm Road in Ballston Spa. There is also a County Sheriff sub-station in the Mall.

Fire Protection – There are two fire districts serving the residents of Wilton. The Wilton Fire District with a station located on Ballard Road serves the entire area north of Northern Pines Road. The Greenfield Fire District station is located on Maple Avenue and serves the southern part of Route 9 and the Exit 15 area. These fire districts are staffed entirely by volunteers. The fire districts are funded by a special district tax.

Emergency Medical Services (EMS) – Emergency Medical Services in the Town of Wilton are provided by the Wilton Emergency Squad with headquarters on Jones Road. The EMS staff is comprised of a combination of paid and volunteer staff. EMS services are funded by a special district tax.

Education – Residents are served by one of three districts: Saratoga Springs City Schools, South Glens Falls or Schuylerville. The majority of students attend schools that are part of the Saratoga Springs City School District. Nearly the entire area south of Gailor and Scout roads are included within this district. The Dorothy Nolan Elementary School is part of the Saratoga Springs District. The Ballard Road Elementary School is part of the South Glens Falls School District.

The Maple Avenue Middle School is also part of the Saratoga Springs School District. The district is in the midst of capital improvements which include new classrooms, a new gymnasium and other facilities. The district has also realigned its school structure moving from a Jr. High format to Middle School format.

Waste Disposal – Waste disposal is provided by private waste haulers that are contracted by individual residences and businesses. Waste is transported to licensed landfills and other facilities.

Opportunities and Constraints

Police Protection – There are no known issues with police protection in the Town. Many suburban communities in Saratoga County use this mix of County and State forces.

Fire Protection – The Town has fire protection from the Greenfield Fire District and the Wilton Fire District. The fire districts and the Town should continue an open dialogue regarding equipment needs to ensure that appropriate levels of protection continue in this area of Town.

Volunteer staff is always needed to help maintain adequate staffing.

Emergency Medical Services (EMS) – It is anticipated that EMS service will continue to be provided to residents by a combination of paid and volunteer personnel.

Education – Continuing working with the school districts to project growth and conduct land use planning is beneficial. Educational services are a valuable asset to the community and, although mandated, should not be taken for granted. Understanding district needs is key to ensuring high quality education now and in the future.

Waste Disposal – Waste disposal will continue to be an important issue throughout the country. Limiting landfill space will eventually drive up disposal costs. Waste reduction and recycling should be emphasized in the community.

J. Utilities

Existing Conditions

Water

The Town's first private water systems were originally built by developers in the early 1980's. These systems were purchased by the WW&SA when it was established in 1992. A number of facilities combine to meet the Town's water supply needs. These include systems located within the Town of Wilton and additionally the County water line connections.

There is adequate water supply with connection to the County water line.

Sewer Service

The Saratoga County Sewer District No.1 (SCSD No. 1) encompasses the entire Town of Wilton.

Opportunities and Constraints

The availability of utilities or the ability to service them is perhaps one of the strongest precursors of development pressure. Development is either constrained or encouraged by the availability of utilities. The lack of utilities in an area combined with potential constraints related to soils can severely limit the pace and scale of development.

In order to maintain this strong policy of utilities management and growth management, the Comprehensive Plan for Water and Wastewater Management should be re-evaluated upon completion of this Comprehensive Plan to ensure consistency between these two important policy statements.

K. Transportation and Mobility

Existing Conditions

Residents of the Town of Wilton are generally dependent on their vehicles to move from place to place in their daily lives. There is limited mass transportation available.

The Town of Wilton is comprised of a network of roadways that include an interstate, a U.S. highway, state highways, county routes, and town roads. The Northway (I-87) is a major interstate highway that is the primary artery between Albany and the North Country. More importantly, it is the primary artery serving the large residential communities in throughout Saratoga County. The Northway has two exits within the Town (Exits 15 and 16). Exit 15 provides access to the residential area in the southern portion of the Town, its growing retail and commercial area and to downtown Saratoga Springs. Exit 16 provides access to the northern section of Town.

U. S. Route 9 is a principal arterial providing north-south access to both Saratoga Springs and Glens Falls. Route 9 is an important collector for many secondary

roads. New York Route 50, which intersects the southeastern quadrant of the Town, provides access between Saratoga Springs and Northumberland.

County roads include Ballard Road (CR 33), Northern Pines Road/Traver Road (CR 34), Gansevoort Road (CR 32), Greenfield Road (CR 36), and King Road (CR 39).

The Town is also in the process of updating its 2015 Update to the Traffic Planning Study. This plan identifies areas of improvements for Town-maintained roadways.

Opportunities and Constraints

Generally, the transportation system in the Town is in good condition. However, the physical constraints at the Exit 16 area creates traffic congestion and limits future economic growth in an area identified for that growth. Additionally, growth in the residential core between Route 9 and the Northway stress local and county roads during morning and evening peak hours. Recognizing that the majority of the population is commuting to work south of the Town, the emphasis should remain on providing efficient access to the Northway. This should be done in a manner that protects neighborhoods and the integrity of collector roads. Furthermore, the Exit 15 area requires further consideration to reduce congestion and improve the pedestrian environment, which is currently limited.

L. Socioeconomic Resources

Existing Conditions

Population

The Town of Wilton continues to grow steadily. From its roots as a rural farming community in 1950 with a population of less than 1500 people Wilton has grown to its present status as a dynamic, suburban community with numerous business operations and a population of 17,633. Recent population trends indicate that Wilton will continue to attract new residents and businesses. Wilton's location just north of Saratoga Springs and just south of the Adirondacks as well as access to I-87 is several of the many reasons it is a candidate for continued development pressure.

The 2010 Census population of 16,173 represents an increase of 3,662 people (29%) since the 2000 Census. The largest percentage increase during this time period was felt in the 1970's when the Town's population jumped from 2,984 to 7,182. Since that time the population has continued to climb at rates of 5- 20% per decade. Although the Town still has large areas of undeveloped land, there has been significant development pressure in a number of areas throughout the Town. Population trends from 1950 through 2010 are shown on Table B.3 below.

**Table B.3
Population Trends 1950- 2050**

Year	Wilton	Saratoga County	Capital District
1950	1,407	74,689	589,359
1960	1,902	89,096	657,503
1970	2,984	121,679	721,910
1980	7,182	153,759	741,580
1990	10,623	181,276	777,783
2000	12,511	200,635	
2010	16,173	218,372	
2020*	17,909	231,854	
2030*	19,652	244,277	
2040*	20,579		
2050*	21,019		

*Source: US Census 2000, *CDRPC Projections based on US Census Data*

The Town was nearly evenly divided between males (7,934) and females (8,239) in the 2010 Census. Age characteristics of the population are shown in the table that follows:

**Table B.4
Town of Wilton
Age Characteristics**

Age (Years)	Wilton	Saratoga County
Under 5	980	12,140
5 to 9	1,122	13,927
10 to 14	1,223	14,682
15 to 19	1,035	14,303
20 to 24	708	12,160
25 to 29	746	12,085
30 to 39	2,014	27,224
40 to 49	2,759	36,021
50 to 59	2,506	33,122
60 to 64	1,095	13,949
65 to 74	1,189	16,719
75 to 84	598	9,234
85 and older	198	4,041
Median Age	40.9	40.9

Source: US Census 2010

The population between the ages of 20-64, was 9,828 or 61% of the total population. The presence of a significant working age population makes the availability of good paying and sustainable jobs either in Wilton or within an acceptable commuting distance important. Currently the average travel time for workers living in Wilton is just over 24 minutes.

Residents are well educated which underscores the necessity for the types of job opportunities that will allow people to find suitable employment. According to the 2009 – 2013 ACS nearly 95% of Wilton’s population 25 years or older have earned a high school diploma. Over 52% of those 25 years or older have earned an Associate’s degree while just over 40% of the population have earned Bachelor’s degrees. In Saratoga County these statistics are High School Diploma 93%, Associates Degree 48%, and Bachelors Degree 37%.

Housing

The demand for housing, particularly single family units has continued to grow to meet the housing needs of the Town of Wilton's increasing population. This trend which began in the 1980's and identified in the 1990 Technical Master Plan

has continued steadily, seemingly not impacted by the poor economy of the late 1990's and early 2000's. As reported in the 1990 Technical Master Plan, there were approximately 2,396 residential units in Wilton in 1980 which increased to approximately 4,785 housing units in 2000 (2000 US Census). Housing types in Wilton and Saratoga County are shown in the table below.

**Table B.5
Town of Wilton Housing Trends**

Housing Type	Wilton	Saratoga County
Single Unit Structures	4,252	66,591
Multi-Unit Structures	1,310	23,514
Mobile Home & Other	1,025	8,694
Total Homes	6,587	98,800

Source: US Census 2010

Residential development continues to focus on the south, central and western areas of Wilton. The vast majority of residential development occurs in subdivisions in areas that can offer municipal sewer, water or both. An Annual development Report is produced each year identifying the building activity within the Town.

Economics

Residents of the Town of Wilton are generally financially secure. Based on the 2009-2013 ACS Census, illustrated in Table B.6 that follows, approximately 64 percent of the household incomes are over \$50,000 per year. In comparison, this is slightly lower than the County. A breakdown of 2009-2013 ACS estimate income levels is provided in the Table B.6.

**Table B.6
Household Income Levels**

2009-2013 Income	Town of Wilton	Saratoga County
Less than \$10,000	296	3,188
\$10,000 to \$14,999	351	3,458
\$15,000 to \$24,999	467	6,519
25000 to \$34,999	630	7,269
\$35,000 to \$49,999	614	9,774
\$50,000 to \$74,999	991	17,107
\$75,000 to \$99,999	650	13,239
\$100,000 to \$149,999	1,437	16,944
\$150,000 to \$199,999	665	6,026
\$200,000 or more	397	4,936

Source: US Census 2010

While there has been a rise in recent years, unemployment rates in the Capital District are generally low. Comparisons at the County level indicate employment in the County remains relatively stable. Unemployment rates for Saratoga County in January of the identified years are as follows:

- 1994: 5.4%,
- 1997: 4.7%,
- 2000: 4.5%,
- 2002: 4.5%,
- 2003: 4.2%.
- 2010: 3.3%
- 2011: 3.6%
- 2012: 4.2%
- 2015: 4.9%

The county is consistently one of the New York State Counties with a low unemployment rate. This indicates good stability as the County, state and nation have experienced a number of economic changes over the course of the preceding decades. This may be linked to a number of factors most notably the well educated work force and the variety of employers located within the region. The local economy includes many sectors which helps insulate it against job losses in one sector.

An analysis of employment and industry show that the majority of the Town’s residents work in other communities. This conclusion is reached by comparing statistics about the Town’s industries with statistics about the town’s workers.

Table B.7 below provides an overview of labor force characteristics.

Table B.7
Town of Wilton
Industries for Employed Persons 16 Years and Older

Industry	Town of Wilton	Saratoga County
Agriculture, Forestry, Fishing Hunting & Mining	21	880
Construction	430	6,973
Manufacturing	560	10,398
Wholesale trade	236	3,080
Retail trade	1,051	12,975
Transportation and Warehousing & Utilities	137	3,818
Information	125	2,205
Finance, Insurance, Real Estate, & Rental and Leasing	946	9,162
Professional, Scientific, Mgmt., Admin., & Waste Mgmt. Serv.	826	11,643
Education, Health & Social Services	2,341	29,164
Arts, Entertainment, Recreation, Accommodation & Food Services	742	9,669
Other services (except public administration)	151	4,591
Public Administration	343	7,743
Total	7,909	112,301

According to the 2007 Economics Sector Statistics for the Town of Wilton, the top five industries are (1) retail trade, (2) accommodation and food services, (3) professional, scientific, and technical services, (4) health care and social assistance, and (5) wholesale trade. This is the most current information available and it should be recognized that much has changed since 2007 regarding the industries present in the town.

Opportunities and Constraints

The population of the Town of Wilton continues to grow. This poses many issues with regard to land use and services. The Town continues to be a desirable place to live and should therefore continue to focus on those elements that draw people to Wilton. Efforts to capture and retain sustainable business will be beneficial to the tax base and may help to reverse some of the typical travel patterns. Major regional economic development projects in Saratoga County, such as the Luther Forest Technology Center, could have major implications in the rate of growth in the region. The Town should be prepared to address this growth pressure to prevent unintended impacts to community character and quality of life.

M. Historic & Cultural Resources

The one common link between the Native Americans, early settlers, and present day residents of Wilton is "Love of the Land". As the Iroquois were attracted by the forests, streams, mineral waters, and good fertile land, so were the first pioneer families.

Trails used by trappers and traders crossed Wilton both North-South and East-West. In 1693 there was a three day battle near one of these crossings between British troops under Peter Schuyler and parties of French and Indians. The battle took place near Stiles Corners. Neither side could claim victory, but the skirmish is known as the "Battle of Wilton". The site is noted by an historic marker at the corner of Parkhurst and Gailor Roads.

During the time between the French and Indian War and the Revolutionary War, settlers came to Wilton, (previously known as Palmertown) in increasing numbers. In 1764, the Brisbin brothers began a saw mill on the Snook Kill,

located in the Palmertown Mountain Range in the North West section of Wilton. After the Revolution, the families of Stiles, Kings, Phillips, Laings, Perrys, Emersons, Dimmicks, Johnsons and McGregors left their marks as well as their names on many small hamlets including: King's Station, Stiles Corners, Dimmicks Corners, Emersons Corners, and Mt. McGregor.

Emersons Corners was named for Broadstreet Emerson who owned a tavern c.1790 that was the first seat of Government in Wilton. The tavern was the site of Wilton's first Town meeting held in 1819 after the town was created from a portion of Northumberland. The site is marked by an historic marker at the corner of Ballard and North Roads.

In the late 1800's a bottling plant distributed the Gurn Spring Mineral Water and Emersons Corners became better known as Gurn Spring. Competition from mineral water enterprises in Saratoga Springs caused the operation at Gurn Springs to close in the early 1900's.

The Gurn Spring Methodist Church c.1885, The South Wilton Church and the Wiltonville Church 1871 are still in existence, but no longer operate as Methodist churches. The combined congregations now occupy the Trinity Methodist Church on Ballard Road.

The McGregor brothers came from Scotland in 1787 and settled in an area near Palmertown. They began farming and operated a gristmill soon after they arrived. Duncan McGregor built a small hotel atop a mountain which became known as Mt. McGregor. The Hotel Balmoral, a grand luxury hotel, was built on the mountain in 1883 and was destroyed by fire in 1897.

Mt. McGregor is better known as the dying place of President Ulysses S. Grant. In July 1885, the terminally ill Grant occupied Drexel's cottage, the original hotel of Duncan McGregor, for several weeks until his death. After fire destroyed the Hotel Balmoral, Mt. McGregor lay idle until 1913 when it was purchased by the Metropolitan Life Insurance Company. It was subsequently purchased by New York State and most recently functioned as a correctional facility. New York State is in the process of transferring a portion of the property to the New York State Office of Parks to expand the Moreau State Park

Opportunities and Constraints

Wilton has a rich history and includes numerous sites of regional and local significance. Although much change has taken place in the town, there are still excellent examples of structures built during the 18th and 19th centuries particularly in the areas of the Wilton Hamlet and Gurn Springs. There are also numerous important sites and structures in the area of Route 9.

Areas that have been deemed locally significant should be protected and enhanced whenever possible. This could at times constrain development on a particular site, but in most cases good site design should make it possible to develop a site and protect and enhance historic resources. Consideration could be given to incentives that would provide density bonuses or other concessions in exchange for the preservation of the historic resources. If properly planned both the historic resources as well as proposed projects can be enhanced through this approach.