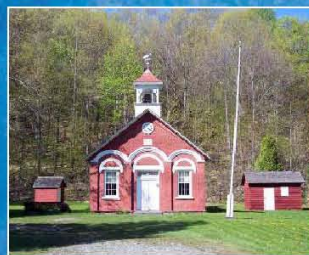




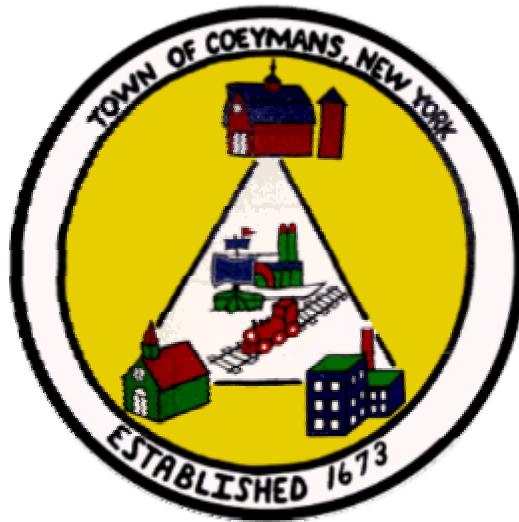
TOWN OF COEYMANS COMPREHENSIVE PLAN



SEPTEMBER 2006



TOWN OF COEYMANS COMPREHENSIVE PLAN



September 2006

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EXECUTIVE SUMMARY

The Town of Coeymans is situated along the Hudson River's western shoreline in the southeast corner of Albany County approximately 15 miles south of the City of Albany. The Village of Ravena is located in the southeast corner of the Town. NYS Route 9W runs north and south through the heart of the Town and NYS Route 143 provides a direct east-west route to the western Hamlets (Coeymans Hollow and Alcove) and Coeymans Landing to the east. Interstate 87 extends through the eastern portion of the Town with access approximately five miles south of the Town.

The Town of Coeymans has a rich history that dates back to the pre-Colonial Era and is linked to the Hudson River and its tributaries. The Coeymans' mills were the catalyst that turned the mostly rural area into a flourishing commercial and industrial river port, making Coeymans well known to river travelers for hundreds of years. Through the 20th century, the principal industries shifted from the riverfront docks to the rail yards and the railroad virtually replaced the river as the way of transporting goods. Over the past few decades, Coeymans has been experiencing slow but steady commercial and residential growth.

The majority of the Town's western area remains mostly open and undeveloped with the land either in agricultural production or grown over to secondary forest. A large area surrounding the Alcove Reservoir (approximately 4,000 acres) is owned and controlled by the Albany County Water Board. Many Coeymans residents enjoy a rural lifestyle, while commuting to work in the Albany area or other nearby regions. In the early 1990s, the Town began to focus its attention on waterfront revitalization, and since then a number of improvements have provided recreational boaters with a reason to visit the Hamlet.

Like all communities, in order for the Town of Coeymans to continue to be socially and economically sustainable, it must respond to changing conditions. As part of the planning process, the Town developed a strategic vision that weaves together the changing economic conditions, the importance of preserving open space, and the needs and desires of a diverse population. Recognizing current planning initiatives within the Town and the surrounding region, which might result in far-reaching impacts on the Town, a Comprehensive Plan was determined to be a needed tool for protecting and enhancing the community.

This Comprehensive Plan incorporates public input gathered throughout the planning process. Public input was sought from specific groups or individuals identified as stakeholders. Feedback from the general public was obtained through several public workshops. In addition, residents were afforded the opportunity to provide feedback through an online resident survey. With the information compiled, a vision for Coeymans was crafted along with specific goals and strategies designed to achieve this vision.



Land Use & Zoning

Throughout the planning process, residents continually focused on the high quality of life in the Town. For the most part, residents want to maintain the current land use patterns, preserve architectural diversity, create a stronger sense of place and continue to promote a separate, but solid balance between the residential, commercial and industrial areas.

Throughout the public participation process, the majority of residents focused on land use issues involving needed protections for the natural environment and improvements to housing conditions in certain areas of the Town. Public participants perceived a lack of code enforcement contributing to problems in the community. Residents wish the Town to encourage a balanced mix of single and multi-family housing, and new subdivisions that are small, organized in clusters and planned with more green space. Many residents would like the Town to encourage new housing development and small tourism and service oriented businesses on undeveloped lands near the riverfront.

During the various community meetings, most participants expressed their opposition to the development of the City of Albany landfill in the Town of Coeymans, and also expressed that stream banks protection from erosion and pollution should made a top priority. The most positive feature of the Town is it's small town feel, open space and riverfront. As the Town's greatest asset, the waterfront should be further protected and enhanced.

The following Goals and Strategies support concepts behind preserving and improving the Town's quality of life now and into the future through suggested changes to the existing Zoning Ordinance and general land use policies and administrative procedures:

Land Use & Zoning Goals

- Goal #1:** Preserve and enhance Coeymans existing rural, small town character while accommodating a balanced mix of agricultural, recreational, residential, commercial and industrial uses.
- Goal #2:** Encourage future development that minimizes negative impacts on natural resources, infrastructure, and neighboring uses in order to safeguard the health, safety, and welfare of the community.
- Goal #3:** Protect the community's visual character and aesthetics, especially along corridors and at prominent gateways.

Land Use & Zoning Strategies

1. Modify and strengthen the Town's **Zoning Ordinance** to ensure that zoning districts are clearly defined and delineated, terms are appropriately explained, and the intent and vision identified through the Comprehensive Planning process is clearly articulated through the Town's zoning.
2. Consider the development of **architectural design, building form, and signage guidelines as part of Site Plan review**, especially for the Hamlet and Alcove Historic District, to foster new commercial, residential, and mixed-use development that retains Coeymans' small town character. These standards and sketches can serve as a guide toward achieving an acceptable urban pattern through building styles and typologies. The design standards and sketches should be applicable to all proposed activities, including signage and franchise/chain businesses.
3. Strengthen the Town's **Site Plan Review** regulations so that all topographic and physical geography and existing environmental conditions are taken into consideration when evaluating new development proposals. To promote new development that is consistent with the Town's goals and to assist the Town in conveying its design and form preferences to potential applicants, the Site Plan Review requirements could provide information to applicants on how the Town wants new development to look and relate to existing development. Site Plan Review should require that proposed commercial projects be designed:
 - a. In an architectural manner and using materials consistent with Town intent;
 - b. To include pedestrian and bicycle facilities wherever appropriate;
 - c. To facilitate access management through coordinated access points and/or access roads and interconnection of parking lots;
 - d. To screen unsightly equipment, commercial vehicles, and dumpsters from public right-of-ways;
 - e. To provide a landscaped buffer between adjacent commercial and industrial developments;
 - f. To provide adequate green space and plantings;
 - g. To provide new roads as connective thoroughways extending from existing roads whenever possible; and
 - h. To address other potential environmental impacts, such as noise, lighting, and additional traffic volumes as may be appropriate.
4. Investigate designating a **Local Historic Overlay District** in any limited areas that have a concentration of historic resources. The Town can delineate special overlay districts to protect local historic structures and sites. A Local Historic Overlay District provides

protection against potential impacts, such as physical or use modifications, or demolition of all the historic resources within the delineated area. This overlay can be used to protect the district's resources from the encroachment of incompatible uses within an identified viewshed area (e.g., 500 feet from the resource).

5. Identify appropriate **Performance Standards** that may be incorporated into Site Plan Review and/or Special Permit Review procedures. Performance Standards generally provide environmental protection from industrial and manufacturing uses. Such standards ensure uses are environmentally clean and do not have noxious impacts on adjacent properties, especially residential neighborhoods. Impacts that should be prohibited and/or regulated include, but are not limited to, noxious gas emissions, dust buildup, vibrations, and excessive lighting.
6. **Modify the Town's Zoning Ordinance to prohibit certain nuisance uses** that are inconsistent with the Town's Comprehensive Plan and vision for an environmentally restored, safe, and aesthetic community.
7. Use **Planned Unit Districts (PUD)** to allow a variety of higher-density residential development clustered in areas that have the infrastructure (water, sewer, roads) to accommodate them. These units, designed to meet the needs of singles, "empty nesters", and seniors, can include town houses, condominiums, and manufactured housing units, and can be a mixture of both apartment rentals and owner units.
8. Enact zoning designed to preserve agricultural lands. Many areas presently used for farming are zoned for residential uses. A **Planned Unit Development (PUD)** is another planning tool that might be instrumental in preserving farmlands.
9. Consider adopting a **Vacant Building Registry**. Property owners would be required to register vacant buildings with the local government. As a result, the Town could utilize such information to ensure buildings comply with all safety and conforming to requirements related to securing the building. In addition to requiring a registration fee, violators should be penalized.
10. Consider updating and completing the Town's **Local Waterfront Revitalization Program (LWRP)**. Locally prepared, LWRPs are land and water use plans, through which critical issues are addressed and strategies are identified for maintaining and enhancing the community's natural, public, working, or developed waterfront. In partnership with the NYS Department of State Division of Coastal Resources, a municipality develops community consensus regarding the future of its waterfront and refines State waterfront policies to reflect local conditions and circumstances. Once approved by the New York Secretary of State, the Local Program serves to coordinate State and federal actions needed to assist the community achieve its vision. Developing an LWRP provides the organizational structure, local laws, projects, and on-going partnerships that implement

the planning document. Although the Town developed a draft LWRP, it never adopted the plan. Once adopted, LWRPs open additional funding opportunities.

11. Review and update the **“Storage of Junk” Law**. Junk Removal Laws prohibit the accumulation or disposition of junk and rubbish, such as junk motor vehicles, and provide penalties for such a violation. The intent is to protect the public from a potential safety hazard and a public nuisance. The Town’s existing Junkyard Regulation allows the proliferation of junkyards provided that they are 150 feet from adjacent property lines and 150 feet from public right-of-ways, 250 feet from water bodies or wetlands, and 500 feet from public congregation areas. However, there is evidence that despite this regulation, many have indicated that junkyards and junk vehicles are a visual blight on the landscape.
12. Review and revise the Town’s existing **Subdivision Regulations**, as may be appropriate, to ensure that the Town’s abundant natural resources are preserved. Resources that should be preserved may include, but not limited to, water bodies, wetlands, forestlands, and other unique features. In addition, the Subdivision Regulations should provide applicants guidance on any desired pedestrian and cyclist access features, local road and driveway design, preferred development form and character, and parks, recreation and open space requirements and/or mitigation.
13. Encourage mixed-use buildings. This would allow retail businesses and office space to be located on the first floor of a building and residential apartments on the second and third floors of the building.
14. Consider land use regulations to preserve the Hudson River viewshed. A height restriction on new buildings within an area designated as the Hudson River viewshed should be considered to protect existing property, attract new residents and businesses, and preserve the unique views of the Town.



Natural Resources

The Town of Coeymans has an abundance of natural resources and features that create a unique and enjoyable community. Natural resources contribute to the aesthetic, recreational and economic opportunities afforded by the community. Scenic and visual resources are partially attributable to the Hudson River, Coeymans Creek, Hannacroix Creek, Lawson Lake, and Alcove Reservoir. The varying terrain shapes additional scenic vistas. Public workshop participants recognized the geographical variety of Coeymans as a significant asset to the community.

As with many communities, Coeymans is faced with countless environmental challenges. Pollutants can impair the lifespan of the Town's natural resources without the proper implementation of protective measures. Daily challenges include the ability to effectively monitor environmental compliance to ensure the protection of these invaluable resources. Preservation of these resources for future generations can be accomplished through careful planning and appropriate land use regulations. The following Goals and Strategies have been developed in order to preserve and protect the Town's natural resources:

Natural Resource Goals

- Goal #1:** Foster the preservation of the Town's many environmentally sensitive lands, protecting them from any adverse impacts man-made development may have on land, air, water quality, natural habitats, unique land formations and public health, welfare, and safety.
- Goal #2:** Preserve and protect the Town's water bodies and lands that serve as important natural drainage channels, provide drinking water, and function as wildlife habitat.
- Goal #3:** Preserve and protect those lands and unique scenic resources that contribute to the Town's unique character and scenic vistas.

Natural Resources Strategies

1. Consider strengthening the Town's existing stormwater management policies and regulations to ensure adequate runoff control and flood prevention. Polluted stormwater runoff is often transported to municipal separate storm sewer systems (MS4s) and ultimately discharged into local rivers and streams without treatment. The U.S. Environmental Protection Agency Storm Water Phase II Rule establishes an **MS4 Storm Water Management Program** intended to improve the nation's waterways by reducing the quantity of pollutants that flows into storm sewer systems during storm events. Common pollutants that can impair waterways and pollute drinking water include oil, grease, and salt from roadways, fertilizer and manure from farms, pesticides from lawns, sediment from construction sites, and trash. As Coeymans is classified as a rural community, it is not required to comply with the MS4 requirements. However, for the purpose of protecting water quality, the Town may want to develop stormwater management standards, based on NYS Department of Conservation requirements, that are applicable to and cover all areas of the Town. Alternatively, the Town may want to develop a **Groundwater and Wellhead Protection Law**.
2. Create a **Natural Resources Workgroup** tasked with the responsibility to complete a Town-wide **Natural Resources Inventory**. The Comprehensive Plan includes a preliminary inventory developed using existing data sources. The Town should conduct a thorough, more hands-on evaluation of these resources. The inventory could be used to identify appropriate lands for continued environmental conservation. The Natural Resources Workgroup could recommend or prioritize specific parcels and/or resources that may be in the Town's best interest to protect either through conservation easements or land acquisition.
3. Work with existing and future nature conservation groups, such as the Onesquethaw-Coeymans Watershed Council, on establishing permanent protections of environmentally sensitive areas within the Town through **non-profit land acquisition and conservation easements**.
4. Examine alternative land evaluation rates appropriate for agricultural lands in order to encourage the continuance of farming.
5. Promote the **development of resident volunteer groups** to sponsor and help maintain the Town's important resources. For example, a "Friends of Joralemon Park" could be created to develop a natural resource protection program for the park's rare ferns and wildflowers, considered a regional botanical treasure. The Onesquethaw-Coeymans Watershed Council and/or the local Boy Scout troop could be asked to participate in developing an inventory of the park's plants and erect caution signs within the park for their protection. A local "Friends of the Hudson River" group could be organized for regular clean up activities along the Hudson River's shoreline.

6. Provide information to local farmers on the different **mechanisms available to assist farmers in maintaining their properties**. These include agricultural assessments, partial reduction in real property taxes for eligible NYS farmland, American Farmland Trust estate planning, and Farm Building Exemptions through NYS Office of Real Property Services (ORPS). Work with farmers to identify ways to reduce taxes.
7. Use available **economic development tools** to foster a viable agricultural economy. The agricultural industry can be supported through Agricultural Districts, agricultural tax exemptions, and any other appropriate tax exemptions. The Town can apply for and facilitate the dissemination of loans and grants from State government agencies, as well as from quasi-government agencies, to local farmers. The Town can assist local farmers in developing value-added agricultural products, such as cheese, or establishing ancillary businesses such as tourist u-pick and farm stands.
8. Investigate creating a **Scenic Byway** in the Town that is of regionally outstanding scenic, natural, cultural, historic or archaeological significance. In order for a road to be designated as a scenic byway, the road must offer an alternative travel route to major highways and daily travel patterns. Scenic byways, much like Coeymans roadways, provide heritage, recreational activities or beauty. In addition to managing the character of a scenic byway corridor, such corridors are also intended to encourage economic development through tourism and recreation. Many residents indicated a desire to maintain NYS Route 144 as an attractive, undeveloped green space. Designating NYS Route 144 as a Scenic Byway would (1) make additional funding available to the Town for preservation/revitalization efforts and (2) attract tourists to the community. In particular, the Town's ability to create tourism connections via a scenic byway to the waterfront should be explored in greater detail.
9. Research regulations, as may be appropriate, to protect the Town's natural resources. Consider strengthen or updating the Town's existing **Freshwater Wetlands Law** to further enhance protection of the Town's wetlands. NYS DEC classified wetlands are protected with a 100-foot buffer. In addition to NYS DEC classified wetlands, the Town should hire a wetlands specialist to map the delineation of additional town-wide wetlands. The Town could then adopt a law affording the locally significant wetlands with the same buffer protection. For the purpose of protecting the Town's wetlands and water resources from the negative impacts of development, encroachment, erosion, and water pollution, special permits should be required for all activities within this area, including but not limited to, construction, filling, excavation, clearing of mature trees, grading or natural landscape alteration, and use or storage of fertilizers, pesticides, herbicides, and salt. Depositing chemical wastes or other materials that may cause a deleterious ecological effect should be prohibited.

10. Explore land use regulations to protect the Town's water resources, including but not limited to the Hannacroix Creek and the Onesquethaw/Coeymans Creek. Land use regulations may include overlay protection districts and/or setback requirements for future development adjacent to the creek.
11. The Town should identify, prime lands valued for agriculture, open space, environmental features, or scenic qualities that may be preserved via a **Planned Unit Development (PUD)** option. The intent behind such an option would be to promote appropriate land use development, preserving open space, environmentally sensitive features—such as quality habitat areas, prime agricultural lands, wood lots, wetlands, and hillsides-- and scenic qualities by clustering development in a specified section of the developable property, to the extent the land's characteristics allow such a development pattern.



Economic Development

Coeymans has a variety of local and regional economic development resources available to encourage the growth and stabilization of the economy. The Town has an active web site and Business Association that can be used to promote the Town and generate economic opportunities. The Hamlet contains available properties served by public water and sewer with the potential to be developed as small-scale tourism and service oriented businesses near the waterfront, and the potential for expansion of water and sewer along NYS Route 144.

The Town is projected to gain population between 2005 and 2010. The most important trend identified is the aging of Baby Boomers, and the loss of the middle aged population. The 55-64 and the 65-74 age group is expected to experience an increase, which could have a positive economic impact, as according to the U.S. Bureau of Labor Statistics, consumers between the ages of 35-44 and 45-54 are in their peak earning years, and spend the most dollars of all other age groups. Population projections also predict an increase in the median household income for Town residents by 2010.

The following is a list of Goals and Strategies formulated from the community outreach process of this plan.

Economic Development Goals

- Goal #1:** Foster the development of a vital business-friendly environment, both for existing businesses and new business enterprises.
- Goal #2:** Promote economic development that will expand and stabilize the Town's tax base while providing for a range of employment opportunities.
- Goal #3:** Retain and improve the Town's commercial and industrial base to expand the availability of goods and services to residents and tourists alike.
- Goal #4:** Foster the development tourism resources in the Town to strengthen the local economy and establish stewardship and preservation of the Town's unique resources.

Economic Development Strategies

1. **Promote the Town of Coeymans' identity as a Hudson River riverfront community.** Improve the signage directing users to the riverfront park and boat launch. Improve and direct tourists from the river to local restaurants, lodging and shopping areas. Expand Coeymans Landing Park; encourage businesses that sell and rent fishing tackle and other water dependent equipment.
2. **Improve and coordinate local and regional marketing efforts,** including, but not limited to, the I Love New York campaign and the Hudson River Valley National Heritage Area. By being involved in the development of promotional materials, the Town can better ensure that marketing materials accurately reflect and identify the Town and its resources.
3. Develop a **tourism brochure** for the Town of Coeymans. This brochure should identify the Town's tourism resources (including the Little Red Schoolhouse and the Chimney), as well as strengthen the Town's identity as a Hudson River riverfront community. Calendar of events can be listed within the brochure and be available online at the Town's website. The Town should coordinate distribution of the brochure with the County, regional tourism agencies, and the State tourism office.
4. Attract local residents and tourists to the Town via a **variety of outdoor community events** such as the Heritage Days, Food Festivals, parades, concerts, boat shows on the Hudson River, river festivals, theater, fireworks displays, markets (crafts, arts, antiques, flea markets, farmers markets, etc.).
5. **Encourage the Town's local tourism industry by fostering the development of tourism-supportive establishments.** Appropriate establishments may include Bed and Breakfasts, hotels, restaurants, cafes, taverns, drive-through establishments, and retail specialty and gift shops, and antique centers.

6. **Encourage the Town's local tourism industry by fostering the development of tourist destinations.** Some suggestions include heritage tourism sites and activities, a water park, and supportive establishments.
7. **Develop a pro-active business attraction program.** The Town should focus on (1) identifying how it wants to be perceived; (2) preparing appropriate marketing and promotion materials; and (3) pursuing businesses that correlate with its future vision.
8. **Encourage the development of recreational facilities** for the enjoyment of Town residents and visitors. Desirable resources identified by Town residents included a movie theater, miniature golf park, batting cage, game arcade, and a skating rink.
9. Create a **Commercial Development Grant/Loan Program.** Such a program may include but is not limited to: a 50/50 grant/loan façade improvement program and/or a micro-enterprise low-interest loan pool. Funds can be awarded or given as incentives to businesses that improve the aesthetic appearance of the community. This can be used to encourage new acquisition of currently vacant structures. In addition to façade improvements, monies can be used for rehabilitation activities such as upgrades to a building's heating, electrical or structural systems. Develop additional methods by which the Town can assist small business owners.
10. Consider **local tax incentives** to encourage redevelopment and reinvestment. **Section 485b** of the New York State Real Property Tax Law establishes a schedule for property tax abatements for new commercial, business, or industrial projects. This exemption is a local option.
11. **Secure funds to acquire any prominent properties in tax default.** The Town, through a Local Development Corporation, may want to acquire tax default properties that have commercial potential. The LDC can then decide how it would like to see the property developed and issue a request for proposals for redevelopment of the property. The Town can also use eminent domain to take abandoned and condemned structures.
12. **Develop a visible tourism information kiosk/welcome center.** This location can be used to post flyers about events and activities as well as information about local resources.
13. **Develop a marketing logo for use on promotional materials.** A logo is a promotional tool used to establish an image. A marketing logo for Coeymans could be used to promote local tourism. This logo could be used on brochures, banners and signs within the Town to create connectivity for visitors between the Town's resources.
14. Create a comprehensive and coordinated tourist attraction **Way-finding Signage Program.** This program should include coordinated signage for local tourist attractions, restaurants and retailers, visitor services, municipal buildings, public parking, waterfront resources, parks, trails, historic resources, etc.

15. Create an inventory of **developable resources**. The inventory should provide detailed information on vacant buildings and vacant lands, including the gross floor area of the building or size of the parcel, selling price, contact information, and development constraints (zoning or other).
16. **Use the Town's web site as a marketing and business tool**. A local website could be used to market local businesses, special events, seasonal activities and programs. Businesses that have their own websites could link to the Town's website, while businesses that do not maintain a website could provide information, photographs, events schedules, etc. to be included on the Town website. The website can also be used to promote local and State economic development programs to attract and retain business.
17. **Support and encourage the continuing efforts of the Business Association of Ravena and Coeymans (BARC)**. Originally created in the late 1990s, BARC was dormant since 2003 but has recently become active again. As a local business association, this group should work together on identifying the types of business establishments the Town should court; on defining the community design and aesthetics guidelines; and developing joint planning and promotional activities.
18. **Promote the development of light industrial, commercial, and warehousing as well as computer and high tech businesses in appropriately identified locations**. In addition to providing quality employment opportunities, these businesses also benefit local taxpayers by supporting the local economy.
19. Retain and improve existing businesses in the Town. Identify local business needs to create local growth opportunities and provide businesses the ability to continue to serve the Town. Unique businesses, such as the historic limestone rock quarries, should continue to be encouraged.
20. **Develop proactive measures by which the Town can foster improved communication between the Town and local businesses**. A Town staff person could be appointed to act as a Town-business liaison. Responsibilities could include advising small businesses and local entrepreneurs on local programs and services, as well as assisting with state and county agencies.
21. **Develop an entrepreneur assistance program** that assists existing and new business ventures in developing effective marketing programs. Assist existing businesses in identifying and pursuing appropriate funding and grant opportunities, as well as advising businesses on local regulations, and providing other types of assistance.



Housing

The availability of good quality housing is vital to the Town's future economic growth and stability. Housing in the Town of Coeymans is very affordable, when compared to nearby communities. According to the 2000 Census, Coeymans' median housing value was \$97,671, which is higher than the Village of Ravena (\$95,370) and lower than the County's median housing value (\$116,273). Neighboring communities, the Town of Bethlehem (\$143,738), New Scotland (\$122,729) and New Baltimore (\$ 98,769) had higher median housing value than the Town of Coeymans.

Public workshop participants identified a variety of housing-related issues. Many of the older homes of the Town, especially those located in the Coeymans Hamlet, have been suffering from neglect due to transient tenants, absentee landlords, and high turnover rates. In general, neglect has resulted in declining property values, which in turn has resulted in speculation, which absentee owners acquiring many properties.

Many of the issues overlap with the need for improved codes, ordinances, and code enforcement, which is addressed under Land Use and Zoning. The following Goals and Strategies have been developed in order to address the future needs for quality housing:

Housing Goals

- Goal #1:** Provide a balanced blend of quality housing opportunities including a desirable range of housing types and price ranges affordable and accessible for residents.
- Goal #2:** Preserve and enhance the Town's existing residential neighborhoods.

Housing Strategies

1. Explore the implementation of a Town wide **Housing Rehabilitation Program**. There are several areas identified in the Town with a deteriorating housing stock. Coeymans should pursue funding opportunities to assist low-income property owners in making needed repairs and upgrades to bring buildings up to code. This program could be available both to owner occupied units and mixed-use structures in commercial districts.

2. Foster the development of **pro-active neighborhood associations** that can work together to implement positive changes in the Town's neighborhoods. Neighborhood associations can be instrumental in organizing clean-up days, providing volunteer assistance to property owners, as well as sponsoring incentive programs to homeowners. An incentive program encourages property maintenance by rewarding homeowner's efforts, especially appropriate renovations to historic structures.
3. Encourage the development of additional **senior (55+) housing opportunities** in the Town. Development is recommended in areas adjacent to resources and services, such as public transit and retail shops that can easily be accessed by senior adults. This housing should include both affordable units as well as market-rate units, to allow existing residents to downsize. Further market analysis should be conducted to identify other appropriate uses, including assisted living facilities or cooperative housing development.
4. Work with Coeymans Landing Heritage Fund and Albany County Rural Housing Alliance on developing a First Time Homebuyer program. This will provide qualifying households with down-payment assistance.
5. Consider the adoption of a **Residential Occupancy Permit (ROP)** regulation. A ROP regulation enables the Town to regularly inspect multiple-family and two-family housing units. This regulation can also require that the property is current on all local taxes before an ROP can be issued. The intent of such legislation is to guard against unsafe living conditions for building inhabitants while improving the quality of life for all community residents.



Historical & Cultural

The Town of Coeymans has a wonderful variety of cultural and historic resources, as well as many local citizens and not-for-profit groups who are dedicated to preserving the Town's historic sites and buildings. The preservation and enhancement of historic and cultural resources is crucial to maintaining Coeymans' unique identity.

The National Assembly of State Arts Agencies (NASAA) developed the most common definition of cultural (or heritage) tourism. Cultural tourism is travel based on a mosaic of places, traditions, art forms, celebrations, and experiences that portray a place and its people and reflects their

diversity and character. Although heritage tourism in New York State has grown considerably in recent years, and is likely to play an important role in the growth and development of Coeymans' economy, tourism remains an un-tapped segment of the local economy.

Unique landmarks near the Hudson River waterfront make the Town of Coeymans an interesting place to visit. Well-planned tourism efforts will help improve the character and quality of a community. Historic landmarks, buildings, and natural areas are what make the Coeymans Hamlet unique. Although a structure may be dilapidated, or a natural area or scenic view may currently be inaccessible, the community should make every effort to preserve and enhance these unique resources.

Throughout the planning process, public participants stressed the importance of preserving and enhancing the Hamlet's historic buildings. Some of the buildings have been altered, obstructing the view of the original unique architectural components, while others have been respectfully renovated, setting a positive example for other property owners. Some buildings need only a new coat of paint. Others require cornice and fascia work, siding and trim repair, new canvas awnings, or porch and railing repair.

It is important to recognize that the Town of Coeymans is comprised of several pocket communities, each possessing an individual uniqueness and charm. The Town is tasked with respecting these cultural differences while tying these differences together to preserve the Town's overall unique character.

The following Goals and Strategies have been developed in order to address these issues:

Historical & Cultural Goals

- Goal #1:** Preserve, enhance and promote the Town's historical resources for the enjoyment of the current residents and future generations.
- Goal #2:** Preserve, enhance and promote the Town's cultural resources for the enjoyment of the current residents and future generations.

Historic and Cultural Resources Strategies

1. Investigate becoming a **Certified Local Government (CLG)** under NYS Office of Parks, Recreation and Historic Preservation program. Local governments strengthen their local historic preservation efforts by achieving CLG status from the National Park Service (NPS). NPS and State governments, through the State Historic Preservation Office (SHPO), provide technical assistance and small matching grants to communities whose local governments are actively involved in historic preservation. CLG historic preservation grant projects make up at least 10% of the State's annual Historic Preservation Fund (HPF) grant allocation. Grant funds are distributed through the HPF grant program, administered by NPS and the SHPO. Should the Town choose to

participate in the CLG program, the Town would have to adopt a Historic Preservation Ordinance designed to protect historic structures. This law would call for the creation of a **Historic Preservation Committee** to review proposed activities that might impact local historic resources. Homeowners could then qualify for grants to conduct appropriate building restoration.

2. Investigate designating a **Local Historic District** in any area(s) with a concentration of historic resources. Such a district can be created with or without the CLG status. The Town can delineate special overlay districts to protect local historic structures and sites. A Local Historic District Overlay district would regulate against potential impacts, such as physical or use modifications, or demolition of all the historic resources within the delineated area. This overlay can be used to protect the district's resources from incompatible encroachment within an identified viewshed area (e.g., 500 feet from the resource). A **Local Historic District Committee** can be charged with the responsibility of reviewing site plans required for all renovations and additions occurring within the Local Historic District Overlay. One area identified as a potential historic district is the riverfront area.
3. Investigate the option of adopting a **Demolition Delay** law for the Hamlet and designated historic districts. The intent of a Demolition Delay law is not to permanently prevent demolition, but to provide an opportunity to develop preservation solutions for threatened properties or retrieve culturally significant artifacts prior to demolition. Such a law is intended to encourage owners or other individuals interested in historic preservation to seek out persons who might be willing to purchase, preserve, rehabilitate or restore such buildings rather than demolish them, and to limit the detrimental effect of demolition on the community's historic architectural resources. Typically a 60-day waiting period is required prior to any non-emergency building demolitions.
4. The Town should **establish collaborative working relationships** with existing Town organizations and non-profits active in preserving the Town's historic resources. This would include supporting the Coeymans Landing Heritage Fund's efforts to revitalize the Coeymans Hamlet; providing in-kind services to the Alcove Preservation Society on their Valley Mill Chimney restoration efforts; and working closely with the Ravena-Coeymans Historical Society to ensure the Town's privately-held historic cemeteries are appropriately maintained. In addition, the Town Historian should be ensured adequate resources as may be necessary for evaluating, preserving and cataloguing historic documents.
5. Investigate and document historic artifacts and resources through development of a Historic Resources Survey. Having a detailed, up-to-date **Historic Resources Survey** is an important first step in protecting the Town's historic resources. This survey can be instrumental in identifying resources not previously documented and also in identifying resources that are facing imminent threat, either through decay or encroachment. Once

identified, the Town should pursue grant opportunities and act to document and preserve these threatened resources.

6. **Investigate and promote available historic preservation financial mechanisms**, including grants and tax incentives. Pursue grant opportunities to assist local residents in upgrading and improving historic structures that have come under disrepair.
7. Explore options to adopt a **Sliding Scale Tax Incentive** to encourage redevelopment and reinvestment in older residential structures. This could take the form of a zero tax increase or no assessment increase for three to five years after the improvement.
8. **Foster partnerships** with business groups and other interested organizations to beautify historic properties and sites. These groups can sponsor the placement of signs and markers at historically significant buildings and sites.
9. Identify appropriate historic resources to be nominated for inclusion on the **National Register of Historic Sites**. Two areas identified as potentially eligible for National Register inclusion include areas in Coeymans Hamlet and the Village of Ravena.
10. Use a variety of techniques to **promote the Town's historic and cultural resources** to foster a better understanding of the community's unique character. Recommendations include offering historic site visits; conducting horse and buggy tours; compiling local history into a publication; developing a historic resources map; developing a local history course; and sponsoring an annual local History Day. The Town should work with local groups and interested residents in promoting and developing these ideas.
11. **Promote additional heritage tourism resources** to further promote the Town. One idea is to expand the Local History Museum to house the artifacts and resources held by the Ravena-Coeymans Historical Society. Additional suggestions include celebrating the Town's Dutch heritage and/or the creation of a Dutch Village. These resources, along with the Little Red Schoolhouse, can be tourism attractions that residents and visitors may enjoy.
13. Foster **community awareness of the Town's unique historic resources** and important role in history with a public information program that includes, historic signs and markers, the Town web site, brochures, and increased publicity and through events such as tours, open houses, concerts, and festivals. Work with the Ravena-Coeymans Historical Society and the Alcove Preservation Association to fulfill these suggestions.
14. Identify and protect the character of unique existing residential structures. An overlay district is one tool to be considered for providing such protection. Alterations of such structures within a historic overlay may be restricted from expanding beyond a single-family or two-family unit into a multi-family apartment to protect the character of the structure.



Municipal & Community Resources

Municipal, recreational and community resources include many aspects of community life that are either administered by the local government, provided through local districts, or made possible by not-for-profit organizations and/or volunteer organizations. Services provided at the municipal level in Coeymans include road maintenance, snow removal, parks maintenance, storm-water management and drainage, and the provision of public sewers and drinking water. Fire protection and emergency medical services are provided by mostly volunteer agencies, while police protection is provided by the Town Police Department. In addition to quality municipal services, recreational facilities, recreational programs, and libraries, the quality of the public school system is also very important to the Town. Each of these resources contributes to the Town's overall quality of life, as well as satisfying community needs and helping to define the character of the Town.

Coeymans has many recreational resources within its boundaries. While Joralemon Park primarily serves local residents, Coeymans Landing Park and Lawson Lake attract residents and tourists from throughout the capital region. In addition, the Village of Ravena and the RCS school district offers organized recreational programs and activities, which are an important part of the Town park system.

Throughout the Community Outreach process, participants consistently rated the Town's available municipal services and recreational opportunities very positively, praising them as an overall asset of living in the Town. Residents expressed the need to maintain and continue to expand upon existing programs and resources.

Coordination with other governmental agencies and advocating for local municipal needs is another service provided by Town departments and elected officials. Throughout the public participation process it was revealed that residents support and encourage cooperation between the Town and the Village to keep taxes for services as low as possible.

The following are Goals and Strategies for the future needs of municipal services and infrastructure as well as recreational resources.

Municipal & Community Resources Goals

- Goal #1:** Promote and encourage inter and intra-municipal cooperation and communication.
- Goal #2:** Continue to provide a high quality of public services for the safety, comfort and pleasure of residents and business owners in the Town.
- Goal #3:** Provide public infrastructure, including water, sewer, and other resources and services, that meets the needs of current and future residents.
- Goal #4:** Provide public facilities that meet the needs of current and future Town residents.

Municipal Services and Facilities Strategies

1. Consider the adoption of a **Capital Improvements Program (CIP)**. A CIP is a management and fiscal planning tool communities use for financing and constructing needed public improvements and facilities. Properly designed, a CIP enables a community to identify its capital needs, rank them by priority, coordinate their scheduling, and determine the best method of paying for them. For example, a CIP is one mechanism to ensure the Town maintains a safe and adequate water provision system, by identifying a schedule for repair and replacement of aging infrastructure.
2. Investigate the need **for sewers for existing development** in the Town. This would maintain drinking water quality, as removal of septic systems would prevent contaminants from entering the ground water. Areas to be evaluated for sewer infrastructure expansion include existing residential areas residential and commercial areas that may need it, as well as other areas deemed appropriate for development but for their lack of infrastructure. Suggestions for areas that should be considered for public sewer connections include the northern segment of NYS Route 144 to the Town line; the northern segment of NYS Route 9W to the Bethlehem town line; and Martin's Hill, near Ravena.
3. Investigate the need for public **water provision for existing development** in the Town. Areas that should be considered for public water connections include; the northern segment of NYS Route 144 to the Town line; the northern segment of NYS Route 9W to the Bethlehem town line; and Martin's Hill, near Ravena.
4. Continue to explore **financially beneficial relationships** with other governmental entities to share the cost of certain community services, such as Building Inspector/Code Enforcement. The Shared Municipal Services Initiative is a new program created by the State to provide financial assistance to municipalities interested in investigating opportunities to work together.
5. Pursue funding opportunities such as grants and develop additional mechanisms to provide financial support to the Town's mostly-volunteer fire departments.

6. Work with existing public safety officials to ensure enforcement of the Town's laws. One issue identified multiple times as an area of concern is the perception of illegal narcotics transactions occurring in the Town. Residents indicated that more enforcement was needed for motorists speeding on 30mph residential streets and people violating the Town's existing environmental protection laws. Trespassing, noise, and air pollution were all police enforcement issues.
7. Identify easy methods to **publicize Town events**. Local residents can be kept informed of local happenings via a Town bulletin board located in a prominent spot and the Town's website. The website, especially, can be used to post timely information on local community happenings and/or events calendar, such as activities occurring at the Little Red Schoolhouse.
8. Investigate developing or expanding an existing facility to provide a **combined senior/community center**. The Town has a strong need for additional community event and/or other types of indoor recreation for seniors and young people. While developing two sites may be financially untenable, any dual-purpose facility must be designed in a manner that will be inviting to each age group and conducive to the variety of activities each group may wish to participate in. Many residents that responded to the survey indicated a desire for more organized social events. One specific idea was to play up the Town's railroad history by holding a train expo. Another suggestion was to engage the Town's younger residents in organizing these events.
9. Explore the development need for a **transfer station** and compost site at the closed landfill. This should not be confused with a "landfill." Many Town residents would like to see an increase in basic municipal services, including leaf and brush removal, recycling pickup, and trash removal.
10. Work with adjacent communities on investigating opportunities to expand municipal telecommunications and utility infrastructure, such as DSL, high speed internet, and/or cable access connections, as well as lower-cost options for electric power, such as wind energy, methane gas, and water power.



Recreational

An opportunity exists along the Hannacroix Creek corridor for a contiguous natural area with a walking trail system connecting Coeymans and New Baltimore. The Town of New Baltimore owns property along the Hannacroix Creek abutting the Town of Coeymans, which is managed as a public nature preserve by the New Baltimore Conservancy and the Open Space Institute (OSI). The existing trail system is extensive, traveling through lands owned by OSI, the Town of New Baltimore and New York State, and offers trail users access to the Hudson River on the east side of NYS Route 144.

This established trail system could potentially be linked through to the Town of Coeymans on the east and west side of NYS Route 144 by cooperating with private landowners, and utilizing land already owned by the Town of Coeymans and OSI. The New Baltimore Conservancy is interested in connecting the existing trail system to Coeymans; however there will be a challenge in making the trail safe for pedestrians. Two possible solutions exist. The first preferable solution would be to build a new pedestrian bridge crossing the Hannacroix Creek. The second possible solution would be to improve pedestrian safety over the existing NYS Route 144 bridge, however the road itself would need improvements to the shoulder to allow for safe walking.

Recreational Resources Goals

- Goal #1:** Foster the development of a park and recreation system that meets the needs of current and future Town residents, providing them with top quality parks and facilities.
- Goal #2:** Promote the Town's many water bodies and waterfront areas for recreational activities.
- Goal #3:** Improve accessibility to the Town's various active parks and passive natural resource areas.

Recreational Resources Strategies

1. Consider the development of an **Open Space and Recreation Plan** to ensure that future parks are developed and programmed in a manner consistent with resident needs and desires. As part of this Plan, existing roads, driveways, and parking lots providing access to the Town's parks should be evaluated to determine how well they meet resident needs.

The Town should aim to improve access to the Town's parks by developing safe bike and pedestrian trails and/or sidewalks for Town residents (particularly younger residents.) Some residents indicated that, while the Town's existing parks are adequate in size, the parks could use an infusion of funds to upgrade recreational amenities and programs to meet the needs of Town residents.

2. Possibly as part of an Open Space and Recreation Plan, a workgroup (e.g. the Natural Resources Workgroup) or other appropriate entity, can develop an **inventory of vacant land** for the purpose of identifying parcels appropriate for open space, recreation, or other needed community resources. The Valley Mill Chimney site was identified as one resource the Town should consider acquiring (once structurally sound) to develop as a public park and historic attraction.
3. Possibly as part of an Open Space and Recreation Plan, the Town should develop a **Park Maintenance Program** to ensure that the Town's existing parks are well-maintained, appropriately site designed, and landscaped. Visibility of the Town's existing parks should be improved through signage placed appropriately at park entrances and along adjacent roadways.
4. **Improve awareness of the parks through sponsoring special events**, such as concerts and family days, at the Town's various parks including the Coeymans Riverfront, Coeymans Landing Park, and Joralemon Park. These activities should be promoted and publicized via the Town website or a Town bulletin board.
5. Conduct a **Parks and Recreation Survey** to gain better insight from park users of the types of resources and facilities they would like to see in Coeymans. Resident feedback obtained through the Comprehensive Planning process indicated a need for more youth and senior activities, more hiking, biking, and pedestrian trails, and more water activities. Other facilities identified as lacking include an ice-skating rink, golf course, cross-country skiing and sledding hills, a skateboard park, and a soccer complex. Improvements should be made at the Town's tennis and basketball courts. Additional recommendations of amenities needed in the local parks included more lighting, improved restrooms, and more pavilions.
6. Consider the development of a **Recreational Trails Plan** to identify the best methods to connect existing trails and develop new trails and greenways to create a viable hiking/biking network. The Town should collaborate with the New Baltimore Conservancy and the Open Space Institute to create a contiguous trail system between the towns of New Baltimore and Coeymans. A new trail could potentially link the Coeymans Landing Park with the established trail system of the Hannacroix Creek Preserve in New Baltimore. Several other publicly owned waterfront parcels could eventually be incorporated into the trail system. Additional on-road bicycle facilities could be developed on appropriate

roads. Greenways could be established along power lines and utility easements. Trail maps should be developed so that residents and visitors to the Town may enjoy Town trails.

7. Ensure adequate funds and resources are provided to the Town's recreation department for staffing and programming. With increases to the State minimum wage, the Town will have to allocate additional funds to meet the same level of service for a constant number of users. As additional residential development occurs in the Town, the number of users will likely increase. The Town should routinely examine the funds allocated toward recreation, to ensure that the level of service does not deteriorate under additional fiscal strains. There was also some concern that more police presence is needed at some of the parks to improve the (perception of) park safety.
8. Continue to support coordinated youth programs and activities between the Town, Village and School District. Work with the school district to get better access to School District resources, including the new pool in the high school, weight room, gym, and fields. Additional organized activities residents would like to see include ski trips, skating, and hockey.
9. Local governments should work with volunteer-organized youth sports leagues, e.g., Babe Ruth Baseball and Pop Warner Football, to ensure recreational facilities are adequate and meet local community needs.
10. Explore the development of **additional resources at the Town's various riverfront and lakefront areas**. One suggestion included using the Hudson River for educational programs in canoeing, rowing and crew. Additional programming could be developed to accommodate non-scholastic swimming, canoeing, and kayaking activities in the River. Many would like to see Lawson Lake open to Town residents for swimming and other water recreation activities. Coeymans would have to work with Albany County on developing a Shared Resource Agreement to make Lawson Lake available to the Town. In addition, an agreement with the City of Albany to allow limited recreational use of Alcove Reservoir should be explored. A permitting arrangement with the City of Albany may be attainable to allow limited recreational opportunities in the Alcove Reservoir area.
11. Improve, enhance and publicize Joralemon Park as a year-round recreational facility. Expand playground facilities; develop cross-country ski trails and an ice skating area. Provide concessions such as hot chocolate in the winter season. Other amenities that should be considered include improved restrooms, baseball and soccer fields, and basketball courts. In addition, tennis courts need and existing trails are in need of rehabilitation. The Town should continue to support local volunteer groups with park maintenance.
12. Improve the Coeymans Landing Park with a larger picnic pavilion. Expand the park's opportunities for water activities, by allowing the use of canoes, kayaks, sailboats, and other water-based sports equipment.



Transportation

During the development of the Comprehensive Plan, several meetings were held with the public, which included an Asset and Liability Workshop, Mapping and a Roundtable Visioning Exercise. Workshop participants expressed concern regarding speed limit adherence, truck traffic, pedestrian access, roadway condition, and intersection functionality and safety.

Based on this input from the public, a field survey was conducted by a transportation engineer specifically in areas where perceived problems exist. The strategies below include some detailed recommendations relative to this evaluation.

Transportation Goals

Goal #1: Foster a safe and efficient transportation network throughout the Town.

Goal #2: Enhance mobility and accessibility throughout the Town via improvements or new infrastructure designed to accommodate a variety of transportation modes.

Transportation Strategies

1. Work with developers on proposed projects to ensure that new roads are consistent with Town goals regarding connectivity, accessibility, and access management. Provide multi-modal facilities and connect to the existing system where possible. As new development is phased in adjacent to existing development on infill parcels, new roads should provide connections between communities and subdivisions. Current roadway design standards should be evaluated and possibly upgraded with respect to structure and multi-modal access.
2. Consider establishing a Traffic Safety Committee that would include transportation professionals, public safety representatives, resident(s) and board member(s). The purpose of this committee would be to address traffic complaints and also to prioritize future transportation projects based upon needs and available funding.
3. Investigate options to construct new sidewalks or improve existing sidewalks in densely developed areas of Town, possibly through the development of a **Pedestrian Mobility Study**.

Areas to be considered for sidewalk construction or reconstruction should have existing uses, development patterns, and traffic patterns supportive of sidewalks. For new development occurring within the areas identified as being supportive of sidewalks, the Town should require developers to install sidewalks. Areas suggested for sidewalk construction or reconstructions include but are not limited to:

- a. Along Church Street to the Hudson River.
- b. Along NYS Route 144 in the Hamlet and adjacent side-roads.
- c. Connecting the Middle School/ High School area and the Village of Ravena.
- d. Along NYS Route 143 and NYS Route 9W
- e. Along NYS Route 9W from Mountain Road to Old State Road

As part of this study, *appropriate locations for crosswalks should be identified*. Painted crosswalks should be installed in areas used by pedestrians and cyclists, even if plans for sidewalks installation or reconstruction are long-term in nature. One area identified as needing crosswalks is the intersection of NYS Route 9W and Mountain Road.

4. Consider the development of a **Recreational Trails Plan** to identify the best methods to connect existing trails and develop new trails and greenways to create a viable hiking/biking network. Areas identified for potential trail development include:
 - a. By the old cement quarries.
 - b. Bikeways/nature trails along the Town's waterfront areas, including Hudson River, Coeymans Creek, and Hannacroix Creek.
 - c. On land conservancy properties.
5. Update the **Road Development Standards** that incorporate designated, buffered trails for walkers and cyclists, or sidewalks, if appropriate. Include appropriate signage requirements, such as installing "SHARE THE ROAD" signs along roads that generate bicycle traffic. Include appropriate amenity requirements, such as pedestrian scale lighting where sidewalks are currently or anticipated to be provided.
6. Consider the development of **driveway access design standards** that could be adopted by the Town for implementation on future projects. As part of this, commercial development in high traffic areas should be encouraged to share driveways, or have common access in order to decrease vehicle and pedestrian hazards.
7. Investigate opportunities to develop new or enhance existing bicycle access lanes, possibly through the development of a **Bicycle Mobility Study**. This study should be performed in conjunction with the previously recommended **Pedestrian Access Facility Study**. As part of this study, *existing drainage grates should be examined* to determine

whether or not they are safe for traversing by bicyclists. Areas that should be studied for further bicycle access potential include:

- a. Roadways that provide access to the Middle and High Schools.
 - b. Along major roadways.
 - c. Along NYS Route 143.
8. Where new roadways are proposed for construction, consideration should be given to design the roads to **accommodate pedestrian and bicycle traffic**. In rural areas, a minimum of 5'-0" shoulder should be considered. In urban areas, 5'-0" concrete sidewalks and bicycle lanes should be considered if adequate space is available.
9. **Edge line markings should be installed** on roadways that currently lack them. These markings should be provided adjacent to the curb or shoulder to reduce the travel lane width to 11'-0". Where centerline and edge markings *are* provided, an evaluation should be made to determine their condition. If in poor condition, the markings should be re-stripped to improve their visibility;
10. Install appropriate **traffic monitoring devices** to discourage speeding on the Town's roadways. This would include installing flashing beacons on the speed limit signs where necessary due to limited sight distance; installation of a Speed Monitoring and Display Trailer.
11. Identify appropriate locations and mechanisms for **traffic calming**, such as rumble strips, and landscaping enhancements to improve the visual character and also reduce traffic speeds.
12. Performing a signal warrant analysis at intersections that generate a high volume of traffic and are currently controlled by "STOP" signs. Two intersections identified as problematic include NYS Route 143 and NYS Route 32 and NYS Route 9W and Undercliff Road.
13. Identify locations where school buses stop to pick up and drop off students and options to improve the bus stop area through safety measures, such as sidewalks, crosswalks, and bus signs.
14. Work with NYS Department of Transportation, and Albany County through the Capital District Transportation Committee to promote the reconstruction or improved maintenance of deteriorated County and State-owned roads in the Town of Coeymans.
15. Work with the Capital District Transit Authority to expand **public transit service** in the Town, especially in the Hamlet and the Village. For example, shuttle buses to transport shoppers to the Albany malls and to downtown.

16. Work with the Capital District Transit Authority to explore the concept of establishing a **“Park and Ride” facility** within the Town.
17. Work with Capital District Transit Authority and other agencies to expand **senior transportation service** in order to provide better access to local and regional resources.

NYS Route 144 (Main Street) Corridor – Hamlet Area

A. Traffic Speed

The posted speed limit within the Hamlet is 30MPH. Residents have stated that the speed limit is high given the character and functionality of the road. A speed study should be conducted along the route to determine the 85th percentile and average speed of traffic. Based upon the results of the study, a determination can then be made to whether the existing posted speed limit is appropriate or if it needs to be changed. In addition, the study would also consider traffic calming options that could be installed to reduce speed.

B. Truck Traffic

Residents have indicated that the amount of truck traffic is high along the route. As stated in the Transportation Resource section, NYS Route 144 is designated as a highway for larger dimension vehicles. That may explain the perceived high percentage of truck traffic. In order to consider the practicality of reducing truck traffic on NYS Route 144, a study should be conducted which would include determining percentage of truck traffic, their origin and destination, and possible options to divert truck traffic to either a more suitable route or possibly a newly constructed route.

C. Pedestrian Access

Pedestrian mobility improvements along NYS Route 144 should be considered in the Hamlet. Improvements should include providing 5’-0” wide concrete sidewalks and granite curbing along the east side. Along the west side, concrete sidewalks or on-street parking should be considered, provided adequate space is available. A pedestrian/parking mobility study should be conducted that would analyze both pedestrian and parking needs in the Hamlet area and provide recommendations for future implementation. The study should include a traffic flow plan for the parking areas in the Hamlet. The Town should explore creative off-street parking opportunities in the Hamlet to provide additional access. High visibility crosswalks along with Americans with Disabilities Act (ADA) compliant accessibility ramps should be provided at all intersections to accommodate pedestrian traffic.

D. Roadway Condition

The pavement within the Hamlet appears to be in need of repair. A pavement analysis should be conducted to determine if full-depth reconstruction, or milling and resurfacing is the most practicable treatment. In addition, the existing drainage system needs to be evaluated to determine

its adequacy in collecting the storm water runoff. The grates should also be evaluated with respect to how safe are they for bicycle traffic.

NYS Route 144 (Main Street)/Westerlo Street Intersection

Residents have indicated that the sight distance is less than desirable due to the presence of a building located on the southwest side of the intersection, and the steep grade associated with Westerlo Street. “STOP” signs on the Westerlo Street approaches control this intersection. This intersection forms the major traffic route from all areas to the public waterfront park and boat launch, and its’ accessibility to both vehicular and pedestrian traffic is crucial. This intersection is also lacking in adequate pedestrian access, including compliance with ADA guidelines. An intersection analysis should be conducted that would include determining the most appropriate control, and identifying alternatives to improving sight distance and pedestrian mobility. At a minimum, high visibility crosswalks along with ADA compliant access ramps should be provided.

NYS Route 144 (Main Street)/NYS Route 143 (Church Street)/4th Street Intersection

Residents have indicated that the sight distance is less than desirable due to the presence of sharp horizontal curves to the north and the steep grades of both NYS Route 143 and 4th Street. “STOP” signs located on the Church Street and 4th Street approaches control this intersection. A triangular shaped grassed island and two access roads for motorists traveling to/from Church Street and Route 144 hinders the intersection configuration. A “hump” in the road is also present on Church Street southern connection to NYS Route 144.

This intersection is lacking in adequate pedestrian access, including ADA compliance. An intersection analysis should be conducted to determine the most appropriate control, alternatives to improving sight distance, intersection access, and pedestrian mobility. There appears to be an opportunity to eliminate the northern most NYS Route 143 connection to NYS Route 144 and provide “Gateway” amenities. Also, Church Street’s vertical alignment could be improved by eliminating the “hump”. At a minimum, high visibility crosswalks along with ADA compliant access ramps should be provided to accommodate pedestrian traffic.

NYS Route 143 (Church Street)/Pieter B. Coeymans Elementary School Driveway

The driveway access to the school is one-way ingress. Pedestrian access is provided via an asphalt or concrete sidewalk on the north side of NYS Route 143. Walkways are not provided on the south side. A new fire station is under construction near this intersection. A pedestrian mobility study should be conducted including an inventory and assessment of the existing system and recommendations for future improvements. Some potential recommendations may include removing the asphalt walkway and replacing with 5’-0” concrete sidewalks, installing new 5’-0” concrete sidewalks along the south side, and providing a high visibility crosswalk. In addition, flashing beacons should be considered on the westbound approach to the driveway to advise motorists of this intersection. With respect to the firehouse, a flashing signal should be considered at its proposed access point to NYS Route 143.

NYS Route 143 (Church Street)/Westerlo Street Intersection

According to residents, a sharp horizontal curve to the west of the intersection hinders sight distance at this intersection. In addition, the Westerlo Street approach intersects at a skew angle. A “STOP” sign located on the Westerlo Street approach controls this intersection. A concrete sidewalk is provided along the south side of Westerlo Street and the north side of NYS Route 143. A study should be conducted that would consider options to improve the intersection geometry and sight distance. This intersection also lacks adequate pedestrian access, including compliance with Americans with Disabilities Act (ADA) guidelines. A pedestrian mobility study should be conducted that would as a minimum, recommend high visibility crosswalks along with ADA compliant access ramps.

NYS Route 143/NYS Route 9W

This intersection generates a significant amount of traffic and is controlled by a traffic signal system. A sidewalk is provided along the south side of NYS Route 143. Land use in this area, specifically with respect to NYS Route 9W is commercial and as a result, there are numerous driveways, that include the Rite Aid pharmacy and Stewarts shop that are near the intersection. An access management study should be conducted that would investigate options in reducing the number of driveways connecting to NYS Route 9W. Options may include providing off-road connections to various businesses with one centralized driveway to NYS Route 9W. In addition, the study would investigate improving traffic flow via an intersection level of service analysis and pedestrian mobility study.

NYS Route 9W/County Road (CR) 101

A “STOP” sign located on the County Road 101 approach controls this intersection. Sight distance is less than desirable due to the skewed intersection geometry. As a result, southbound motorists turning right onto CR 101 and westbound motorists on CR 101 turning left onto NYS Route 9W have less than desirable turning radii. A study should be conducted that would include evaluating options to improve intersection geometry.



Government Administration and Policies

A local government's administrative policies and programs give shape and structure to a community. The Town's government consists of a Supervisor, and four Councilpersons, who are generally responsible for the fiscal well being of the Town along with the provision of all services to residents and business owners.

The Planning Board, as an independent and impartial body, is commissioned with the authority to review all proposed site plans and subdivisions. The Planning Board considers broader land use issues based on the long-range needs of the community contained in the comprehensive plan or other local policy documents. The Zoning Board, in particular circumstances, has the authority to grant variances and special use permits to protect landowners from the unfair application of the zoning laws.

Coordination with other governmental agencies, as well as advocating for local municipal needs, is an important service provided by Town departments and elected officials. The public participation process revealed that additional policies and programs may be necessary to achieve the goals identified throughout this document. The following are Goals and Strategies for the future needs of government administration and policies to address these identified needs.

Government Administration and Policies Goals

Goal #1: Promote government action and policies designed to protect the quality of life in Coeymans and the health, safety and welfare of the Town's residents.

Government Administration and Policies Strategies

1. Clarify and update the roles, duties and missions of both the Planning Board and Zoning Board of Appeals. It is recommended that the Planning Board be granted the responsibility of administering special use permits rather than the Zoning Board of Appeals. In addition, the Town and Village no longer provide a Joint Planning Board service and this should be updated and reflected in the Town Code.
2. The Department of State Division of Local Government provides training materials and workshops to local planning and zoning board members. These training sessions provide basic information about local government powers and duties. According to the Division of Local Government website, the course content is intended to familiarize local officials

with mandatory procedures, applicable state statutes, general design concepts, and the context in which local decision making occurs.

3. **Continue local efforts to prevent development of the proposed landfill. Landfills are not permitted under the** Town’s zoning or other local laws. Chapter 109, Landfills, adopted in 1992, prohibits any landfills other than one established by the Town of Coeymans. The Town of Coeymans is opposed to the ANSWERS/City of Albany landfill proposed to be located in the Town. The proposed site is environmentally sensitive with significant wetlands in excess of 100 acres. In addition, the proposed site is near the Coeymans Creek watershed, a tributary to the Hudson River. Given the nature of these lands today, the proposed use is even more untenable. Any necessary steps should be taken to ensure that the property be used for purposes more suitable to its residential surroundings, valuable natural resources, historic significance, scenic beauty and proximity to NYS Thruway. The Town must adopt appropriate zoning changes and land use regulations to promote environmental stewardship of its land and water resources and reflect the vision of the Comprehensive Plan. The Town must demonstrate actions consistent to its long avowed natural resource management and preservation intentions.
4. Examine the Town’s existing land use regulations and strengthen them to protect the Town from sprawl and promote “smart growth.”¹ Encourage **development** on vacant lands in developed areas having the infrastructure to accommodate them. Incorporate policies and procedures to promote the reuse of vacant commercial buildings, such as maintaining an inventory of facilities available for reuse.
5. Enforce local zoning and other land use policies to promote optimal land use development. Consider the adoption of **Development Impact Fees** to allow the Town to require developers to pay fees to offset the cost of new road development and other infrastructure costs. This will allow the Town to ensure that adequate infrastructure is in place prior to or concurrent with new business development or expansion. Such fees could be collected from residential or commercial developers whose projects will result in measurable traffic increases or hit a predetermined threshold.
6. **Enforce the building code** to ensure the structural integrity and safety of the Town’s buildings. A number of buildings in the Town, particularly in the Hamlet, are not being properly kept up. The Town should look for resources to fund more hours for code enforcement. The Building Inspector should also continue working with HUD to enforce the HUD Housing Quality Standards and the Building Code on Section VIII Rental units. To fund a full time Code Enforcement Officer/Building Inspector, the Town may want to

¹ While the term “smart growth” has become increasingly popular in discussions related to community development patterns, definitions for the approach vary. In general, “smart growth” encourages new development in existing developed areas where infrastructure and resources are available, while simultaneously conserving farmland and open space, and other areas where infrastructure is not available.

cooperate with adjacent communities on funding a building inspector that could divide time between several municipalities.

7. **Develop a multi-prong program to enhancing the Town’s aesthetics.** “Gateways” shot designate key Town entrances should be developed. Gateways should include attractive “welcome” signs, landscaping, and, possibly, thematic elements (such as sculptures) reminiscent of the Town’s unique history and character. The Town can work with utility companies to replace existing lighting with vintage style lighting to enhance the aesthetics of local pedestrian areas. Street furniture and pedestrian amenities, including benches, potted plants, and trash receptacles, can be incorporated to make the Town’s commercial district more attractive and keep it clean. Hanging festive baskets, banners, and holiday decorations and seasonal lighting can be very low-cost, yet effective measures to announce the community’s revitalization. Each of these techniques enhances the community’s form, encourages additional commercial and residential investment, and provides a visual cue to residents that a change is underway. For this reason, they can be very effective in fostering community pride and local appreciation.
8. **Enforce the Town’s land use regulations** to ensure the Town’s substantial natural resources, including its water bodies, streams, wetlands, and groundwater sources are protected from potential pollutants and contamination. The Town should re-evaluate its existing penalties for failing to adhere to existing land use regulations. Penalties to be reexamined include, but are not limited to, failure to comply with the Flood Damage Prevention regulations, Freshwater Wetland violations, improper garbage disposal, and junkyard offenses.
9. Consider the enactment of a **Noise Ordinance**. Noise laws are enacted to protect quality of life. Such laws limit excessive sound, measured in decibels, from property lines, typically to protect residential areas from potentially loud, non-residential uses. Enactment of a Noise Ordinance can protect against inappropriate development or inappropriate uses, such as ATV use, occurring too close to residential neighborhoods at inappropriate hours.
10. **Adopt a local Right-to-Farm Law** to protect farmers from frivolous lawsuits regarding nearby residents’ complaints of smells, sounds and normal activities related to farming operations.

INTRODUCTION TO PLANNING

What is a Comprehensive Plan?

New York State law grants municipalities the authority to prepare and adopt Comprehensive Plans. As defined in the state legislation, a Comprehensive Plan is a document that identifies goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth, and development of a community.

As a tool of planning, Comprehensive Plans provide guidance to municipal leaders, government agencies, organizations, businesses, and residents, and helps to ensure that the community's needs are met, both now and in the future. Comprehensive Plans are implemented through a variety of tools including land use policies, regulatory measures, zoning changes, and local laws. Town Law further strengthens the role of the Comprehensive Plan by mandating that any new land use regulations and/or amendments, and all public capital improvements within the community must take into consideration the adopted Comprehensive Plan.

Over time, adherence to the preferences set forth in the Comprehensive Plan (and to the implementation tools) results in a community that closely resembles preferred vision identified through the Comprehensive Planning process. For this reason, a well-developed Comprehensive Plan is regarded as a community's blueprint for the future.

Like all communities, for the Town of Coeymans to continue to be socially and economically sustainable, it must respond to changing conditions. The Town's continuing vitality requires development of a strategic vision that weaves together the facts of changing economic conditions, the importance and value of open space, and the needs and desires of a diverse population.

Plan Adoption & Schedule of Decisions

Upon review and acceptance of the Draft Comprehensive Plan the Town Board scheduled a public hearing on the Draft Plan and provided notice of public hearing in a newspaper of general circulation in the Town at least ten (10) calendar days in advance of the hearing. The Draft Comprehensive Plan was available for public review during a thirty-day period at the office of the Town Clerk and the RCS Community Library. At the close of the Public Hearing, the Town Board extended the comment period for an additional twelve (12) days to give the public additional opportunities to comment.

The Town Board referred the Draft Plan to the Albany County Planning Board for their review and recommendation as required by §239-m of the General Municipal Law. Albany County

Planning Department provided a written response indicating that the Comprehensive Plan was complete. Following receipt of the County Planning Department's response, the Final Comprehensive Plan was prepared.

Comments from the public hearing and public comments submitted were incorporated into the Final Comprehensive Plan. The Town Board reviewed the Final Comprehensive Plan and passed a resolution accepting the Plan as complete and commenced the State Environmental Quality Review process. The Town Board declared itself lead agency, and completed Parts 1 and 2 of the Full Environmental Assessment Form. The Town Board determined the significance of the Final Plan within 20 days of establishing itself as lead agency, finding that the adoption of the Comprehensive Plan would not result in any significant impact on the environment and therefore prepared a Negative Declaration in accordance with 6 NYCRR Part 617.

Upon completion of the Final Comprehensive Plan and all SEQR requirements, the Town Board adopted the Town of Coeymans Comprehensive Plan as its official development policy. The adopted Plan is filed in the office of the Town Clerk and a copy is also filed in the office of the Albany County Department of Economic Development, Conservation and Planning.

Implementing the Plan

The adoption of the Comprehensive Plan is only the beginning. The mere statements of goals, objectives, and strategies of this plan will not produce the desired results unless the Town implements the concepts through land use regulations, public investment and cooperation, and/or the formation of partnerships with adjacent municipalities.

Once the Comprehensive Plan is adopted, the Town Board should designate a Comprehensive Plan Implementation Committee to review the Plan's goals, objectives, and strategies, and recommend action the town should pursue. The Committee should include representatives of the Planning Board, Zoning Board of Appeals and Town Board. This Implementation Committee should first be charged with implementing the recommended changes to the Zoning Ordinance and Zoning Map, so that these regulations may be in accordance with the Comprehensive Plan. Upon completion of their review, the Committee should present their recommendations to the Town Board for consideration and adoption. The Town Board must follow the legal requirements set forth in Town Law §263 - §265 and General Municipal Law §239-m when making changes to Town Laws and Ordinances.

The Implementation Committee should also be charged with the implementation of the other goals, objectives and strategies of the Comprehensive Plan. The Committee should work on each strategy in the order of importance established by the "time frames" given within this document, however, it is likely that priorities may change with the availability of funding sources for particular projects.

Updating & Amending the Plan

In order for the Comprehensive Plan to be an effective tool in guiding the desires of Coeymans residents, it must be reviewed regularly. Ideas and attitudes change over time. Five years from now, a problem that may have been at the forefront of the public mind may be resolved and something else may take its place. Therefore, it is recommended that Town Board and Planning Board, or other designated special board, annually review the Comprehensive Plan's goals, objectives, and strategies to ensure that they are relevant to the changing conditions within the Town. It is recommended that the entire Comprehensive Plan be reviewed at least once every five years, and be amended where needed. The Plan should be updated or re-written every ten years.

Past Local & Regional Planning Efforts

Town of Coeymans & Village of Ravena Comprehensive Plan, 1970

In 1970, the Town of Coeymans and the Village of Ravena developed a Comprehensive Plan funded through an Urban Planning Grant under the provisions of Section 701 of the Housing Act of 1954. Although the Town did not adopt the Plan, the planning process was a good example of early regional planning, with a joint Planning Advisory Committee, composed of members of the Town and Village Planning Boards working with the Hans Klunder Associates, Inc. to create the Plan.

The 1970 Comprehensive Plan included eight major sections: Section I: Historical Notes & Background, Section II: Population & The Economy, Section III: Land Use, Section IV: Neighborhood Analysis, Section V: Transportation, Section VI: Public Facilities & Utilities, Section VII: Central Area Downtown, and Section VIII: Capital Improvements Program.

The 1970 Comprehensive Plan presented a detailed inventory and analysis of the Town and Village history, existing land use, population distribution, neighborhood housing characteristics, labor force and employment characteristics, parking and transportation elements, infrastructure, public facilities, educational and recreational facilities. Census data from 1930 and 1960 was used as the source for much of the demographic information. Each section of the document presents the data with the use of graphics and maps, very useful elements that are often missing from documents created during this time period.

Town of Coeymans Draft Local Waterfront Revitalization Program, 1997

The Town developed a draft Local Waterfront Revitalization Program (LWRP) in the early 1980s. In 1983, the Department of State awarded the towns of Coeymans and New Baltimore a \$30,000 grant to prepare a joint Local Waterfront Revitalization Program. Although the document was completed in 1987 and was reviewed by the public, it was never adopted. In February 1993, the

Coeymans Town Board decided to pursue the effort without the cooperation of New Baltimore. A new committee was appointed to work with the Department of State and update and expand upon the previous draft LWRP.

By late 1994, a preliminary Draft Town of Coeymans Program had been created. The Draft LWRP includes eight sections. Section I defines the Waterfront Revitalization Area Boundary. Section II contains a detailed Inventory and Analysis with discussions on Environmental Features; Existing Land and Water Uses; Existing Zoning; Issues and Opportunities; and Key Waterfront Issues. Section III defines policies, plans and projects consistent with the 44 Coastal Policies of the Department of State. Section IV provides proposed land and water uses and proposed projects within the Waterfront Revitalization Boundary. Section V provides techniques necessary for the implementation of the LWRP including changes to zoning, Site Plan Review and Special Permit review; new special heritage guidelines, clustering provisions, and supplementary regulations; and a Waterfront Consistency Review Law, as well as other public and private actions. Section VI lists the State and Federal laws, actions and programs likely to affect or be affected by the implementation of the LWRP. Section VII discusses the Advisory Committee's meetings with various State, Federal and Local authorities during the LWRP planning process.

In addition to the textual segments of the document, the Draft LWRP contains a series of GIS maps showing the Study Area Boundaries, Significant Coastal Fish and Wildlife Habitats, Regulated Freshwater Wetlands, 100 Year Floodplains, Slopes > 15% and Landslide Susceptibility Zones, Prime Agricultural Soils, Scenic Areas of Statewide Significance, Local Scenic Views, and Scenic Waterfalls, Historic homes in the Coeymans Hamlet, Existing Zoning, Proposed Zoning, Existing Land Use, and Proposed Land Use.

According to Town records, a preliminary Draft LWRP was made available for public comment in September 1995. Due to public concerns regarding the proposed zoning and regulatory changes necessary to implement the LWRP, the existing Town Board ultimately chose not to adopt the LWRP.

Albany County Agricultural & Farmland Protection Plan

In 2004, the Albany County Agricultural and Farmland Protection Plan was developed to identify mechanisms to protect and conserve the County's viable agricultural land. The document examines the County's agricultural economy and identifies strategies to improve overall farming profitability. Since agriculture has a significant economic and cultural impact on businesses and residents in Albany County, the Plan was developed to support and enhance the County's agricultural industry.

The Agricultural & Farmland Protection Plan discusses recent changes occurring in Albany County's agricultural industry, particularly a substantial decrease in the number of farms and amount of land being farmed. Factors contributing to this changing scenario include a stressed

agricultural economy, fewer new young farm operators, rising property and school taxes, and increased development pressure. To address these issues, the document recommends strategies to maintain the character of the County's agricultural areas and stimulate the rural economy. The document also stresses the need to educate governments and non-farmers about the contributions and positive impacts associated with agriculture.

The Agricultural & Farmland Protection Plan serves as a guide for future growth and development of agricultural industry in Albany County and recommends a variety of tools to be incorporated for agricultural and farmland protection. The Albany County Agricultural & Farmland Protection Plan stated the following three major Goals and Recommendations to guide future agricultural and farmland protection efforts.

1. To increase the marketing opportunities, competitiveness, and profitability of farming and the agriculture industry in Albany County. To achieve this goal, the plan recommends various actions like ensuring public policy protects, promotes, and sustains agriculture and that local regulations do not unduly restrict normal farm operations. Also, to support agricultural economic development and tourism efforts, and expand marketing opportunities to promote agricultural products.
2. To increase public recognition of the value of agriculture, farmers, and farmland in Albany County and convey a better understanding of farm issues among non-farmers. Recommended actions to achieve this goal include strengthening the connection between farms and local schools, increasing support for agricultural industry, building community support for agriculture and improving communication between agriculture and the local media.
3. To retain farmland for agricultural purposes by keeping Albany County farms viable. Recommended actions towards achieving this goal include encouraging participation in the Agricultural Districts program and protecting important agricultural lands in Albany County.

The County of Albany Hudson River Waterfront Strategy

The Albany County Hudson River Waterfront Strategy, developed in 1999 by Albany County, identifies various natural and man-made resources, and opportunities to build upon these resources. The Waterfront Strategy recommends actions to address a variety of vital issues facing the County's waterfront communities.

The Hudson River Waterfront Strategy included a Vision referred to as the 3 R's, – Reconnect, Revitalize, and Restore. The Vision aims to build public and private investments in the County and highlights the importance of economic, cultural, and ecological attributes of the Hudson River waterfront to the County's waterfront communities.

The planning process included a survey of municipal and community leaders, stakeholders, and property owners. As a result of this public input, several common themes were identified. These

included: the desire to preserve open spaces; provide public access to the waterfront; clean up the river; enhance water dependent uses; and create new opportunities to optimize waterfront usage.

The following five goals of the Albany County Hudson River Waterfront Strategy are intended to strengthen the relationship between Plan's Vision and the changes required to implement that Vision:

1. To reconnect people to the waterfront.
2. To revitalize and maximize waterfront land use regulations.
3. To maintain, restore and enhance the water quality and shoreline ecosystems of the Hudson River.
4. To establish the regional context of the waterfront while recognizing and supporting local municipal interests.
5. To support waterfront communities interested in reconnecting to their waterfront.

Albany County Economic Development Strategy

In 2002, the Albany County Economic Development Strategy was developed by the Albany County Department of Economic Development to identify new opportunities for job creation and business growth in the County. The following summary includes a few excerpts from the Strategy in italics.

The Economic Development Strategy recognizes various economic development services and resources available in the County. The report profiles and outlines the strengths of each of the County's 18 municipalities.

Albany County's Economic Development Strategy is organized around three main goals:

1. Enhance job creation through business attraction and retention efforts.
2. Develop business-ready sites with appropriate infrastructure.
3. Pursue development policies that will ensure a healthy economy for the future of Albany County.

The main objective of the Albany County Economic Development Strategy is to foster development of a strong, diverse business sector that provides good jobs for the residents of Albany County. The Strategy aims to promote growth and retention of Albany County businesses, development of a healthy local economy, provision of ample employment opportunities, and growth of a strong tax base.

Albany County's economic development efforts are focused on various areas such as business attraction, business retention and expansion, small business development, workforce development,

financial assistance, site development, brownfield re-use, communications, and marketing and outreach. Overall, the Albany County Economic Development Strategy aims on building the strengths of the County, maximizing its potential as a technology center for future economic prosperity.

Hudson River Valley National Heritage Area Management Plan

The Hudson River National Heritage Area Management Plan was completed as a joint effort between the Hudson River Valley Greenway Communities Council and the Greenway Conservancy for the Hudson River Valley, Inc. in April 2002. The document encompasses a study area stretching from Yonkers in Westchester County to Waterford in Saratoga County. The following summary includes a few excerpts from the Hudson River Valley National Heritage Area Management Plan in italics.

The mission of the Management Plan is to recognize, preserve, protect, and interpret the nationally significant cultural and natural resources of the Hudson River Valley for the benefit of the nation. The goals identified through the study included the following:

1. To organize the diverse array of the nationally significant sites and resources in New York State's Hudson River Valley into a cohesive system of Heritage Sites and communities.
2. To safeguard and enhance the Hudson River Valley's natural and cultural heritage through conservation of its nationally significant resources.
3. To promote and coordinate partnerships among private organizations and public agencies whose interests and commitments are consistent with those of the Heritage Area.
4. To foster public access to and understanding of the Hudson Valley's heritage through interpretation of its resources and development of collateral material and guidebooks for its purpose.
5. To encourage local and regional economic activity in the context of Heritage Area planning and development.

One of the most important objectives of the Management Plan is to increase the access to and interpretation of the nationally significant cultural and natural resources that are related to the themes. A primary proposal put forth by the document is to implement the Heritage Area Trails and to link the Heritage Sites using three primary themes of Freedom and Dignity, Nature and Culture, and Corridor of Commerce. Through the creation of Heritage Area Trails, communities and public and private agencies form partnerships to meet the legislative mandate to conserve and interpret the Heritage Area.

The implementation of the Hudson River Valley National Heritage Area Management Plan is guided by four basic principles. These include the primacy of the Hudson River; community and

heritage development; the Greenway approach; and voluntary participation. The Management Plan developed various recommendations and programs to support the mission of preserving and protecting the Hudson River Valley's nationally significant cultural and natural resources. The document also integrated the recommendations of previously conducted studies including National Park Service Special Resource Study, the National Heritage Area Act, and input from extensive public participation.

Hudson River Estuary Action Plan

In 2001, the Department of Environmental Conservation (DEC) developed the Hudson River Estuary Action Plan, an update of the original 1996 Action Plan. The Action Plan is a product of DEC's Hudson River Estuary Program, a unique regional partnership program that aims to enhance the productivity and diversity of natural resources, clean up pollution, and promote public use and enjoyment of the Hudson River. The 2001 Action Plan was created to address identified challenges and opportunities in the newly created Hudson River Estuarine District and its associated shore lands. The following summary includes a few excerpts from the Action Plan in italics.

The Hudson River Estuary Action Plan follows an integrated approach of combining scientific research, resource protection and management, public involvement, and education. The planning process is implemented through a continuum or series of action plan documents that include previous, present, and future action plans. The 2001 Hudson River Estuary Action Plan outlines priority goals and describes various projects to achieve these goals. The Action Plan summarizes specific tasks and associated cost estimates, with a focus on research and science related to the estuary and public outreach.

Throughout the planning process, scientific discoveries are communicated to the public, local governments, schools, and others interested parties. The principal purpose of the 2001 Action Plan is to promote effective estuary conservation measures at all community levels. Another major emphasis of the Plan is the expansion of conservation and stewardship efforts from the main stem of the estuary to its tributaries.

Onesquethaw-Coeymans Watershed Council

The Onesquethaw-Coeymans Watershed Council (OCWC) is a not-for-profit dedicated to improving and protecting the quality of the Onesquethaw-Coeymans Creek and its' watershed for the benefit of people, wildlife, and the environment. The council is made up of volunteers representing local governments, businesses, property owners and concerned citizens who work together to monitor, protect and improve the conditions of the watershed.

The OCWC recently formed a partnership with the NYS Department of Environmental Conservation's Hudson River Estuary Program to participate in Hudsonia's 10-month Biodiversity

Assessment Training Program. The program offers instruction to local agencies and not-for-profits in using the Biodiversity Assessment Manual for the Hudson River Estuary Corridor to identify the biodiversity resources at greatest risk and to help establish policies and practices for biodiversity protection. Participants are instructed in techniques for identifying important habitats using maps and field studies and are introduced to the principles of biodiversity conservation applicable to land use planning and environmental reviews. The OCWC will complete the training program by October 2005, and a report of their findings will be available for review on their website, www.ocwatershed.org. A map of the Biodiversity Assessment Training Study Area is included in Appendix A.

COMMUNITY OUTREACH PROCESS

The foundation of a good Comprehensive Plan is the incorporation of public input early and often throughout the Plan's development. In order to develop an action plan built on a foundation of common goals, receiving feedback from the Town's elected and appointed leaders, business owners, and residents is imperative. There were two approaches to community outreach during the Town of Coeymans' Comprehensive planning process.

The first approach to public outreach was targeted to obtain input from specific groups or individuals identified as stakeholders. A stakeholder is defined as any group or individual that has a stake in or may be impacted by recommendations developed through the planning process. This outreach focused on asking specific questions of specific representatives.

The second approach was targeted toward receiving feedback from the general public. Several public workshops were held to solicit the opinions of residents at large. Participants were encouraged to express their opinions on a wide variety of community issues and characteristics. All workshops were held at the Town Hall. Posted flyers, the Town's website and a series of newspaper articles in the "Southern Albany County Ledger" were used to notify residents and business owners of the meetings.

Meetings & Workshops

Stakeholder Interviews

Over the course of two days, June 22 & 23, 2005, project consultants conducted in-person interviews with individuals and groups identified as stakeholders by the Town Board.

As was defined earlier in the Plan, a stakeholder is any individual or group that may be impacted by recommendations developed through the Comprehensive planning process. In general, stakeholders represent government agencies, residential communities, business associations, and other local organizations, such as nonprofits or volunteer committees that perform a specific public function.

Stakeholder interviews included 45-minute to hour-long discussions with persons representing a variety of organizations, agencies, or business interests. The issues discussed with these individuals ranged from specific issues with Town infrastructure, to environmental concerns to traffic issues to historic preservation to parks and recreational resources. The information discovered through these discussions was used to inform the planning process and provide

guidance to the consultants on how to move forward in developing the Plan. The stakeholders interviewed represented the following interest groups or government departments:

- Local Business and Residential Developers
- Lafarge North America Inc.
- Ravena-Coeymans Historical Society
- Alcove Preservation Society
- Business Association of Ravena & Coeymans
- Town Youth Department
- Town Planning Board
- Town Police Department
- Village of Ravena
- Town Highway Department
- Town Assessor

Asset & Liability Workshop

Purpose

After the initial committee meetings, the public was invited to participate in an exercise to identify the assets and liabilities of the Town. Assets are characteristics of the town such as resources (people, places, organizations, community events, businesses, infrastructure, location, regional setting, history, cultural resources, etc.) that help make the community desirable as a place to live, work and raise a family. Liabilities are factors or stumbling blocks that detract from the present or future success of the community.

An Asset and Liability (A&L) Workshop is an easy, understandable way of identifying the key issues and communicating them to others. By first identifying the critical issues, the community can then develop an approach that will suggest ways to build on assets, while minimizing liabilities.

Methodology

To assist the group in identifying assets and liabilities, a group facilitator asks a series of questions including: “What are Coeymans’ strengths?” “What distinct advantages does your Town have?” “What attracts visitors or seasonal residents to the area?” “What is Coeymans known for?” “What makes Coeymans a great place to live, work and/or play?” To assist the group in identifying liabilities, a group facilitator asks: “What are Coeymans’ weaknesses?” “What are some of the problems facing the Town?” “What is getting in the way of economic growth?”

Approximately twenty (20) residents participated in the A&L workshop. The participants were separated into three groups and were asked to record assets and liabilities on “post-it” notes. After all participants had been given an equal chance to voice their ideas, they were asked to rank each asset or liability based on a scale of 1 to 5, “5” having the most importance or “weight”.

Workshop participants reconvened after an hour to discuss their results. A speaker for each group reported what they had listed as their most important assets and liabilities. After the groups had

presented their findings, participants voted on Coeymans' five (5) most important assets and liabilities.

Results

The following is a list of Assets and Liabilities compiled at the workshop. A general consensus was reached on the top five by a group vote, however all of the responses from the participants can be found in Appendix C.

The Town's Top 5 Assets:

1. Scenic & Natural Resources (Hudson Riverfront).
2. Regional Location /Proximity.
3. History.
4. Potential (positive things).
5. Small Town Feel, Country Living, Quality of Life.

The Town's Top 5 Liabilities:

1. Proposed Landfill.
2. Poor physical appearance (housing conditions in Hamlet, Oakbrook Manor) lack of code enforcement.
3. Poor self-perception of townspeople.
4. Lack of Planning/Vision.
5. Lack of cooperation between Village and Town.

Image Assessment Survey

Purpose

In order for the Comprehensive Plan to be effective, it must present a clear vision of the future appearance and character of the community. This vision, developed through community participation, is then used to shape future land use regulations. An Image Assessment Survey (IAS) was held in August 2005 at the Town Hall. This planning exercise uses images of places, spaces and land uses to provide the public with an opportunity to review, study, and express their preferences on the features visually depicted in the images.

Participants are asked to give a positive rating to those images they find visually appealing and would like to see in their community, while a negative rating is given to those images they do not like, and would not like to see in their community. The results of the IAS help define community

preferences for architectural style, signs, building setbacks, landscaping, parking areas, size/scope of transportation facilities, and other design elements.

Methodology

A total of thirty-seven residents, landowners, and business owners attended the IAS workshop. The participants were asked to rate 70 slides on a scale of –3 to +3 according to how aesthetically pleasing they found each scene.

The slide show was divided into eight categories: commercial, housing, open space and recreation, parking lots, pedestrian realm, signs, streetscape, and waterfront. Each image's average rating was calculated. Based on the average scores, each image was rated 'positive', 'negative' or 'neutral'. Preferred development styles or land uses correlate with positive ratings, while negative ratings indicate development styles or land uses regarded unfavorably. Below, is the summary of the 'likes' and 'dislikes' expressed by the community. A complete analysis of each category of slides is included in Appendix C.

Results

Positively rated images represent the community's desired visual preferences for future development. All open space and recreation slides were rated positively. These include images with an abundance of green space, mature trees, and shrubs. Participants rated those images with recreation elements such as playgrounds, basketball courts, football fields, swings etc. very high. Many waterfront images were also highly rated.

In the commercial category, most of the images showing a balance between green space and the built environment were rated positively. Images with small to mid-size signs in proportion with surrounding buildings were rated positively. Most images of single-family homes and town houses were rated high. Houses with pleasing landscape elements such as lawns, yards, flowerbeds, and fences were viewed favorably. Favorably perceived parking lots were those with an abundance of green space and defined pedestrian areas. Images depicting the pedestrian realm were rated positively when the image included wide sidewalks, defined crosswalks, trees, and/or green space.

The negatively rated slides indicate participants' overall dislikes, identifying visual images they wish to avoid in the future. Most of the negative slides depicted parking lots with excessive asphalt and limited or no green space. Scenes with overhead utility wires and poorly maintained parking lots were also given low scores. Many of the commercial structures with flat roofs and poorly maintained façades were rated low. Disorderly strip mall development received low scores. Images showing large urban centers with generically designed chain stores were also poorly rated. Overall, the images with limited or no landscaping received the lowest ratings. Negative housing slides depicted buildings that had poorly maintained façades and lacked attractive landscaping.

Images with broken and insufficient sidewalks were viewed unfavorably. Slides lacking proper streetscape elements such as street lamps and landscaping (tree cover, shrubs, grass, flowerbeds) were also given low scores. Additionally, cluttered signs and very large signs were also given low scores.

Issue Roundtable Visioning Exercise Session 1 & 2

Purpose

In September and November 2005, the Advisory Committee, with assistance from the Laberge Group, organized a two-part series of Issue Roundtable Visioning Exercises. Held in the Town Hall, this public exercise was advertised in the local paper one week prior to the meeting date, fliers were posted in various public places throughout the Town, and an announcement of the meeting date and time, was posted.

Methodology

The Visioning Exercise was designed to solicit feedback from participants on their vision for the Town of Coeymans. Through a presentation, participants were given an overview of the planning process, including a status update on accomplishments to date as well as future tasks.

Results

Approximately 30 community members attended the first Visioning Session, held in late September. Participants included students from the Ravena-Coeymans-Selkirk High School “Participation in Government” class. According to the Town Supervisor, “the perspective of the youth is critical in order to make sure we have an adequate balance in our Comprehensive Plan”. Following the presentation, participants were asked to break into three small groups to discuss the following focus topics:

1. **Environment** (solutions or suggestions for protection of natural, open space, scenic and agricultural resources).
2. **Housing** (solutions or suggestions for solving housing problems, where housing should be developed, type of, design, connectivity between neighborhoods).
3. **Economic Development** (solutions or suggestions for where commercial development should be encouraged, where there are opportunities, what type of marketing is needed).
4. **Transportation** (solutions or suggestions for problems with pedestrian and bike safety, traffic volume, speed, problems with access).

Approximately 30 community members attended the second Visioning Session, held in early November. Participants were asked to break into three small groups to discuss the following focus topics:

1. **Municipal Services** (solutions or suggestions for problems with police, fire, sewer, water, highway, youth and senior services).
2. **Land Use Policies and Regulations** (solutions or suggestions for problems with zoning and other local policies and ordinances).
3. **Parks and Recreation** (solutions or suggestions for the improvement or expansion of parks and recreational resources).
4. **Cultural and Historical Resources** (solutions or suggestions for the preservation, enhancement and promotion of local cultural and historical resources).

Participants were asked to brainstorm their topics and identify key issues related to each. The intent behind this exercise was to get participants talking and brainstorming about problems currently confronting the Town. The feedback received at this exercise, along with the information garnered through the stakeholder interviews and Advisory Committee meetings, is the foundation for the development of the Comprehensive Plan's Goals, Objectives and Strategies. A copy of the PowerPoint presentation from the Issue Roundtable Visioning Exercise and the complete results of this public participation exercise are included in Appendix C.

Resident Survey

The second opportunity for residents to provide feedback is the online resident survey, which was accessible from January 16, 2006 through and including January 27, 2006. Postcards with information on how to login and how non-internet households could obtain a paper copy of the survey were sent out to property owners in early January. Information regarding the survey was also posted in the local newspaper. By January 27, 2006, approximately 280 households had accessed the online survey while another 50 had requested paper surveys. A total of 334 surveys were completed, resulting in a response rate of approximately 11.5%.

The online resident survey included 19 questions, mostly multiple choice and drop-down menu style. One write-in question provided survey respondents with an opportunity to identify any specific issues or concerns not otherwise covered in the survey. The intent of the survey was to get specific information from Town residents on how they would characterize current growth trends, rate municipal services, and assess current community resources.

A copy of the survey is included in the Appendix D, as well as a full summary of the Survey results.

COMMUNITY SETTING & HISTORY

Community Setting

The Town of Coeymans is situated along the Hudson River's western shoreline in the southeast corner of Albany County approximately 15 miles south of the City of Albany. The Village of Ravena is located in the southeast corner of the Town of Coeymans.

Adjacent municipalities include the Town of Westerlo to the west, the towns of Bethlehem and New Scotland to the north, the Town of New Baltimore in Green County to the south, and the Town of Schodack to the east. The Hudson River provides the eastern-most border with approximately 3.75 miles of shoreline.

NYS Route 9W runs north and south through the heart of the Town and NYS Route 143 provides a direct east-west route to the Hamlets of Coeymans Hollow and Alcove to the west or the Hamlet of Coeymans and Coeymans Landing to the east. Interstate 87 is a major north-south highway that extends through the eastern portion of the Town. Although the Town does not have direct access to the highway, Exit 21A connects to the Berkshire Spur, which allows quick access to the Massachusetts Turnpike (Interstate 90). The nearest on-ramp to I-87 is Exit 22, which is located in Selkirk, and Cossackie Exit 21-B, which is five miles south of the Town. Interstate 87 provides immediate access to nearby shopping malls and retail areas. The Town's proximity to the State Transportation System is a vital resource for business and industry.

Historical Overview

The Town of Coeymans has a rich history that dates back to the pre-Colonial Era and is linked to the Hudson River and its tributaries. For many centuries, Native Americans inhabited and traveled through the area, long before European settlement. The Hudson River was a widely used transportation route for French and Indian fur trappers and Hudson Valley traders.

In the early 1600s, Henry Hudson and the Dutch East India Company explored the Hudson River. Dutch fur traders and settlers came to the region, establishing a successful fur-trading commerce via the convenient trade route between the lower Hudson region and Albany. The Dutch settled the area encompassing present day Albany and Rensselaer Counties and named the area "New Netherlands".

The Coeymans area was attractive for its rich alluvial soils, the great opportunity for trading with Native Americans, and milling on the Hannacroix and Onesquethaw creeks, one of the areas oldest local industries. Around 1630, the area became a part of the Van Rensselaer Manor, and immigrants rented land for farming, often paying their rent with bushels of grain. The Hudson

River was used to transport agricultural products to urban markets. Hydrologic power from the Onesquethaw Creek and the Hudson River supported the brickyards, quarrying sites, and grinding and lumber mills on the water.

In the late 1670s, Barent Pietuisz Koigemans (the Dutch spelling for Coeymans), with the permission of the commissioners at Albany, purchased a large tract of land from the Katskill Indians. The land was approximately 120 square miles of land along the Hudson River, from Bethlehem to Coxsackie (including the modern towns of Coeymans, New Baltimore and Westerlo). Barent Koigemans erected his home, known as the Coeymans Castle, and two sawmills and two gristmills along Coeymans Creek.

The Coeymans' mills were the catalyst that turned the mostly rural area into a flourishing commercial and industrial river port, making Coeymans well known to river travelers for hundreds of years. Barent Pietuisz Koigemans' success was not obtained easily. Part of his property was believed to fall within the bounds of the Colony of Rensselaerwyck (owned and run by Patroon Killiaen Van Rensselaer), and over thirty years of litigation between Coeymans and the Van Rensselaer family ensued. Finally, Queen Anne granted the Coeymans Land Patent, after his death, to his heirs in 1714.

By the mid 1700s, the British sought control over the area, resulting in the French and Indian War (1755 – 1763). By the end of the Seven Year War, the French surrendered to Great Britain, and for roughly fifteen (15) years, colonists lived under royal British government control. However, in 1776, the Revolutionary War between the Americans and the British commenced. During the American Revolution, the ship building industry in Coeymans flourished, with the local sawmills supplying lumber for the construction of ships (gunboats or gundelos). An encampment of Colonial troops was also stationed in Coeymans.

Following the Revolutionary War, the Hudson River Valley area was rapidly settled. The Town of Coeymans was officially formed in 1791, and by this time it was already an established town with a prosperous riverport, "Coeymans Landing". The Landing was an essential commercial and recreational port on the Hudson River, used for shipping building materials and local farm produce to the Port of Albany. Merchants' records reveal the shipping port traded spices, molasses, tobacco, cloth, clothing, rice, brandy and spirits."

By the 1800s, Coeymans Landing consisted of 30 houses, wharves and several sloops, a post office, two gristmills, and a sawmill. A number of the early Federal-Era homes survive today at the Landing. Many homes were built in Coeymans Landing between 1820-1850--a period of growth resulting from river swoops' positive impact on shipping. Many homes on First, Second, Westerlo and Church Streets were built at this time in the Greek Revival style, late-Federal style, and Gothic Revival style. A number of Greek Revival style churches were built during this period for the Methodist and Dutch Reformed faiths.

“By 1866, the Landing was a well established, thriving business center.”² Business types included general merchandise, blue stone dealers, dry goods dealers, groceries, boots and shoes, hats and caps, paints and oils, two attorneys, the Coeymans Gazette office, two physicians and surgeon practices, forwarding and commissions, and a hotel. In 1865, Acton Civill, a wealthy land speculator and merchant in New York City, expanded his small Gothic Revival cottage for a summer home located at the intersection of Main Street, Church and Fifth Streets. The house remains one of the Landing’s most prominent architectural landmarks.

From the late 1820s to the late 1890s the Hannacroix Creek provided waterpower for two paper mills--the Ravine Mill, and the Valley Mill. The Ravine Mill was located in the Hamlet of Coeymans approximately 100 yards west of NYS Route 144 near the Albany-Greene County border. Operational from 1832 to 1885, the mill was constructed specifically for manufacturing paper and used both water and steam to operate its equipment.

The Valley Mill was located in the Hamlet of Alcove at the junction of NYS Route 143 and County Route 111. Originally a cloth dressing and carding wool mill, it was converted to manufacture straw wrapping paper. The paper mill operated from around 1848 to 1892. In 1885, the mill reportedly had 25 employees and the ability to produce 3.5 tons of wrapping paper in one day. The paper was transported to Coeymans Landing and later shipped out to other Hudson River ports. A fire destroyed the mill in 1892, however the 110 foot tall chimney still stands as evidence of the mill.

The town was first connected by rail to the City of Albany in 1864. The Saratoga and Hudson Railroad only operated for a short period of time. “By 1860, Coeymans Landing was described as a village of considerable trade with a population of 650”.³

During winter months, the ice harvesting industry became a popular new business in Coeymans, with an ice storage house capable of holding 100 tons of river ice, which was mostly shipped to New York City by barge or steamboat. There were a few icehouses in Coeymans Landing and one on Barren Island. J.N. Briggs ran the largest ice operation. When modern refrigeration replaced the need for iceboxes, the icehouses were used to grow mushrooms.

In 1879, Briggs developed an amusement park called Baerena Park on Barren Island. The park included docks, a covered dance platform, a Ferris wheel, merry-go-round, refreshments and an

Observation tower. A steamboat docked at Coeymans Landing was used to ferry people to the island on a regular schedule.

The Powell & Minnock brick company opened in the late 1880s, along with other brick companies such as Sutton & Suderley, Roah Hook, Hardwick & Walsh, Zeigler & Zeigler, Sutton & Sinsabaugh, and Adomos.

² Bonafide, John A. “A History of Coeymans Landing.”

³ Ibid.

In 1873, Acton Civill hired a well-known Albany architect named John Cornelius to design and build the Acton Civill Polytechnic Institute. The French Second Empire style building, characterized by its mansard roof and elaborate decoration is located on the corner of Westerlo Street and Civill Avenue. The structure cost \$100,000 to erect, and because inadequate finances, was never used for higher learning. Twenty-five years later, the building was sold to the Coeymans Public School District. The Acton Civill Polytechnic Academy was placed on the National Register of Historic Places in 1973, and today contains 28 units of low to moderate income senior citizen housing.

The Hamlet of Coeymans Hollow, located about 10 miles west of the Hudson River, was established circa 1840, with tanneries and carding mills along the Hannacroix Creek, farms and farm houses. The Little Red Schoolhouse was built circa 1879, and students from grades one through eight attended school in this one room, brick schoolhouse. The schoolhouse has been restored, is open for tours on Sundays, and is used for special events sponsored by the Ravena-Coeymans Historical Society.

By the late 1890s, Coeymans began to change dramatically. The Coeymans family gristmills closed after 200 years of operation, and John Briggs purchased the rest of the Coeymans family land. Several fires destroyed numerous buildings in Coeymans Landing. In the early 1900s John N. Briggs started the Atlantic Light & Power Company, which provided power to Coeymans, Ravena and New Baltimore.

Through the 20th century, the principal industries shifted from the docks to the rail yards, and the riverfront, once the focus of life within the Hamlet of Coeymans, slowly began to decline. The New York West Shore Buffalo railroad was completed in the late 19th century, connecting the rural mills and quarries to Albany and areas west. As the railroad gained in popularity, rail yards, shops and hotels were established in Coeymans Junction, now called Ravena.

By the early 20th century, the railroad virtually replaced the river as the way of transporting goods, and a new community began to blossom in and around the new transportation center (Ravena). As the riverfront docks were abandoned, commerce in the Hamlet slowed, much of the long time residents began to slowly migrate away from the riverfront. Many of the existing shops were torn down, left vacant to later burn down, or converted into residential units. A large population of migrant farm workers who worked for the mushroom growing and processing facility were housed in the Hamlet. After the mushroom facility closed, many of these homes were again abandoned and left to deteriorate.

At this time, the City of Albany was flourishing and after long getting their drinking water from the Hudson River, the city leaders began searching for a purer water source. After researching other water sources, the City found the Hannacroix Creek in Coeymans to be the purest and the creek was dammed, flooding 1,440 acres and creating a reservoir with a capacity of 12 billion gallons. The existing settlement, known as Indian Fields, was re-located to create the Alcove

Reservoir. The late John Boyd Thatcher turned the lever that closed the gates of the dam in 1929, and the municipal water system was turned on in 1933.

The limestone escarpment of the Helderberg Mountains brought the cement industry to Coeymans in the early 1960s. Limestone of the Manlius and Coeymans formations are the lowest of the limestone formations and are the main units being mined for cement raw materials. The Atlantic Cement Company was established in 1962, and was later taken over by Blue Circle Cement in the mid-1980s. Lafarge North America acquired Blue Circle in 2001 and today owns approximately 3,400 acres of land in the town including the plant. Lafarge is the largest cement producer in the world, and the Ravena/Coeymans plant has the capacity to produce two million tons of cement annually. A large area of the Town is owned by Callanan Industries Inc., which quarries the limestone beds for construction materials. These industries are the top employers in Coeymans.

Over the past few decades, Coeymans has been experiencing slow but steady commercial and residential growth. The majority of the Town's western area remains mostly open and undeveloped with the land either in agricultural production or grown over to secondary forest. A large area surrounding the Alcove Reservoir (approximately 4,000 acres) is owned and controlled by the Albany County Water Board. Many Coeymans residents enjoy a rural lifestyle, while commuting to work in the Albany area or other nearby regions. In the early 1990s, the Town began to focus its attention on waterfront revitalization, and since then a number of improvements have provided recreational boaters with a reason to visit the Hamlet.

EXISTING LAND USE & ZONING

Existing land use patterns compared to the existing zoning districts represents a snapshot of the current and potential future pattern and extent of development in Coeymans. This section of the Comprehensive Plan provides an analysis of the existing land use patterns through the use of Geographic Information System (GIS) data, and provides an overview of the Town's existing zoning regulations.

GIS Analysis of Existing Land Use Patterns

The Town's development patterns have been greatly influenced by many factors, including: the natural terrain constraints; existing water bodies such as the Hudson River and the Alcove Reservoir; existing railroad, road and bridge network; availability of public water and sewer services; and the large private land holdings of the local sand and gravel production plants. The majority of the Town's land is categorized as either vacant, rural residential, public utilities or industrial.

The Town of Coeymans Existing Land Use Map was created using 2004 Geographic Information System (GIS) parcel-based Real Property Assessment data. Each individual parcel was assigned a land use category based on the New York State Real Property Type Classification Codes. Accuracy and completeness of this information is not guaranteed, as the information is only updated on an annual basis. The following land use categories are depicted on the Existing Land Use Map:

1. **Agricultural** – Property used as a part of an operating farm that does not have living accommodations and is used for the production of crops and/or raising of livestock
2. **Commercial** – Property used for hotels, restaurants, automobile services, storage, retail, banks, offices, funeral homes, etc.
3. **Community Services** - Property used for schools, libraries, places of worship, cultural facilities, welfare services, hospitals, clinics, government, police, armed forces, correctional facilities, shelters, cemeteries, etc.
4. **Industrial** - Property used for the production and fabrication of durable and non-durable goods, mining, quarrying, etc.
5. **Mixed Use/Multi-Purpose** – Property that is used for more than one purpose, such as a multiple floored structure with retail services on the first floor and offices and/or apartments on the upper floors.

6. **Mobile Home/Mobile Home Park** - Property used for one (1) individual mobile home or an area where mobile homes are owner occupied, but land and facilities are leased or rented.
7. **Multi-Family Residential** - Property used for apartments, and all types of residential dwellings that have more than two dwelling units.
8. **Public Utilities and Services** - Property used for electric or gas power generation or transmission, public drinking water and water treatment facilities, communications, train, plane, and bus terminals, canals, waste disposal, sewer treatment, etc.
9. **Recreation & Entertainment** - Property used for parks, theaters, racetracks, bowling centers, health spas, beaches, campgrounds, etc.
10. **Rural Residential** – Property used primarily for residential that is 10 or more acres of land, may have up to three year-round dwelling units, and could also be used for agricultural production.
11. **Single-Family Residential** - Property used for one-family, year round residences.
12. **Two-Family Residential** - Property used for two-family, year round residences.
13. **Vacant Lands** - Property that is not in use, in temporary use, or is lacking any permanent improvements.

Table 1 breaks down the Town properties into thirteen (13) classifications. The information listed in Table 1 is based on the Albany County GIS system. According to the 2004 Real Property Assessment data, the Town contains 3,182 tax parcels comprising approximately 31,200 acres, or about 50 square miles. These figures are taxable parcels only and do not include land area covered by roads and rivers and hydrologic features. The total area covered by hydrologic features is approximately 3 square miles, making the total area of the Town approximately 53 square miles. The Village of Ravena covers approximately 1.3 square miles of the Town. The total assessed value of land and structures within the Town and Village is approximately \$2.1 billion.

As indicated in **Table 1**, and visible on the Town of Coeymans Existing Land Use Map, the largest land area within the Town is covered by properties assessed as Vacant Land making up 27.07% of the total land area, or about 8,447 acres. This high land vacancy rate could be partially attributed to land that is un-developable due to natural constraints such as surface water, floodplains, wetlands or steep slopes. Other land areas might be privately kept un-developed for its natural resource value. The total value of the 676 parcels categorized as **Vacant** is approximately \$17 million.

The second largest land use category is **Rural Residential**, making up 18.47% of the total area, or approximately 5,765 acres. Properties classified as Rural Residential are large lots of 10 or more acres, which are forested or open land areas and mostly contain one single-family dwelling. Most properties categorized as Rural Residential are predominantly located west of Feura Bush Road, (County Route 102). The total value of the 187 Rural Residential properties is approximately \$24 million.

Table 1: Land Use Coverage in the Town of Coeymans (including the Village of Ravena)

| Land Use Category | # Parcels | % of Total Parcels | Assessed Value | # Acres | % of Total Acres |
|-----------------------------|-------------|-----------------------|---------------------------|----------------|---------------------|
| Agricultural | 41 | 1.29% | \$6,447,700.00 | 1917.0 | 6.14% |
| Commercial | 86 | 2.70% | \$27,268,800.00 | 677.5 | 2.17% |
| Community Services | 45 | 1.41% | \$33,931,700.00 | 228.6 | 0.73% |
| Industrial | 49 | 1.54% | \$1,359,056,400.00 | 3932.7 | 12.60% |
| Mixed Use | 31 | 0.97% | \$3,548,000.00 | 12.2 | 0.04% |
| Mobile Homes | 55 | 1.73% | \$2,236,800.00 | 145.9 | 0.47% |
| Multi-Family Residential | 128 | 4.02% | \$25,853,700.00 | 1614.3 | 5.17% |
| Public Utilities & Services | 51 | 1.60% | \$452,842,480.00 | 4532.6 | 14.52% |
| Recreation & Entertainment | 23 | 0.72% | \$7,014,900.00 | 832.5 | 2.67% |
| Rural Residential | 187 | 5.88% | \$24,086,900.00 | 5765.5 | 18.47% |
| Single-Family Residential | 1629 | 51.19% | \$162,659,000.00 | 2877.8 | 9.22% |
| Two-Family Residential | 181 | 5.69% | \$16,905,300.00 | 225.2 | 0.72% |
| Vacant Land | 676 | 21.24% | \$17,125,700.00 | 8447.5 | 27.07% |
| Totals | 3182 | 100.00% | \$2,138,977,380.00 | 31209.3 | 100.00% |

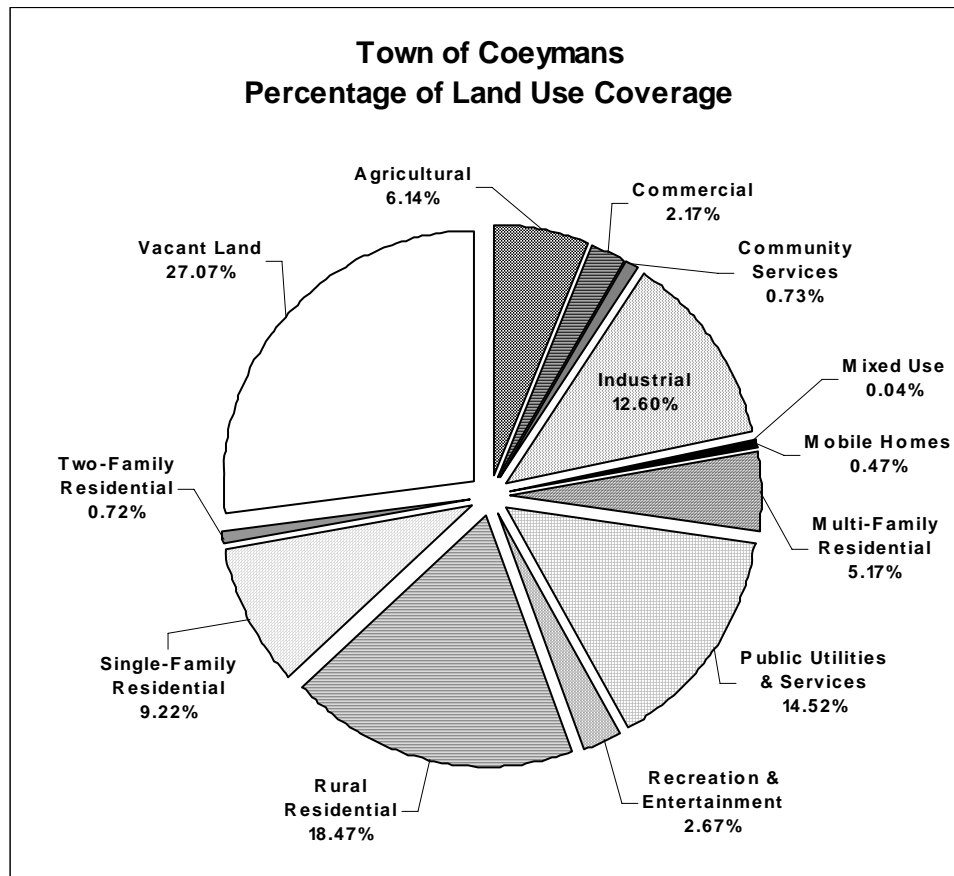
Source: Albany County Department of Economic Development, Conservation, and Planning, 2004.

Properties assessed as **Public Utilities and Services** cover the third largest land area in the Town making up 14.52% of the total land area, or 4,532 acres. This land use category includes the Albany Water Board property surrounding the Alcove Reservoir, properties owned by the Town of Coeymans, the Village of Ravena, and New York Central railroad properties. The total value assessment of the 51 Public Facilities and Services parcels is approximately \$453 million.

Properties assessed as **Industrial** make about 12.6% of the total area of the Town, or 3,932 acres. Industrial properties are almost all contained within the eastern portion of the Town between the Hudson River and Feura Bush Road (County Route 102). The majority of Industrial property is owned by Lafarge Sand and Gravel, Blue Circle (Atlantic Cement), Callanan Quarries, Powell-Minnick Brickworks, and New York Quarries. The 49 Industrial parcels have a total value of approximately \$1.3 billion.

Single-family Residential properties are distributed throughout the Town and have housing dating to pre-1939, to those constructed in 2004. Properties assessed as Single-Family Residential make up about 9% of the Town's land area, or 2,877 acres. The total value assessment of the 1,629 Single-Family Residential parcels is approximately \$162 million.

Homes categorized as **Mobile Homes or Mobile Home Parks** make up 0.47% of the total Town land area or 145 acres. Most of the Town's mobile housing is located in the northeast portion of the Town off of NYS Route 9W, near the Town of Bethlehem. The 55 parcels of land categorized as Mobile Home have a value of approximately \$2.2 million.



Agricultural properties cover approximately 6.14% of Town land, or 1,917 acres. Although agriculturally assessed property is scattered throughout the Town, a number of contiguous parcels are located on the west side of NYS Route 9W, bordered by sand and gravel quarries, and between Starr Road (County Route 102) and Powel Hill Road. Other large areas categorized as Agricultural are on either side of Copeland Hill Road. The total value assessment of the 41 Agricultural parcels is \$6.4 million.

Properties assessed as **Multi-family Residential** make up 5.17% of the total Town area, or 1,614 acres. Multi-family residences consist of three or more units in a building. Multi-family residences are also evenly distributed throughout the Town, near Keefers Corners, Callahan's Corners, off of Miller Road, and east of Interstate 87. The 128 Multi-Family Residential parcels have a total value assessment of approximately \$25 million.

Properties assessed as **Recreation and Entertainment** represent only 2.67% of the total Town area, or approximately 832 acres. Recreational land within the Town includes Coeymans Landing, Louise E. Keir Wildlife Management Area, the Lawson Lake County Park, Joralemon Town Park, private hunting lands, and other smaller parks within the Village of Ravena. The total value assessment of the 23 Recreation and Entertainment parcels is approximately \$7 million.

Commercially assessed parcels within the Town equal approximately 2.17% of the total Town area, or 677 acres. Most of the dense commercial development occurs within the Village of Ravena, and along Interstate 87, and NYS Route 9W. The total assessed value of the Town's 86 Commercial parcels is \$27 million.

Property assessed as **Community Services** comprise 0.73% of the total land area, or approximately 228 acres. Community Services parcels include Ravena-Coeymans-Selkirk Central School District properties, Town and Village government office buildings, the United States Post Office, and various religious properties located throughout the Town. The 45 Community Services properties have a total value assessed of \$33 million.

Properties assessed as **Two-Family Residential** cover only about 0.72% of the total land area of the Town, or 225 acres. The 181 two-family residential parcels are located primarily within the Village of Ravena. Two-family homes within the Town have a total value assessment of approximately \$16 million.

Properties assessed as **Mixed-Use** make up a minor 0.04% of the total Town land area, or 12.2 acres. These 31 properties are mostly located on Main Street in the Village of Ravena. This category is represented by structures such as detached homes that contain office space, or two story structures that have retail space on the ground floor, and office and/or apartments on the upper floor. The total assessed value of Mixed-Use/Multi-Purpose properties is approximately \$3.5 million.

Existing Zoning & Other Regulations

The Town of Coeymans Zoning Ordinance was adopted in June 1961 and subsequently amended several times. The ordinance is composed of the following sections:

| | | | |
|--------------|----------------------------|--------------|----------------|
| Article I. | Purposes | Article V. | Administration |
| Article II. | Terminology | Article VI. | Amendments |
| Article III. | Establishment of Districts | Article VII. | Miscellaneous |
| Article IV. | Regulations | | |

Zoning Districts

Neighborhood stability, future economic growth, and natural resource preservation are directly impacted by the zoning district boundaries, permitted uses, accessory uses, conditional uses, and prohibited uses, as well as the development requirements of the various zoning districts. The Town currently has seventeen (17) delineated zoning districts. Only fifteen (15) such districts are actually represented on the Zoning Map, which was updated in 2003. All of the zoning districts denoted as "planned", such as the Planned Residential (R-4P) district, are special districts

developed to meet community needs and are subject to municipal review through the Planning and Zoning Boards. The Zoning Districts are as follows:

- R-1: Single Family Residence
- R-2: Single & Two Family Residence
- R-3: Multifamily Residence
- R-4P: Planned Residential
- R-A: Residential & Agricultural
- R-A1: Residential-Agricultural Limited
- B-1: General Business
- C-1P: Planned Commercial
- C-1PS: Planned Commercial
- C-2P: Planned Commercial
- C-1PN: Planned Commercial
- I-1: Industrial
- I-2: Industrial
- I-3P: Planned Industrial
- I-B: Industrial Buffer
- CF-1: Community Facility
- CF-2: Community Facility

Description of Zoning Districts

The **Single Family Residence (R-1) District** allows principal permitted uses such as single-family residences, places of worship, schools, parks, playgrounds, libraries, and commercial buildings on a minimum lot size of 15,000 square feet. In areas where public water and sewer are not available, the minimum lot size is 80,000 square feet, and additional bulk requirements for the R-A District would be applicable. Site Plan Review and approval by the Planning Board is required for all Special Permits. The R-1 District encompasses the area north of the old Powell-Minnock Brick Works and east of I-87. Public water or sewer does not serve this area. This district also covers most of the area of the Hamlet, less the areas directly abutting Church, Westerlo and Main Streets, Riverview Drive and the area to the east of Blaisdell Avenue and James Drive which are zoned R-2. (For a better visual understanding of all of the Zoning District boundaries (Appendix A: Existing Zoning Map).

The **Single & Two Family Residence (R-2) District** allows all the uses permitted in the R-1 District, but also allows two-family residences and professional offices. The minimum lot size is 10,000 square feet. Special Permits require Site Plan Review and Planning Board approval. The R-2 District is primarily located in the Hamlet, on either side of Riverview Drive, Main Street, South Main Street, Church Street, Westerlo Street, Blasdell Avenue and James Drive. There is also another area zoned R-2 in the center of Town on NYS Route 143 on segments of Marshall Road, Vanderzee Road, Stott Drive, Macintosh Street, and Greening Lane.

The **Multifamily Residence (R-3) District** allows all R-1 district uses plus two-family residences, tourist homes, rooming/boarding houses, professional offices, row houses, apartments houses and garden-type apartments. The minimum lot size of the R-3 District is 2,500 square feet per dwelling unit, with a minimum of 1,200 square feet on the first floor and a minimum of 1,000 square feet on the second and third floor. Site Plan Review and Planning Board approval is

required for all uses. The R-3 District is currently located just south of NYS Route 143 between Vanderzee Toad and Biechman Road.

The **Planned Residential (R-4P) District** allows all R-1 district uses plus two-family residences, commercial neighborhood units, public/private recreational facilities, educational and cultural facilities, general farming, and public utility facilities. The minimum lot size is 15,000 square feet, and Site Plan Review and Planning Board approval is required for all uses. The R-4P District currently encompasses a large area just east of County Route 101 partially owned by Lafarge Inc., and other private land owners, and another smaller area is located along NYS Route 9W near Kinley Road.

The **Residential-Agricultural (R-A) District** has principal permitted uses including single- and two-family homes, places of worship, schools, parks, playgrounds, libraries, community buildings, professional offices, seasonal cottages, general farming, cultural facilities, recreational facilities, reforestation areas, day camps, riding academies, public utility facilities and market gardening. The minimum lot size is 80,000 square feet. A myriad of uses are further allowed with a Special Use Permit. Site Plan Review and Planning Board approval is required for all Special Permits. The R-A District is the largest Zoning District in the Town, encompassing almost all of the area west of County Route 102. Undeveloped forestland along Coeymans Creek and Riverside Drive is zoned R-A, as well as all of Shad Island in the northeastern corner of the Town, and undeveloped New Baltimore lands near the Hannacroix creek by the New Baltimore boundary.

The **Residential-Agricultural Limited (R-A1) District** allows all R-A District. This district encompasses the town's northwestern corner east of Copeland Hill Road. The minimum lot size and all other bulk requirements are the same as the R-A District, and Special Permits require Site Plan Review and Planning Board approval.

The **General Business (B-1) District** has principal permitted uses include: retail stores, personal service shops, banks, professional offices, restaurants, public transportation buildings, government offices, theaters and assembly halls, hotels, apartment house, schools, churches, parks, playgrounds, printing and publishing, fraternal and cultural buildings, and launderettes. Many additional uses are allowed with a Special Use Permit. Site Plan Review is required for all uses. The minimum lot size is 25,000 square feet. This district is located on Main Street in the Hamlet, on the shoreline of the Hudson River on Marina Drive and on the corner of Church Street and Westerlo Street. The B-1 District, by Special Use Permit, allows among other things, gasoline stations, auto showrooms and used car sales, undertakers, wholesale establishments, and shopping centers. An Industrial Buffer (I-B) District is located between the B-1 District and the Hamlet residential area. This District was initially created to screen residents from anticipated waterfront commercial land uses.

The **Planned Commercial (C-1P) District** is a special planned commercial zone that allows business, professional and industrial offices, lumber and building supply places, auto showrooms/used car lots, municipal/private transportation garages, commercial laundries,

automotive service facilities, motels, and auto courts, restaurants/eating and drinking places, private clubs, drive-in theaters, places of worship, public and private recreational facilities, wholesale establishments, trucking terminals, banking facilities, laundrettes, and public utility facilities. The minimum lot size is 25,000 square feet, and Site Plan Review is required for all uses. This district encompasses the area on either side of NYS Route 9W from the Coeymans /Bethlehem boundary south almost to the intersection of 9W and Kinley Road, other areas between the Village of Ravena municipal boundary and the railroad track, and an area between the Village line and Fuller Road.

The **Planned Commercial (C-1PS) District** allows the same principal uses as the C-1 P District. Site Plan Review is required for all uses. The District encompasses an area along 9W, south of the Village line to the intersection of NYS Route 9W and NYS Route 143, to the southern boundary with Greene County.

The **Planned Commercial (C-2P) District** also allows the same principal uses as the C-1 P District, however the minimum lot size is 40,000 square feet and the bulk requirements are different. Site Plan Review is required for all uses. This District is not shown on the Zoning Map.

The **Planned Commercial (C-1PN) District** also allows the same principal uses as the C-1 P District, however the minimum lot size is 40,000 square feet and the bulk requirements are different. Site Plan Review is required for all uses. This District is also not shown on the Zoning Map.

The **Industrial (I-1) District** permits quarrying and extractive operations, warehousing and storage, public utilities, manufacturing assembly and processing facilities, wholesaling with storage, barge and ship terminals, transportation terminals, building material plants, farming and timber operations. In addition, Special Permit Uses include: breweries, animal matter processing, petroleum processing, chemical processing, blast furnaces, clothing manufacturing, printing and publishing, and crushing, grinding and stockpiling of stone for any commercial purpose. The minimum lot size for this District is 40,000 square feet, and Site Plan Review is required for all uses except the principal allowed uses. This district encompasses a large swath of land west of Undercliff Road (County Route 101) and east of Rout 102. Callanan Inc. and Lafarge Inc own the majority of this land. The other large area zoned I-1 is located just north of the Hamlet between NYS Route 144 and the Hudson River. Once a brickyard owned by Powell-Minnock Brick Works, this land is currently for sale. Lafarge Inc owns other lands located north of the Brick Works to the end of Bronk Road. Each of the I-1 Districts is partially surrounded by an Industrial Buffer District (I-B).

The **Industrial (I-2) District** permits research/development laboratories, warehousing and storage, public utility facilities, printing and publishing, manufacturing, assembly and processing facilities, wholesaling with storage, subsidiary industries to I-1, barge and ship terminals, transportation terminals, building material plants, and farming and timber operations. The minimum lot size is 40,000 square feet and Site Plan Review and Planning Board approval is

required for all uses except for principal uses. The I-2 District encompasses an area between Interstate 87 and the CSX railroad track, bounded by the municipal lines of the Village of Ravena and the Town of New Baltimore. Another I-2 area is located east of NYS Route 9W between Fuller Road to the south, and Undercliff Road to the north.

The **Planned Industrial (I-3P) District** permits research/development laboratories, light and heavy manufacture and assembly plants, transportation terminals, and industrial parks. The minimum lot size is 40,000 square feet and Site Plan Review and Planning Board approval is required for all uses. The I-3P District encompasses the area between Interstate 87 and the CSX Railroad track, the Coeymans Creek and the municipal boundary between Coeymans and the Town of Bethlehem.

The **Industrial Buffer (I-B) District** is defined in Section 168-10-X as an “area that has a minimum width of 25 feet that shall remain in a natural state except that a hedge fence or wall, meeting the approval of the Planning Board, may be erected or installed.” “Access space through the buffer strip will be permitted upon issuance of a Special Permit”. There are no permitted uses within the I-B District, and therefore there are no bulk requirements. The I-B surrounds the Town of Coeymans’ Waste Water Treatment Plant, the now vacant, Powell-Minnock Brick Works property, Lafarge Inc. properties, and Callanan Inc. Properties.

The **Community Facility (CF-1) District** permits parks, playgrounds, and recreational facilities. There is no minimum lot size specified in the bulk schedule, however Site Plan Review and Planning Board approval is required for all uses. The CF-1 District encompasses the area just west of County Route 102, bounded by Tompkins Road and the Hannacroix Creek; another area which is mostly wetland, north of Barren Island and south of the Coeymans Landing; and a privately owned Yacht Club located on the Hudson River north of the Coeymans Creek.

The **Community Facility (CF-2) District** permits sewage treatment facilities, and community water facilities. There is no minimum lot size specified in the bulk schedule. This District is located on lands owned by the Town of Coeymans, encompassing some of the Sewage Treatment Plant lands, although an Industrial Buffer (I-B) District surrounds the rest of the property.

DEMOGRAPHIC CHARACTERISTICS

This section provides information about the Town of Coeymans in a variety of areas and will help paint a picture of the community's current social, physical and economic conditions. By examining the population past, present and future, recommendations can be made concerning the Town's future land use regulations and policies. In addition to the Town data provided in this section, comparisons to the Village of Ravena, Town of Bethlehem, Town of New Scotland, Town of New Baltimore, Albany County and the State of New York have been made where appropriate.

The information contained herein has been compiled using data from the 1990 and 2000 U.S. Decennial Census. Population projections were obtained from ESRI Business Information Solutions (ESRI BIS).⁴

Population Overview

Population

Local population growth or decline is often dependent upon several factors, including economic expansion, environmental capacity, housing suitability, varying generational needs, and overall regional desirability. The Town of Coeymans and the surrounding municipalities have experienced some interesting population trends in recent years.

According to the US Census Bureau, the population in the Town of Coeymans decreased slightly during the 1990s. Between 1990 and 2000, the population of Coeymans decreased by 7 persons, a decline of 0.09%. Between 1990 and 2000, the Village of Ravena experienced a population loss of 3.83%. On the other hand, during the same decade, the Town of Bethlehem, located north of Coeymans, experienced an increase in population of 13.28%, while the Town of New Scotland's population decreased by 5.61% between 1990 and 2000. See **Table 2** Population Trends.

⁴ ESRI Business Information Solutions is a leading source for demographic, business, and retail market data in the United States. Their information is often purchased by retail and industrial sector entities to determine primary market types within a specific area.

Table 2: Population Trends

| Location | 1990 | 2000 | 2005 | 2010 | % Change | % Change | % Change |
|-------------------|------------|------------|------------|------------|-----------|-----------|-----------|
| | | | | | 1990-2000 | 2005-2010 | 1990-2010 |
| Town of Coeymans | 8,158 | 8,151 | 8,167 | 8,335 | -0.09% | 2.06% | 2.17% |
| Village of Ravena | 3,503 | 3,369 | 3,367 | 3,424 | -3.83% | 1.69% | -2.26% |
| Town of Bethlehem | 27,633 | 31,304 | 33,003 | 34,363 | 13.28% | 4.12% | 24.35% |
| New Scotland | 9,139 | 8,626 | 8,806 | 9,070 | -5.61% | 3.00% | -0.76% |
| New Baltimore | 3,371 | 3,417 | 3,341 | 3,338 | 1.36% | -0.09% | -0.98% |
| Albany County | 292,588 | 294,565 | 301,087 | 309,420 | 0.68% | 2.77% | 5.75% |
| New York State | 17,990,455 | 18,976,457 | 19,411,913 | 19,871,975 | 5.48% | 2.37% | 10.46% |

Source: U.S. Census of Population and Housing, 1990, 2000, 2005 and 2010 Estimates.

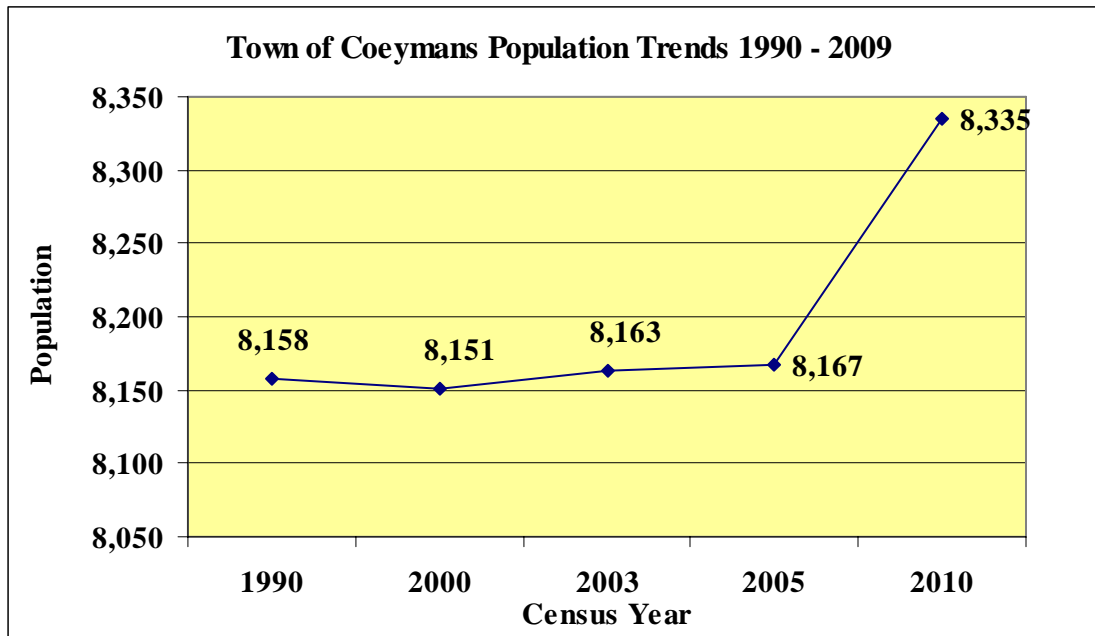


Figure 1: Town of Coeymans Population Trends in 1990-2010

According to ESRI Business Information Solutions, the Town of Coeymans 2005-2010 population projections are considerably higher than the Village of Ravena. The Town population is forecasted to increase by 2.06%, while the Village is projected to increase by only 1.69%. In contrast, the neighboring Town of Bethlehem is projected to grow by 4.12% between 2005 and 2010, and the Town of New Scotland is projected to grow by 3.0%. New Baltimore is projected to decline by about 0.09% over the next five years.

Household Composition

Table 3 compares the Town's household composition to Albany County and New York State. In reviewing Census 2000 data, it becomes apparent that the Town of Coeymans differs from the County and the State in several respects. The Town has a very traditional household breakdown. Approximately 73% of the Town's households were reported as family households as compared to 58.9% in Albany County and 65.7% in NYS. A larger portion of the Town's households (59.3%) is comprised of married couples as compared to the County (43.2%) and the State (46.6%). Additionally, the Town has a high percentage of households with children under the age of 18--29.9% as compared to 19.4 % in the County and 21.6 % in the State. The average household size of the Town of Coeymans, at 2.59 in 2000, was larger than the County (2.32) but slightly lower than NYS (2.61). A similar pattern is observed in the average family size. The average family size in the Town of Coeymans, at 3.09, in 2000, was larger than the County (2.99), but lower than NYS (3.22).

Table 3: Comparison of Household Composition, 2000

| Total Population | Town of Coeymans | | Albany County | | New York State | |
|-------------------------------------|------------------|---------------|----------------|---------------|------------------|---------------|
| | Total | % | Total | % | Total | % |
| Total households | 3,078 | 100.0% | 120,512 | 100.0% | 7,056,860 | 100.0% |
| Family households | 2,265 | 73.6% | 70,973 | 58.9% | 4,639,387 | 65.7% |
| Married-couple family | 1,826 | 59.3% | 52,050 | 43.2% | 3,289,514 | 46.6% |
| With children < 18 years | 920 | 29.9% | 23,368 | 19.4% | 1,527,187 | 21.6% |
| Other Family (No Spouse Present) | 439 | 14.3% | 18,923 | 15.7% | 1,349,873 | 19.1% |
| With children < 18 years | 262 | 8.5% | 12,184 | 10.1% | 704,194 | 10.0% |
| Nonfamily households | 813 | 26.4% | 49,539 | 41.1% | 2,417,473 | 34.3% |
| Householder living alone | 698 | 22.7% | 39,776 | 33.0% | 1,982,742 | 28.1% |
| Households With children < 18 years | 1,182 | 38.4% | 35,552 | 29.5% | 2,466,483 | 35.0% |
| Households below Poverty Level | 219 | 7.1% | 12933 | 10.7% | 982,266 | 13.9% |
| Average household size | 2.59 | | 2.32 | | 2.61 | |
| Average family size | 3.09 | | 2.99 | | 3.22 | |

Source: U.S. Census of Population and Housing, 2000.

Age Distribution

When reviewing community population trends, it is often helpful to look at the age breakdown of the population to identify recent population shifts. **Table 4** depicts the general age demographics from the 2000 Census for the Town of Coeymans as compared to neighboring municipalities, Albany County, and New York State.

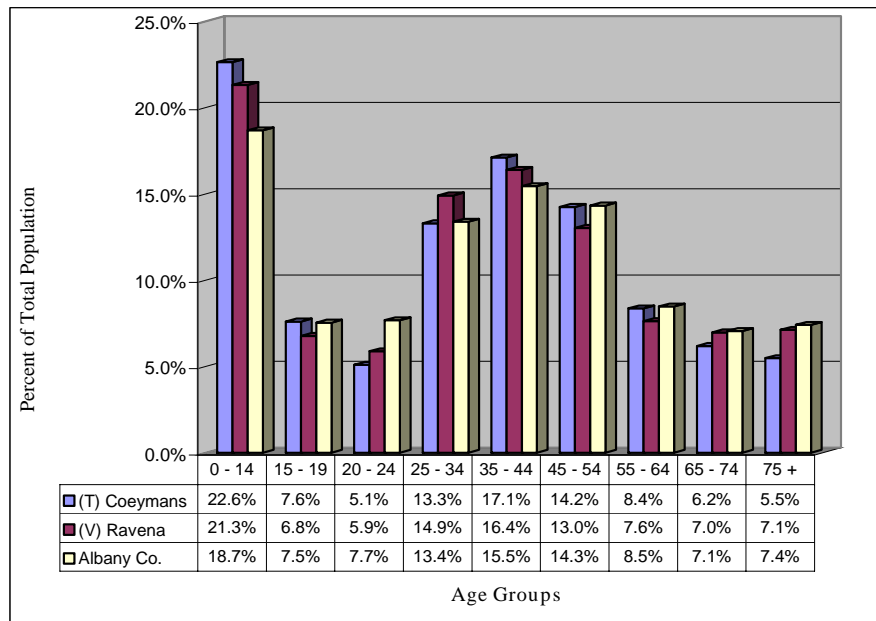
According to the 2000 Census, 30.2% of the Town of Coeymans' total population was 19 years of age or younger, while 28.1% of the Village of Ravena's total population was 19 years of age or younger. Similarities exist between Coeymans and the Town of Bethlehem where approximately thirty percent (29.6%) of the total population was 19 years of age or younger, while the Town of New Baltimore had 26.2% within this age range. Albany County and New York State had slightly lower percentages of the population within this age range. See **Table 4**.

Table 4: Comparison of Population by Age - 2000 Census

| Age | Town of Coeymans | Village of Ravena | Town of Bethlehem | New Scotland | New Baltimore | Albany County | New York State |
|-------------------|---------------------|----------------------|----------------------|-----------------|------------------|------------------|-------------------|
| | % | % | % | % | % | % | % |
| 0 - 4 | 6.9% | 6.4% | 6.5% | 5.5% | 5.1% | 5.7% | 6.5% |
| 5 - 14 | 15.7% | 15.0% | 15.8% | 14.9% | 14.8% | 13.0% | 14.1% |
| 15 - 19 | 7.6% | 6.8% | 7.3% | 6.5% | 6.4% | 7.5% | 6.8% |
| 20 - 24 | 5.1% | 5.9% | 3.1% | 3.6% | 3.6% | 7.7% | 6.6% |
| 25 - 34 | 13.3% | 14.9% | 10.0% | 9.6% | 9.5% | 13.4% | 14.5% |
| 35 - 44 | 17.1% | 16.4% | 17.1% | 17.0% | 17.6% | 15.5% | 16.2% |
| 45 - 54 | 14.2% | 13.0% | 17.1% | 17.8% | 17.3% | 14.3% | 13.5% |
| 55 - 64 | 8.4% | 7.6% | 8.7% | 11.8% | 12.3% | 8.5% | 8.9% |
| 65 - 74 | 6.2% | 7.0% | 6.8% | 7.7% | 6.5% | 7.1% | 6.7% |
| 75 - 84 | 4.4% | 5.8% | 5.4% | 4.4% | 4.6% | 5.4% | 4.5% |
| 85+ | 1.1% | 1.3% | 2.2% | 1.1% | 2.3% | 2.0% | 1.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Median Age | 35.8 | 35.7 | 39.6 | 41.1 | 41.1 | 36.8 | 35.9 |

Source: U.S. Census of Population and Housing, 2000.

As depicted in **Table 4**, residents between the ages of 20 and 34 comprised a smaller percentage of the population in both the Village of Ravena (20.8%) and the Town of Coeymans (18.4%). Albany County and New York State had the same percentage of population within this range of ages (21.1%).

**Figure 2: Population by Age Comparison**

Residents between the ages of 35 and 54 contributed a large portion to the Town of Coeymans' total population (31.3%) in 2000. Similar trends were seen in the neighboring municipalities like the Towns of Bethlehem (34.2%), New Scotland (34.8%), and New Baltimore (34.9%).

Census 2000 reported that the Town had a relatively small percentage of the population made up of individuals aged 65 and over. Coeymans residents 65 and older made up 11.7% of the total population, with slightly more senior citizens living in the Village of Ravena (14.4%). Senior citizens comprised 14.5% of the County population and 12.9% of the State population.

Figure 3 illustrates the median age in the Town of Coeymans compared to the Village of Ravena, and the Towns of Bethlehem, New Scotland, Baltimore, Albany County and New York State. The median age in 2000 for the Village of Ravena, the Town of Coeymans, and the NYS were comparable ranging between 35.7 and 35.9 years. New Scotland and New Baltimore had the same median age of 41.1 years, slightly older than the Town and the Village.

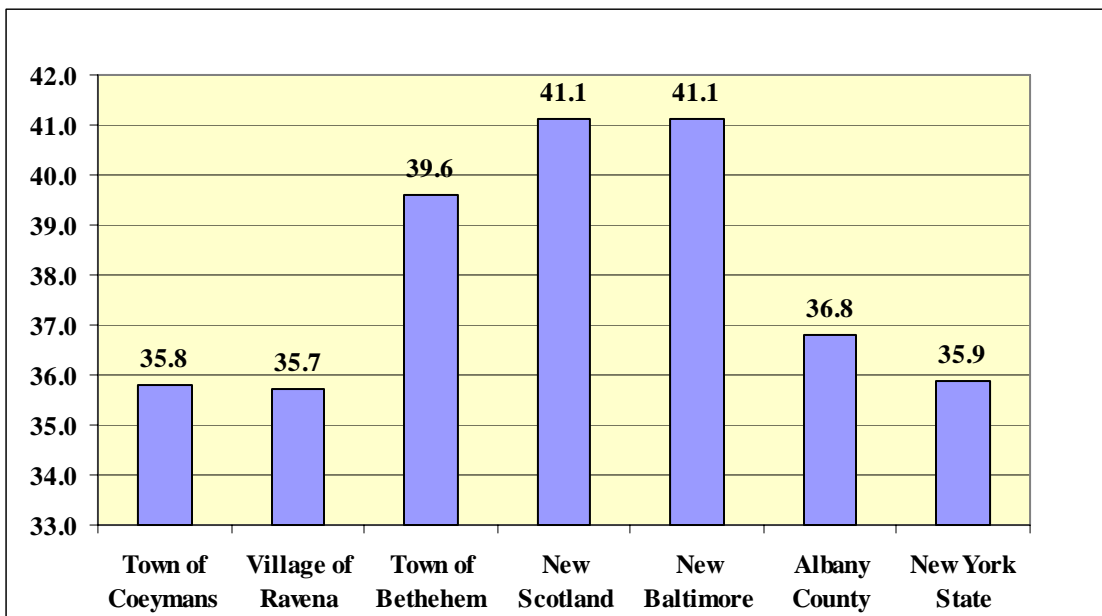


Figure 3: Median Age Comparison 2000

Ethnicity/Race

In 2000, it was estimated that the racial composition of the Town of Coeymans was essentially homogeneous. The Town's racial composition is White (94.6%) and Black/African American (2.1%). In addition, 3.2% identified themselves as either Hispanic or Latino.

In 2000, the Village of Ravena showed a similar racial/ethnic composition as the Town of Coeymans. The Village is comprised of 92.8% White, and 2.9% Black/African American residents. Approximately 4.2% identify themselves as Hispanic or Latino. Albany County had a much more diverse population having 83.2% White, 11.1% Black/African American and 2.7% Asian. Approximately 3.1% of Albany County residents are Hispanic or Latino.

ESRI Business Information Solutions calculates a Diversity Index (DI) through the data collected from the Census, indicating the level of diversity in the population. The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

In 2000, the Town of Coeymans had a DI of 16.0, and the Village of Ravena had a DI of 20.6. Albany County represented a more diverse population than the Town and the Village, with a Diversity Index of 33.7. A Diversity Index of 33.7 means there is a 33.7 percent probability that two people randomly chosen from the Albany County population would belong to different race or ethnic groups. See **Table 5** for more details.

Table 5: Comparison of Population by Race and Ethnicity, 2000

| Total Population | Town of Coeymans | | Ravena Village | | Albany County | |
|-------------------------------|------------------|---------------|----------------|---------------|----------------|---------------|
| | Total | % | Total | % | Total | % |
| White | 7,712 | 94.6% | 3,127 | 92.8% | 245,060 | 83.2% |
| Black/African American | 174 | 2.1% | 98 | 2.9% | 32,624 | 11.1% |
| American Indian/Alaska Native | 18 | 0.2% | 9 | 0.3% | 605 | 0.2% |
| Asian | 34 | 0.4% | 22 | 0.7% | 8,090 | 2.7% |
| Pacific Islander | 2 | 0.0% | 1 | 0.0% | 84 | 0.0% |
| Some Other Race | 64 | 0.8% | 33 | 1.0% | 3,102 | 1.1% |
| Two or More Races | 147 | 1.8% | 79 | 2.3% | 5,000 | 2% |
| Hispanic or Latino* | 264 | 3.2% | 140 | 4.2% | 9,079 | 3.1% |
| Total Population | 8,151 | 100.0% | 3,369 | 100.0% | 294,565 | 100.0% |
| Diversity Index | 16.0 | | 20.6 | | 33.7 | |

*Excluded from total.

Source: U.S. Census of Population and Housing and ESRI Business Information Solutions.

ECONOMIC CHARACTERISTICS

This section compares the Town of Coeymans economic profile to the Village of Ravena, Albany County and New York State as a whole. The profile consists of an overview of local levels of educational attainment, industrial employment, occupation, household income, and poverty levels. A review of local residents' consumer spending patterns is also included.

Education

National trends have indicated that more and more individuals are attaining higher levels of education, while the number of individuals having a high school education or less has been steadily decreasing. According to the 2000 Census, 16.8% of Coeymans residents did not complete high school. In comparing the Village, the Town, the County, and the State, it is clear that the Village of Ravena had the highest percentage (21.0%) of residents with less than a complete high school education.

The majority of Town residents had either received a high school diploma, some college and/or an associate degree. The Town (67.0%), and the Village (67.2%) both had a higher percentage of residents with high school and some college degree, than the County (53.0%) and the State (51.8%). Only 16.2% of Coeymans residents received a bachelor/graduate or professional degree compared to the County (33.3%), and the State (27.4%). See **Table 6**.

Table 6: Educational Attainment, 2000

| Attainment Level | Town of Coeymans | % of Total | Village of Ravena | % of Total | Albany County | % of Total | New York State | % of Total |
|---------------------------------|------------------|------------|-------------------|------------|---------------|------------|----------------|------------|
| Less than 9th grade | 236 | 4.5% | 139 | 6.3% | 7,925 | 4.1% | 1,005,805 | 8.0% |
| 9th to 12th grade, no diploma | 648 | 12.3% | 325 | 14.7% | 18,792 | 9.6% | 1,620,519 | 12.9% |
| High school graduate | 2,026 | 38.5% | 963 | 43.7% | 52,796 | 27.0% | 3,480,768 | 27.8% |
| Some college, no degree | 964 | 18.3% | 328 | 14.9% | 32,121 | 16.4% | 2,103,404 | 16.8% |
| Associate degree | 539 | 10.2% | 190 | 8.6% | 18,661 | 9.6% | 898,828 | 7.2% |
| Bachelor's degree | 512 | 9.7% | 148 | 6.7% | 34,288 | 17.5% | 1,954,242 | 15.6% |
| Graduate or professional degree | 341 | 6.5% | 113 | 5.1% | 30,798 | 15.8% | 1,478,970 | 11.8% |
| Total | 5,266 | 100.0% | 2,206 | 100.0% | 195,381 | 100.0% | 12,542,536 | 100.0% |

Source: U.S. Census of Population and Housing, 2000.

Employment Trends

Analyses of employment trends will help identify segments of the economy that have potential for growth or for decline. The following analysis uses data from the 2000 Census Profile of Selected Economic Characteristics, which profiles those individuals that live within the Town of Coeymans, but do not necessarily work at industries located within the Town.

Table 7 illustrates the sectors of employment industry of the residents of the Town of Coeymans as compared to the Village of Ravena and Albany County. Most Town residents have jobs within the education/health/social services sectors (18.8%), public administration (14.7%), and retail trade (11.0%). These three are also the top three sectors of employment in the Village of Ravena and Albany County.

The Town of Coeymans had the lowest share (0.8%) of its employment in the agriculture/forestry/fishing/hunting/mining followed by wholesale trade (2.5%). The Town had a larger share of its employment in the agriculture/forestry sector (0.8%) than does the Village of Ravena (0.4%) and Albany County (0.3%).

The other sectors of industry in which the Town exceeds the County are construction, manufacturing, retail trade, transportation/warehousing/utilities and other services. The large number of construction and manufacturing workers are likely represented by those employed by Lafarge North America and Callanans Inc.

Table 7: Town of Coeymans Residents Employment by Industry-2000

| CLASSIFICATION | Town of Coeymans | | Village of Ravena | | Albany County | | % Share (Town/ County) |
|---|------------------|---------------|-------------------|---------------|----------------|---------------|------------------------------|
| | Number | % | Number | % | Number | % | |
| Agriculture/Forestry/Fishing/Hunting/Mining | 33 | 0.8% | 7 | 0.4% | 415 | 0.3% | 8.0% |
| Construction | 313 | 7.6% | 119 | 6.8% | 6,413 | 4.4% | 4.9% |
| Manufacturing | 398 | 9.7% | 181 | 10.3% | 8,229 | 5.7% | 4.8% |
| Wholesale trade | 103 | 2.5% | 52 | 3.0% | 3,719 | 2.6% | 2.8% |
| Retail trade | 451 | 11.0% | 242 | 13.7% | 15,069 | 10.4% | 3.0% |
| Transportation/Warehousing/Utilities | 332 | 8.1% | 94 | 5.3% | 6,252 | 4.3% | 5.3% |
| Information | 111 | 2.7% | 54 | 3.1% | 4,356 | 3.0% | 2.5% |
| FIRE, rental and leasing | 255 | 6.2% | 120 | 6.8% | 11,565 | 8.0% | 2.2% |
| Professional/Scient/Mgmt/Admin/Waste | 252 | 6.1% | 83 | 4.7% | 12,808 | 8.9% | 2.0% |
| Education/Health/Social Services | 773 | 18.8% | 317 | 18.0% | 35,963 | 24.9% | 2.1% |
| Arts/Entertainment/Recreation/Accomm | 246 | 6.0% | 140 | 7.9% | 10,330 | 7.1% | 2.4% |
| Other Services | 239 | 5.8% | 101 | 5.7% | 7,219 | 5.0% | 3.3% |
| Public Administration | 604 | 14.7% | 252 | 14.3% | 22,142 | 15.3% | 2.7% |
| Total | 4,110 | 100.0% | 1,762 | 100.0% | 144,480 | 100.0% | 2.8% |

Source: U.S. Census of Population and Housing, 2000.

As evidenced in **Table 8**, in 2000, the majority of the Town's employed residents (31.2%) held management or professional positions. This was higher than the Village of Ravena (29.3%) but considerably lower than the County (42.3%) and the State (36.7%). Another 28.6% of the Town's labor force held positions as sales/office and administrative support employees. This is comparable to both the County (28.9%) and the State (27.1%). Coeymans residents have a higher number of employed residents in the fields of production/transportation, and material moving. The employers are likely represented in the sand and gravel and quarrying operations in the Town.

In 2000, the Town had a higher number (66.5%) of employed civilians than both the County (61.2%) and the State (56.6%). Only 2.6% of the Town's residents are unemployed compared to the Village of Ravena (3.1%), Albany County (4.4%), and NYS (4.3%). According to the Capital District Regional Planning Commission, Albany County unemployment rate dropped to 3.8% in March 2005.

Table 8: Resident Occupation, 2000

| Occupation Type | Town of Coeymans | | Village of Ravena | | Albany County | New York State |
|-------------------------------------|------------------|---------------|-------------------|---------------|---------------|----------------|
| | Total | % | Total | % | % | % |
| Management/Professional | 1,283 | 31.2% | 516 | 29.3% | 42.3% | 36.7% |
| Service industry | 608 | 14.8% | 302 | 17.1% | 13.9% | 16.6% |
| Sales/Office and Admin Support | 1,177 | 28.6% | 548 | 31.1% | 28.9% | 27.1% |
| Farming/Fishing/Forestry | 8 | 0.2% | 0 | 0.0% | 0.1% | 0.3% |
| Construction/Extraction/Maintenance | 342 | 8.3% | 164 | 9.3% | 6.2% | 7.6% |
| Production/Transportation/Material | 692 | 16.8% | 232 | 13.2% | 8.6% | 11.7% |
| Total | 4,110 | 100.0% | 1,762 | 100.0% | 100.0% | 100.0% |
| Employed civilian population 16+ | 4,110 | 66.5% | 1,762 | 67.6% | 61.2% | 56.6% |
| Unemployed civilian population 16+ | 163 | 2.6% | 80 | 3.1% | 4.4% | 4.3% |
| Armed Forces | 0 | 0.0% | 0 | 0.0% | 0.1% | 0.2% |
| Not in Labor Force | 1,904 | 30.8% | 764 | 29.3% | 34.2% | 38.9% |
| Total Population 16 years + | 6,177 | 100.0% | 2,606 | 100.0% | 100.0% | 100.0% |

Source: U.S. Census of Population and Housing, 2000.

Income

Household income is one of the most important indicators of the condition of the local economy. By examining this basic characteristic, it is possible to obtain a perspective on the micro-level (an individual's ability to contribute to the local economy and in so doing enhance community wealth) and the macro-level (a household's ability to contribute to the local economy and in so doing, enhance community wealth).

Table 9 illustrates the Census 2000 household income statistics of the Town of Coeymans as compared to Albany County and New York State. Coeymans households, with a median household income of \$47,127, earn more on average than both County and State households. The median household income of Albany County and NYS was \$43,160 and \$43,582, respectively.

The median household income witnessed an overall increase from 1990 to 2000. The Town of Coeymans' median household income increased from \$34,357 in 1990 to \$47,127 in 2000. In Albany County median household income increased from \$33,358 in 1990 to \$43,160 in 2000 and in New York State from \$32,965 in 1990 to \$43,582 in 2000. Nearly half of the Town's households earn \$50,000 or more (1,483 households, or 47.6%) as compared to 43.5% in the County and 44.3% in New York State.

Table 9: Household Income, 2000

| INCOME IN 1999 | Town of Coeymans | % of Total | Albany County | % of Total | New York State | % of Total |
|------------------------|------------------|---------------|----------------|---------------|------------------|---------------|
| Less than \$15,000 | 358 | 11.5% | 18,870 | 15.6% | 1,262,827 | 17.9% |
| \$15,000 to \$24,999 | 332 | 10.7% | 14,632 | 12.1% | 822,611 | 11.7% |
| \$25,000 to \$34,999 | 395 | 12.7% | 15,632 | 13.0% | 807,043 | 11.4% |
| \$35,000 to \$49,999 | 550 | 17.7% | 19,033 | 15.8% | 1,047,001 | 14.8% |
| \$50,000 to \$74,999 | 736 | 23.6% | 24,146 | 20.0% | 1,297,712 | 18.4% |
| \$75,000 to \$99,999 | 415 | 13.3% | 13,105 | 10.9% | 746,384 | 10.6% |
| \$100,000 to \$149,999 | 239 | 7.7% | 10,054 | 8.3% | 639,525 | 9.1% |
| \$150,000 or more | 91 | 2.9% | 5,173 | 4.3% | 437,492 | 6.2% |
| Households | 3,116 | 100.0% | 120,645 | 100.0% | 7,060,595 | 100.0% |
| Median HH -1990 | \$34,357 | | \$33,358 | | \$32,965 | |
| Median HH -2000 | \$47,127 | | \$43,160 | | \$43,582 | |
| Median Fam -1990 | \$39,004 | | \$41,670 | | \$39,741 | |
| Median Fam -2000 | \$56,593 | | \$56,453 | | \$51,783 | |

Source: U.S. Census of Population and Housing, 2000.

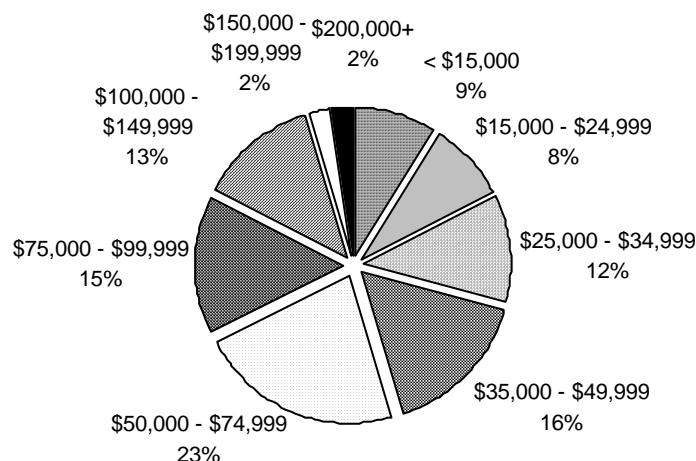


Figure 4: Town of Coeymans 2005 Household Income

Another indicator of a community's income status is the percent of its population living in poverty. The percentages below poverty level for the Town of Coeymans, Village of Ravena, and Albany County are shown in Figure 5. According to the 2000 Census, the Town of Coeymans had only 6.30 % poverty rate. In 2000, Albany County had 10.70 % of population living below poverty level. The Village of Ravena had a slightly higher poverty rate (7.90%) than the Town.

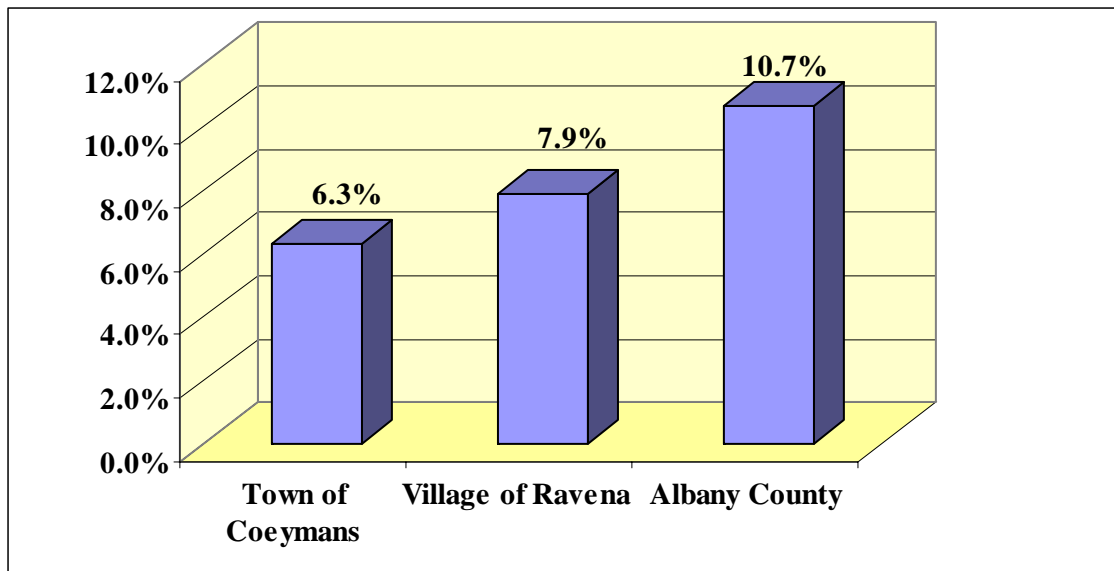


Figure 5: Percent Below Poverty Level

Consumer Spending Patterns

Research of the general behaviors of consumers in communities across the United States has shown that in general, consumers prefer not to travel far from home to purchase goods and services for their daily needs. These goods and services include grocery items, housekeeping supplies, personal care items, alcoholic beverages, smoking products, automobile repair, beauty salon services, and restaurants.

In contrast, consumers are willing to travel farther from home for larger ticket items and comparatively priced items like household furnishings, appliances, TV, radio and sound equipment, women's and men's apparel, entertainment, new and used automobiles, recreational vehicles, medical services, and retail items found in major big-box stores. Consumers are willing to take longer day trips from home in search of specialty shopping experiences that may include dining, entertainment, and recreation.

In order to learn about the spending patterns of the residents of Coeymans, a Consumer Spending Patterns report was obtained from ESRI BIS Inc. The Consumer Spending Report is compiled using data from many sources, including consumer surveys conducted by the Bureau of Labor

Statistics. The report shows how much residents spend on certain categories of goods and services, regardless of where the money is spent.

Table 10 shows the 2004 Consumer Spending Patterns for Coeymans' residents. The table shows the amount spent on a variety of goods and services. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue.

As depicted in **Table 10**, the average household spends an approximately \$66,000 annually on a variety of goods and services, or a total of \$288 million is spent by all town residents per year for goods and services.

As depicted in **Table 10**, the average household spends over \$22,000 on Retail Goods, over \$12,000 on Shelter, which includes things like mortgage payments, maintenance and remodeling services, utilities and fuel. The average household also spends an average of over \$6,000 on Investments, and over \$4,000 on Food at Home annually. Residents also spend over \$3,000 per year on Health Care and over \$2,000 on Apparel & Services.

The Spending Potential Index in **Table 10** compares Coeymans' expenditures against a national average, represented by an index of 100. If a given market index is 95, that means that the average household in Coeymans spent 95% of the national average on that item. As a whole, the residents of Coeymans spend less than the national average on most goods and services except health care.

Table 10: Consumer Spending Patterns, 2004

| Apparel & Services: Total \$ | \$8,041,351 |
|---|--------------|
| Average Spent | \$2,583.98 |
| Spending Potential Index | 95 |
| Computers & Accessories: Total \$ | \$802,608 |
| Average Spent | \$257.91 |
| Spending Potential Index | 95 |
| Education: Total \$ | \$3,041,707 |
| Average Spent | \$977.41 |
| Spending Potential Index | 94 |
| Entertainment/Recreation: Total \$ | \$9,221,813 |
| Average Spent | \$2,963.31 |
| Spending Potential Index | 97 |
| Food at Home: Total \$ | \$13,839,730 |
| Average Spent | \$4,447.21 |
| Spending Potential Index | 95 |
| Food Away from Home: Total \$ | \$9,262,203 |
| Average Spent | \$2,976.29 |
| Spending Potential Index | 96 |
| Health Care: Total \$ | \$10,581,058 |
| Average Spent | \$3,400.08 |
| Spending Potential Index | 100 |
| HH Furnishings & Equipment: Total \$ | \$6,243,653 |
| Average Spent | \$2,006.32 |
| Spending Potential Index | 96 |
| Investments: Total \$ | \$21,553,905 |
| Average Spent | \$6,926.06 |
| Spending Potential Index | 84 |
| Retail Goods: Total \$ | \$74,310,690 |
| Average Spent | \$23,878.76 |
| Spending Potential Index | 97 |
| Shelter: Total \$ | \$39,189,033 |
| Average Spent | \$12,592.88 |
| Spending Potential Index | 93 |
| TV/Video/Sound Equipment: Total \$ | \$3,019,233 |
| Average Spent | \$970.19 |
| Spending Potential Index | 96 |
| Travel: Total \$ | \$5,335,821 |
| Average Spent | \$1,714.60 |
| Spending Potential Index | 96 |
| Vehicle Maintenance & Repairs: Total \$ | \$3,018,232 |
| Average Spent | \$969.87 |
| Spending Potential Index | 95 |

Source: ESRI BIS forecasts for 2004 - 2009.

HOUSING RESOURCES

This section presents an overview of Coeymans' housing resources, including a discussion of the age, value, and occupancy of the existing housing inventory. In addition, this section discusses housing trends in Coeymans, available housing rehabilitation programs, and current housing issues confronting the Town.

Housing Inventory

Housing stock in the Town of Coeymans includes a variety of architectural styles and housing types. The vast majority of homes were constructed in 1939 or earlier, although 19.6% were constructed during the 1940 to 1959 period, and 17.6% between 1970 and 1979. Albany County and NYS also showed a similar pattern in the construction of homes, with most homes constructed in 1939 or earlier, followed by next highest phase of construction between 1940 and 1959.

Table 11: Year Structure Built, 2000

| Year Structure Built | Coeymans Town | | Albany County | | New York State | |
|-----------------------------|---------------|---------|---------------|---------|----------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Built 1999 to March 2000 | 27 | 0.8% | 1236 | 1.0% | 67,821 | 0.9% |
| Built 1995 to 1998 | 151 | 4.4% | 4131 | 3.2% | 198,312 | 2.6% |
| Built 1990 to 1994 | 217 | 6.4% | 6247 | 4.8% | 259,063 | 3.4% |
| Built 1980 to 1989 | 378 | 11.1% | 12723 | 9.8% | 594,390 | 7.7% |
| Built 1970 to 1979 | 599 | 17.6% | 17743 | 13.7% | 866,120 | 11.3% |
| Built 1960 to 1969 | 270 | 7.9% | 16069 | 12.4% | 1,120,598 | 14.6% |
| Built 1940 to 1959 | 667 | 19.6% | 30364 | 23.4% | 2,174,766 | 28.3% |
| Built 1939 or earlier | 1,095 | 32.2% | 41,459 | 31.9% | 2,398,237 | 31.2% |
| Total: | 3,404 | 100.0% | 129,972 | 100.0% | 7,679,307 | 100.0% |
| Median Year Structure Built | 1967 | | 1951 | | 1954 | |

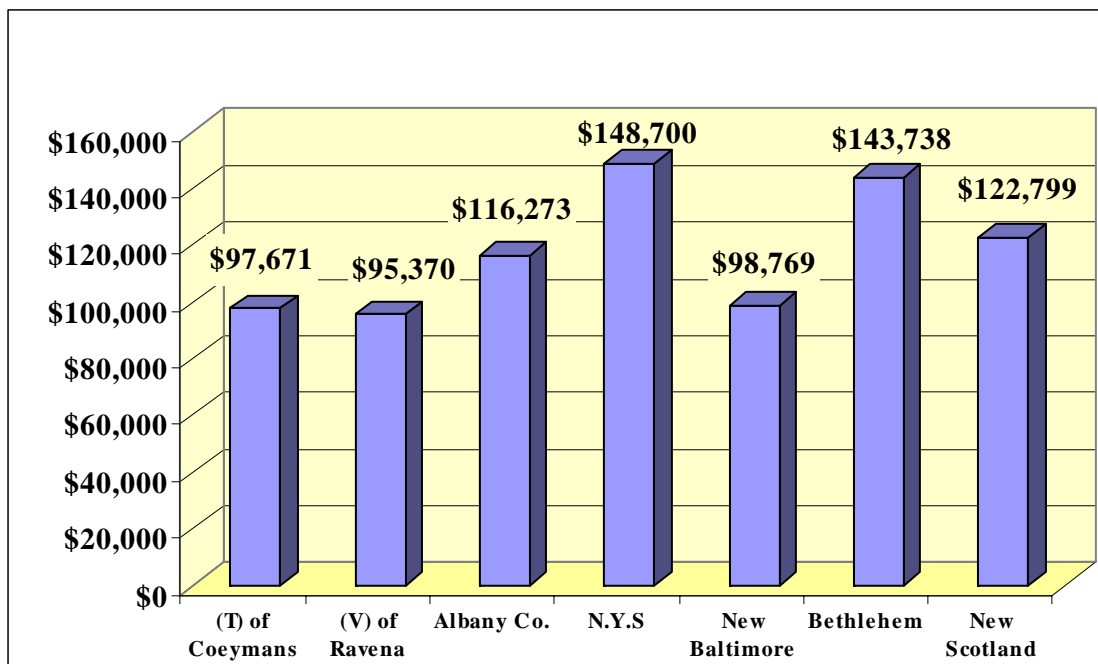
Source: U.S. Census of Population and Housing, 2000.

It is important to assess the affordability and desirability of Coeymans housing, when compared to surrounding communities. **Table 12** represents the value of specified owner-occupied units in the Town of Coeymans compared to the Village of Ravena, Albany County, and NYS. Figure 6 depicts median house values in Coeymans and surrounding communities.

Table 12: Value of Specified Owner-Occupied Units, 2000

| Value | Town of Coeymans | | Village of Ravena | | Albany County | | New York State | |
|-------------------------|------------------|---------------|-------------------|--------------|---------------|---------------|------------------|---------------|
| | Number | % | Number | % | Number | % | Number | % |
| Less than \$50,000 | 62 | 11.3% | 18 | 1.3% | 995 | 1.7% | 151,310 | 5.6% |
| \$50,000 - \$99,999 | 725 | 132.5% | 321 | 22.3% | 18,886 | 32.9% | 714,774 | 26.6% |
| \$100,000 to \$149,999 | 529 | 96.7% | 190 | 13.2% | 22,644 | 39.5% | 491,060 | 18.3% |
| \$150,000 to \$199,999 | 122 | 22.3% | 15 | 1.0% | 8,716 | 15.2% | 468,384 | 17.4% |
| \$200,000 to \$299,999 | 0 | 0.0% | 3 | 0.2% | 4,570 | 8.0% | 501,839 | 18.7% |
| \$300,000 or more | 0 | 0.0% | 0 | 0.0% | 1,518 | 2.6% | 362,361 | 13.5% |
| Total | 1,438 | 262.9% | 547 | 38.0% | 57,329 | 100.0% | 2,689,728 | 100.0% |
| Median House Value-1990 | \$95,814 | | \$93,091 | | \$110,937 | | \$131,600 | |
| Median House Value-2000 | \$97,671 | | \$95,370 | | \$116,273 | | \$148,700 | |

Source: U.S. Census of Population and Housing, 1990 and 2000.

**Figure 6: 2000 Median Housing Value**

The Town of Coeymans had a median housing value of \$97,671, higher than the Village of Ravena (\$95,370) and lower than the County's median housing value (\$116,273). In the neighboring towns, the Town of Bethlehem (\$143,738), New Scotland (\$122,729) and New Baltimore (\$ 98,769) had median house values that exceeded the Town of Coeymans.

According to the 2000 Census, more than half of the owner-occupied units (50.4%) in Coeymans had a value between \$50,000 - \$99,999. The Village of Ravena showed a similar pattern, 58.7% owner-occupied units valued between \$50,000 - \$99,999. Albany County had the highest number (39.5%) of housing units in the range of \$100,000 to \$149,999. Between 1990 and 2000, the median housing value in the Town increased by only \$1,857.

Another indicator of housing affordability and desirability is the number of housing units owned, rented, or vacant. In 2000, the Town of Coeymans showed an increase in the number of vacant housing units from 6.3% in 1990 to 8.3% in 2000, and a decrease in the occupied units from 93.7% in 1990 to 91.7% in 2000.

Table 13: Housing Inventory, 1990 and 2000

| Characteristics | 1990 | | 2000 | | % Change (1990-2000) |
|-------------------------------------|--------------|---------------|--------------|---------------|-------------------------|
| | Number | % | Number | % | |
| Total housing units | 3,286 | 100.0% | 3,404 | 100.0% | 3.6% |
| Occupied housing units | 3,078 | 93.7% | 3,121 | 91.7% | 1.4% |
| Vacant housing units | 208 | 6.3% | 283 | 8.3% | 36.1% |
| Occupied housing units | 3,078 | 93.7% | 3,121 | 91.7% | 1.4% |
| Owner-occupied housing units | 2,088 | 67.8% | 2,138 | 68.5% | 2.4% |
| Renter-occupied housing units | 990 | 32.2% | 983 | 31.5% | -0.7% |
| Vacant housing units | 208 | 6.3% | 283 | 8.3% | 36.1% |
| For rent | 63 | 30.3% | 113 | 39.9% | 79.4% |
| For sale only | 32 | 15.4% | 61 | 21.6% | 90.6% |
| Rented or sold, not occupied | 36 | 57.1% | 10 | 3.5% | -72.2% |
| Seasonal, recreation, or occasional | 17 | 8.2% | 27 | 9.5% | 58.8% |
| Other vacant | 60 | 28.8% | 72 | 25.4% | 20.0% |

Source: U.S. Census of Population and Housing, 1990 and 2000.

Table 14: Type of Specified Owner-Occupied Units, 1990 and 2000

| Type of Unit | 1990 | | 2000 | | % Change (1990-2000) |
|----------------------|--------------|---------------|--------------|---------------|-------------------------|
| | Total | % | Total | % | |
| 1Family, detached | 1,750 | 53.3% | 1,999 | 58.7% | 14.2% |
| 1Family, attached | 53 | 1.6% | 40 | 1.2% | -24.5% |
| 2 Family | 343 | 10.4% | 361 | 10.6% | 5.2% |
| 3 or 4 Family | 257 | 7.8% | 239 | 7.0% | -7.0% |
| 5 to 9 Family | 196 | 6.0% | 182 | 5.3% | -7.1% |
| 10 to 19 Family | 157 | 4.8% | 121 | 3.6% | -22.9% |
| 20 + Family | 0 | 0.0% | 49 | 1.4% | NA |
| Mobile home or other | 530 | 16.1% | 413 | 12.1% | -22.1% |
| Total | 3,286 | 100.0% | 3,404 | 100.0% | 3.6% |

Source: U.S. Census of Population and Housing, 1990 and 2000.

The Town had an increase of 2.4% in the number of owner-occupied housing units from 1990 to 2000, and a decrease of 0.7% in renter occupied units in the same period. The Town showed a significant increase in the number of housing units for rent, from 63 units in 1990 to 113 units in 2000. The number of housing units for sale also increased from 32 in 1990, to 61 in 2000.

Table 14 shows an increase of 14.2% in the single family detached units from 1990 to 2000, and a decrease of 24.5% in the single family attached units. Two-family units showed an increase of 5.2%, whereas multi-family units (10 to 19 family) and mobile homes showed a decrease of 22.9% and 22.1%, respectively.

Coeymans Hamlet Housing Stock

According to information provided by the Coeymans Landing Heritage Fund, the core neighborhoods of the Coeymans Hamlet include roughly 200 single and multiple family dwellings dating from the early to late 19th century. Since the mid-and late 20th century, the Hamlet has been suffering from out-migration and rural gentrification. Years of neglect, transient tenants, absentee landlords, high turnover rates, and low-income residents have exacerbated the decline of the community, especially in the areas nearest the waterfront. The influx of transient occupants and the resulting declining property values allowed for much of the property to be acquired by absentee owners. Today, much of the housing stock remains largely deteriorated.

Collectively, these issues have stigmatized what was once the Town's premier neighborhood, which surrounds one of the Town's greatest assets, the riverfront. Despite its direct sitting along the banks of the Hudson River, a central community park, boat launch, marina, yacht club, ball fields and nature walk, the Hamlet remains largely an area people visit but do not invest in. While the development of the recreational center in the Landing shows a continuing effort on the part of the local government to revitalize the area, these components draw facility users but not potential developers or property owners.

Proposed National Register Historic District

The following is an excerpt from the Town of Coeymans Draft Local Waterfront Revitalization Plan (LWRP).

A preliminary survey of the historic resources of the Hamlet of Coeymans was conducted during October and November 1984, with the guidance of the NYS Office of Parks, Recreation and Historic Preservation (OPRHP). The purpose of this preliminary survey was to locate and evaluate the historic resources of the Hamlet having potential for future recognition on the National Register of Historic Places and/or as locally significant structures designated by future local historic district ordinances.

A “wind-shield survey” of the Hamlet was conducted using the OPRHP color-coding system for identifying and classifying historic and non-historic structures. This method served as a tool for locating concentrations of historic structures within the communities representing high degrees of visual, historic, and/or architectural merit. The identification of potential individual building and historic district National Register nominations were made with the guidance of field representatives from the OPRHP.

The Director of the National Register Program of the OPRHP made site visits to Coeymans on March 27, 1985, for the purpose of reviewing and revising the potential National Register resources identified previously in the preliminary historic resources survey.

The preliminary historic resources survey identified two potential National Register historic districts in Coeymans: one centering around First Street near the riverfront; another located on the

hilltop above Main Street and focusing around Church and Westerlo Streets. At the time that these districts were delineated, it was recognized that many areas within them suffered from significant physical/visual alterations. The altered areas were still felt to have historic value and to be a significant group of structures important to the historic/aesthetic quality of the potential district streetscapes.

As a result of further evaluation, only one potential National Register historic district was recommended as a result of the preliminary investigations. This potential district is located on both the north and south sides of Church Street, bounded by New Street on the west and the Acton Civil House on the east. The potential Church Street district consists of 16 historic properties built during the course of the 19th Century and early 20th Century in Coeymans. Two of these structures were built between 1836 and 1840. The remaining structures within the potential district are residences built in a variety of architectural styles and dating from the early 19th Century to the early 20th Century. These are highly intact examples of local renditions of various 19th Century and early 20th Century architectural styles, including the Federal, Greek Revival, Carpenter Gothic, Revival, Italian, Queen Anne, and Bungalow styles.

The potential Church Street historic district was refined, limited to the most architecturally intact streetscape found within the potential district. The district was substantially reduced from the previously identified 43 structures to the present 16 due to the recommendation of the Director of the National Register Program, who felt that the remaining streetscapes, although historic, contained too many altered structures to form a viable National Register District. Similarly, the potential First Street district identified in the preliminary survey has been dropped entirely due to the amount of physical alteration sustained by many of the historic structures. It should be noted, however, that a large portion of the alterations in these two areas consist of reversible changes, such as aluminum siding over original clapboard siding, and that in the future, additional and expanded National Register historic districts may be possible if enough of the structures are returned to their historic appearance.

The Historic Resources Survey of the Coeymans Hamlet as conducted under the auspices of the Town of Coeymans Waterfront Revitalization Committee, accomplished a number of significant goals, including:

- The preliminary identification of significant historic resources located in the Hamlet;
- The identification of potential National Register Historic Districts and individual structures; and
- The identification of potential local historic districts.

Housing Assistance & Rehabilitation Programs

Coeymans Landing Heritage Fund

The Coeymans Landing Heritage Fund (CLHF) is a program administered by the Albany County Rural Housing Alliance (ACRHA) to assist homeowners with home repairs in the historic Coeymans Hamlet. According to the “Project Synopsis” of CLHF, “one critical component to any attempt to revitalize a neighborhood has to be the rebuilding of pride and the tangible evidence of a better quality of life”. “A community must attract investment by those willing to financially and physically invest in the community”. “This requires owner occupancy and the re-creation of a sense of a true neighborhood”. “Services, including shops, stores, parking, and the already in place recreation must also be created”. The formula is one that has long been known and was rediscovered in the 1990s with the creation of planned communities like Seaside, Florida, and Nantucket Island, Massachusetts. “In these ultra modern communities of tomorrow many of the elements that exist, albeit in the rough, in Coeymans Landing, were painstakingly recreated to provide its residents with a sense of instant antiquity and neighborhood.”

CLHF is supported by grants awarded through the W. K. Kellogg Foundation. The W.K. Kellogg Foundation is a not-for-profit organization established in 1930 in honor of Will Keith Kellogg, the cereal industry pioneer. The Foundation’s mission is to “to help people help themselves through the practical application of knowledge and resources to improve their quality of life and that of future generations”. The Town has recently been awarded a grant of \$7,000 to be used for the purchase and installation of decorative banners in the Hamlet.

CLHF promotes the rehabilitation of owner-occupied properties in Coeymans Hamlet for the purpose of revitalizing living conditions in the deteriorated Hamlet. According to the Albany County Rural Housing Alliance, 2003-2004 annual report, ACRHA was awarded \$230,000 from the W.K. Kellogg Foundation from 2000-2005 to begin the restoration and revitalization of Coeymans Hamlet. Grants up to \$20,000 are intended to improve the properties and restore the 19th century architectural appearance of owner-occupied residences from Main Street east to the Hudson River. All grant awards will require a 10% investment from the recipient; however, there is no income limit. Of the 35-40 buildings in this area, only owner-occupied residences are eligible to receive a grant.

Albany County Rural Housing Alliance (ACRHA)

The Albany County Rural Housing Alliance is a not-for-profit organization that was incorporated in 1982 to offer education and individual assistance for housing needs. The organization works towards developing, rehabilitating and restoring buildings and residences in rural and suburban Albany County. ACRHA’s designated service area covers approximately 357 square miles of rural Albany County, encompassing the Towns of New Scotland, Coeymans, Berne, Knox, Westerlo, Rensselaerville, the Villages of Voorheesville and Ravena, and the City of Cohoes.

The organization’s mission is to improve the quantity and quality of housing available to low and moderate-income residents. It also provides technical assistance and organizes various educational and housing programs for citizens, organizations and local governments.

ACRHA has five programs to assist homeowners, including the previously discussed Coeymans Landing Heritage Fund; the Home Repair Program, which is funded by the New York State Affordable Housing Corporation and offers 60% grants toward the total repair of homes owned and occupied by low-income homeowners; the Revolving Loan Fund, which is funded by private banking institutions and offers 0% interest loans with a cap of \$5,000 to low-income households; the RESTORE (Residential Emergency Service To Offer Repairs to the Elderly) Program, which provides emergency home repairs (structural deficiencies that pose a threat to the health and safety of its inhabitants) for very low-income senior homeowners who are at least 60 years of age; and the HOME grant, which targets the Towns of Berne and Coeymans and the City of Cohoes for the moderate rehabilitation of 24 single occupancy existing sites.

Section VIII Rental Assistance Program

One of the most significant housing challenges facing the Town of Coeymans today is the Choice Voucher Section VIII Rental Assistance Program administered by the Town and funded by the U.S. Department of Housing and Urban Development (HUD). The program provides assistance to very low and low-income households, the elderly, and the disabled in Albany County, and is designed to assist renter households with securing decent, safe and sanitary rental housing at an affordable cost. Direct payments are made to participating landlords on behalf of qualified households. Applicants must meet specified income eligibility guidelines.

The program currently administers vouchers for 81 units in the Town, 39 of those units are located within Oakbrook Manor, a multi-family apartment complex located in the Village of Ravena. The owner of this apartment complex has recently been accused of being an “absentee landlord” and has been issued a number of code violations in the past. Resident complaints range from criminal activity to safety concerning the un-kept grounds and swimming pool within the complex. Concern over the living conditions in this Section VIII funded complex has led to a number of negative press articles. The Town has responded to the negative press and resident complaints by holding public hearings to allow the public to voice their opinion on the problems and by scheduling meetings with the Section VIII Program Administrator to determine how to make positive changes to program administration.

PUBLIC EDUCATIONAL RESOURCES

Ravena-Coeymans –Selkirk Middle & Senior School

School District Statistics

The Ravena-Coeymans-Selkirk Central School District is made up of four (4) schools, the Albertus W. Becker School, grades Pre-K through 5, the Pieter B. Coeymans School, grades Pre-K through 5, the Ravena Middle School, grades 6 through 8, and the Ravena Senior High School, grades 9 through 12. Education related statistics provided by the New York State Department of Education for school years 2001 to 2004 provided interesting comparisons between Ravena-Coeymans-Selkirk Middle & Senior School District, similar school districts, and all public school averages throughout New York State. According to the NYS Education Department, RCS is a “District in Good Standing”, meaning the district has made Adequate Yearly Progress (AYP) to the goal of proficiency for all students.

Table 15: 2002 – 2003 School Year Expenditure Comparisons

| 2002-2003 School Year | | General Education | Special Education |
|---|-------------------------------|--------------------------|--------------------------|
| Ravena-Coeymans-Selkirk | Instructional Expenditures | \$15,157,248 | \$7,960,053 |
| | Pupils | 2,306 | 449 |
| | Expenditures Per Pupil | \$6,573 | \$17,728 |
| Similar District Group | Instructional Expenditures | \$6,173,086,648 | \$1,983,303,359 |
| | Pupils | 868,117 | 116,374 |
| | Expenditures Per Pupil | \$7,111 | \$17,042 |
| All Public Schools in NY State | Instructional Expenditures | \$21,462,962,765 | \$7,108,485,134 |
| | Pupils | 2,826,042 | 398,960 |
| | Expenditures Per Pupil | \$7,595 | \$17,818 |

Source: NYSED Fiscal Accountability Supplement for RCSCD

According to the information provided by the NYS Education Department, RCS spends slightly less per pupil than other similar schools throughout the State for General Education. For example, the average expenditure per pupil for General Education across the State for school year 2002-2003 was \$7,595 while the RCS spent only \$6,573 per pupil. However, schools across the State spent an average of \$17,818 per pupil for special education, while RCS spent \$17,728 per pupil. While this is less than the State average, it is slightly more than the expenditure of other, similar schools.

As of December 2004, RCS had 2,300 students enrolled in grades Pre - K - 12. The High School served 739 students in grades 9 – 12, the Middle School served 515 students in grades 6 – 8, and the Elementary School served the highest number of students, 1,042 in grades Pre - K – 5. As of July 2004, RCS served a total of 459 special education students in grades K through 12.

The average classroom size in the 2002-2003 school year was between 19 and 23 students in grades K - 2; 23 to 26 students in grades 3 – 8; and 20 to 23 students in grades 9 – 12. There were a total of 208 teachers, 29 professional staff members, and 106 para-professionals working in the school.

According to 2003-2004 statistical data, out of the total student enrollment, 90.1% were White (Not Hispanic), 4.4% were Hispanic, 4.6% were Black (Not Hispanic) and 0.9% were American Indian, Alaskan, Asian or Pacific Islander. Approximately 22.4% of the enrolled students were eligible for free lunch in the 2003-2004 school year, categorizing this school district as one with “average student needs in relation to district resource capacity”.⁵

2005 - 2006 School Year Budget Proposal

In March 2005, the RCS Board of Education approved a \$37.4 million budget for the 2005-06 school year, increasing spending by 5.3 percent and the tax levy by 18.7 percent. A reduction of the taxable value of CSX property and property owned by the Albany County Water Board shifted the tax burden to district residents. Additionally, the school district has lost financial aid from the State. According to the Superintendent of Schools, the administration and Board of Education of RCS “worked diligently to reduce the cost of providing a sound education for students by reevaluating their practices and streamlining their costs of operations.”

In May 2006, the RCS School District residents rejected the District’s proposed \$39.3 million budget (a vote of 888 to 917). The Board of Education will conduct a special meeting to discuss whether to adopt a contingency budget or put forth another budget for residents to consider. The budget proposal carried a 5.2 percent spending increase from the current year. The tax levy was projected to increase by 8.2 percent.

Innovative New School Programs

The Ravena-Coeymans-Selkirk Central School recently started “Project Adventure” a program aimed at providing a new direction to physical education. A special grant, called the Carol M. White Physical Education grant will help RCS middle and high school students develop their social skills. According to RCS newsletter, the grant has brought \$237,000 to the district for equipment and training in year 2005, with the expectation of over \$400,000 in funding being awarded to RCS over a three-year period.

⁵ NYS Education Department School Report Card, 2004-2005.

The new physical education program at RCS, which incorporates the Project Adventure concept, is designed to combat an increasing sedentary lifestyle among America's youth, while also improving their character development. The physical education program aims to attract even the least-athletically motivated students. The project also stimulates the quality of leadership and teamwork skills in students.

According to the Middle School Physical Education Teacher Megan McClave, who authored the successful grant application, "the program is being designed for the students who are not successful in traditional physical education classes, as well as those who are successful and need new challenges." The project works towards providing health and fitness needs to all students at RCS.

Other RCS Resources

Continuing Education Program

Ravena-Coeymans-Selkirk has expanded their Continuing Education Program to provide a service to the residents within the school district. According to the first edition of the newly revised RCS Guide, the program is designed to attract new people to the educational and athletic offerings at RCS in the evening hours. As stated by RCS School Superintendent Vicki Wright, "learning should be a lifelong endeavor," and one should never stop expanding their horizons.

Aquatics Program

The new Ravena-Coeymans-Selkirk Aquatics facility will provide district residents with access to the swimming facility, so long as there is not a conflict with a school event or class. Aquatics classes for the public will begin in the spring of 2006, and will include an Aqua Fitness, American Red Cross Lifeguard Course, Water Instructor Aides, American Red Cross Swimming Lesson Program, Stroke Improvement Class, Morning Swim Program, and Year-Round Competitive Swim Program.

RCS is using a registration card policy, which requires all users of the facility, with the exception of visitors, to pay a one-time \$5 fee to cover the cost of new registration cards, and other minimal fees for certain special programs. In addition to the special program offerings, district residents will have a free open swim and lap swimming times. The aquatics facility is an asset to all residents, as it provides access to a public indoor pool at a very low price.

RCS Community Library

The RCS Community Library (RCSL) is a non-profit Public Library serving the residents within the Ravena-Coeymans-Selkirk Central School District. The library provides access to books, videos, audio books, and computers. As a member of the Upper Hudson Library System, the inter-library loan service allows cardholders to borrow materials from libraries across the country.

The library has references and information about a variety of subjects, including higher education, careers, collectibles, health, history, geography, literature and science. The library also receives daily and weekly newspapers and is equipped with public computer workstations with Internet connections, word processing software, and children's games. The library offers a unique children's corner with puzzles, toys, thematic story kits, a Parenting Collection and books for children of all ages.

The RCS library currently conducts a variety of summer programs such as the Preschool Story Times, Romp and Read, Chess Club for Kids, Young Writers' Workshop, and Frequent Reader Program for Adults. The Traveling Library goes to Town recreation programs at least once a week. The Upper Hudson Library System has recently recognized RCS Community Library with an award of "Program of the Year" for its "Family Fun Fairs" and for the "Very Young Program".

HISTORICAL & CULTURAL RESOURCES

The National Assembly of State Arts Agencies (NASAA) developed the most common definition of cultural tourism. Cultural tourism is travel based on a mosaic of places, traditions, art forms, celebrations, and experiences that portray a place and its people and reflects their diversity and character. Tourism of historic places in New York State has grown considerably in recent years and has played an important role in the growth and development of the State's economy. Well planned cultural and heritage tourism helps improve the character and quality of a community.

The Town of Coeymans has a wonderful variety of cultural and historic places, as well as many local citizens and not-for-profit groups who are dedicated to preserving the Town's historic sites and buildings. The preservation and enhancement of historic and cultural resources is crucial to maintaining the unique identity of Coeymans.

Ravena-Coeymans Historical Society & Museum

The Ravena-Coeymans Historical Society was established in the summer of 1998 to “collect and preserve historical material relating to the history of the area and to create interest in all matters of historical significance”. The Historical Society Museum, located on the second floor of the Village of Ravena Municipal Building, displays memorabilia of the area, photographs, and important documents. First floor display cases in the Municipal Building feature seasonal and thematic items owned by the Society or on-loan from local residents. The Society meets monthly in the Meeting Room in the Municipal Building to discuss history related programs, listen to speakers, and coordinate business.

At least once a year, the Society sponsors an open house or special event that focuses on one or more aspects of the area's history. This event is often held at the Museum or at the Little Red School House in Coeymans Hollow. This year the Society's Open House is offering a new exhibit called Farming in Coeymans, which features displays of tools and farm equipment and photographs of historic barns in Coeymans. Work sessions and fundraising activities are important elements of the Society's efforts to promote and present the displays and programs. Currently the Historical Society has also taken on the responsibility of maintaining the yards of 26 local cemeteries, and is attempting to preserve and catalogue the cemeteries' historical records.

National Register of Historic Places

The Town of Coeymans has eleven properties and one historic district listed on the National Register of Historic Places, (See **Table 16**). The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to

coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources.

Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Park Service, part of the U.S. Department of the Interior, administers the National Register. Listing in the National Register honors a historic place by recognizing its importance to its community, however property owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they so choose.

Table 16: National Register of Historic Places

| District, Building or Property | Location | Area of Significance | Historic Period |
|--|-----------------------------|---|--|
| Alcove Historic District (8 buildings) | SR 11 & Alcove Rd | Industry, Architecture | 1800-1824, 1825-1849, 1850-1874, 1875-1899 |
| Blaisdell, Fletcher, Farm Complex | Westerlo St., | Architecture, Agriculture | 1825-1849, 1850-1874, 1875-1899, 1900-1924 |
| Acton Civill Polytechnic Institute | Westerlo St. & Civill Ave., | Education, Architecture | 1850-1874, 1875-1899 |
| Coeymans, Ariaanje, House | Stone House Rd. | Commerce, Architecture | 1700-1749 |
| Coeymans--Bronck Stone House | NY 144, | Architecture, Exploration/Settlement, Politics/Government | 1750-1799, 1800-1824 |
| The Little Red Schoolhouse | NY 143, | Architecture, Education | 1875-1899, 1900-1924, 1925-1949 |
| Houghtaling, Abraham, House | 54 Church St | Architecture/Engineering | 1825-1849 |
| Mull House and Cemetery | 65 Fox St., | Architecture, Art | 1825-1849, 1850-1874, 1875-1899 |
| Shear, Electus, House | NY 143 | Architecture/Engineering | 1800-1824 |
| Ten Eyck, Tobias, House and Cemeteries | Pictuay Rd. | Art, Black, Architecture | 1750-1799, 1800-1824, 1825-1849, 1850-1874 |
| Van Der Zee, C., House & Farm | NY 143 | Architecture/Engineering | 1850-1874, 1875-1899 |

Source: <http://www.nationalregisterofhistoricplaces.com>

Alcove Historic District - Alcove Preservation Association

The Alcove Historic District was added to the National Register of Historic Places in 1980. The District includes 8 buildings on 140 acres of private property. Currently, Coeymans does not have a local historic preservation law or ordinance that would protect the buildings within the Alcove Historic District.

The Alcove Preservation Association (APA) has been diligently working to restore the Valley Mill chimney as an historic landmark that stands at the intersection of NYS Route 143 and County Route 111. The New York State Board of Historic Preservation recently nominated the Valley

Mill chimney for inclusion on the National Register of Historic Places. When the chimney has been improved to the point of being structurally sound and safe, the APA would like the Town to take over the property and make it into a passive pocket park with a kiosk detailing the history of paper milling in Coeymans.

The Little Red School House

The 19th Century one - room schoolhouse, commonly known as the Little Red Schoolhouse, is located on NYS Route 143 in the Hamlet of Coeymans Hollow. The red brick schoolhouse is believed to have been constructed circa 1879. A wooden tower was constructed to house the school bell, which today is rung only on special occasions. Students in grades 1 through 8 would have attended class in this building and for many of them this would be the extent of their education.

With the intention of restoring and preserving the structure, the Ravena-Coeymans Historical Society purchased the schoolhouse from the School District in 1964. The Society restored the interior of the building to its original appearance and has, over the years, acquired period furnishings for the building. Children in grades 2 – 4 are annually invited to visit the schoolhouse to learn how school was conducted in the 1800s. The Historical Society also holds meetings, open houses, and hosts different exhibits and events on Sundays at the schoolhouse, such as an Ice Cream Social and an old-fashioned Christmas party.

NATURAL RESOURCES

The Town of Coeymans is fortunate to have a variety of natural resources and features that have a positive influence on the local economy and are also enjoyable for both aesthetic and recreational purposes. Natural resources such as the Hudson River, Coeymans Creek, Hannacroix Creek, preserved and regulated wetland areas, scenic viewsheds, wildlife habitats and geologic features are important contributors to the aesthetic, recreational, and economic assets of the Town and the community's quality of life.

Surface Geology, Soils and Topography

Surface Geology

The Town's bedrock formations range in age from 475 million years (Middle Ordovician) to 375 million years (Middle Devonian). Coeymans bedrock geology is made up of the Normanskill Formation, the Helderberg Group, the Onondaga Limestone, Schoharie Formation, the Lower Hamilton Group, and the Kiskatom Formation, in order of oldest to youngest. The eastern quarter of the Town consists of the Normanskill Formation of the Ordovician Age. The Normanskill Formation consists of gray, impure sandstones (graywakes), overlying a bed of younger Snake Hill Shale.

A band of Onondaga Limestone of the Schoharie Formation bisects the center of the Town. This bedrock formation includes shales, limestones and sandstones. The majority of the Town's western portion consists of the Lower Hamilton Group, which includes fossiliferous sandstones and shales from the Devonian Age. The Helderberg formation is located along the Helderberg escarpment and consists of Coeymans and Manlius limestone.

Lafarge North America mines limestone from the Middle Devonian Helderberg Group, a group of limestones with varying chemical compositions. Manlius and Coeymans limestones, are the main units being mined for cement raw material. Overlying the Manlius and Coeymans limestones are the Kalkberg and New Scotland formations, two relatively impure limestones that have high silica contents. Callanan Industries runs a mining operation through which they strip off the underlying units. These units are then either stockpiled or used for aggregate.

Rocks from the Helderberg Group are also highly fossiliferous. The youngest rock formation is the Kiskatom Formation, which consists of thick red sandstones and shale beds. The Kiskatom Formation can only be found in a small area in the southwest corner of Town.

Much of the Town's landscape was shaped about 16,000 years ago when the last of the continental glaciers began to recede. The glacier gradually melted, creating a large glacial lake known as

Lake Albany, which covered the eastern part of Albany County. Glacial deposits formed gravel and fine sand that eventually settled to the bottom of the lake. In time, the water of Lake Albany eventually drained to the Hudson River, and created all of the area streams that feed the Hudson such as Coeymans Creek and Hannacroix Creek.

Soils

The soils within Coeymans are divided into three major soil associations, Lordstown-Kearsarge-Arnot; Farmington-Wassaic; and Hudson-Rhinebeck. A soil association consists of one to four different soils that are found side by side, all usually developed from the same kind of parent material, but differing mainly in drainage and slope. The soil associations are composed as follows:

1. **Lordstown-Kearsarge-Arnot** – Soils that are dominantly nearly level to very steep, somewhat excessively drained to moderately well drained, medium textured, moderately deep and shallow over sandstone and shale located on uplands.
2. **Farmington-Wassaic** – Soils that are dominantly nearly level to very steep, somewhat excessively drained to moderately well drained, medium textured, shallow to moderately deep over limestone, located on uplands of the Helderberg Mountain range.
3. **Hudson-Rhinebeck** – Soils that are dominantly nearly level to steep, moderately well drained and somewhat poorly drained, fine textured very deep soils on dissected lake plains.

The individual soil types represented in Coeymans and their slope characteristics based upon the most recent Albany County Soil Survey are included in Appendix E: Soils. Slope refers to the incline or relief of the surface of a soil area. The amount of incline is commonly expressed in percent of slope, and reflects the amount of change of elevation over a given horizontal distance. There are generally fewer difficulties associated with the 0-8% level, but if the slope is less than 3%, drainage, flood and various other problems may be encountered, depending on the particular soil characteristics and settling.

In general, the optimum conditions for construction and development is up to 15% slope. A steeper slope will make construction cost prohibitive, and more difficult, grading and material handling could be prohibitively expensive, sewer, public and private may not function properly, and erosion could be a problem. Slopes of 15% and higher are generally unstable and are better left undeveloped or used for open space.

Topography

The elevation of the Town has not changed much since Lake Albany drained and formed the watershed's rivers and streams. One of the most prominent topographical formations is the escarpment that rises sharply from 200 to around 500 feet above sea level west of Under Cliff

Road (County Route 101). The slopes within the Coeymans Hamlet are also very significant, dropping quickly from around 150 feet above sea level to around 5 feet near the edge of the Hudson. There are steep slopes located along the shore of Hannacroix Creek south west of NYS Route 144, and along Coeymans Creek. According to the Town of Coeymans Draft Local Waterfront Revitalization Program, erosion causes major problems in many of the Town's steep areas. Where mining occurs, fragile soil is washed into the creeks, eventually draining to the Hudson River, necessitating dredging. In areas where clay soils are prevalent, landslides can be a hazard.

The Town's highest points are located near the Louis S. Keir State Wildlife Management Area (Blodget Hill, 1,100 feet) and on Koong Hill (1,115 feet) just west of Lindskoog Road. Steep slopes are also found between NYS Route 32 and Lawson Lake. Coeymans Hollow is located in a valley with steep slopes to the north, and the low streambed of the Hannacroix Creek to the south. This valley area near the Sycamore Country Club and Joralemon Park is one of the more gently rolling areas of the Town with elevations ranging from around 300 to 350 feet above sea level.

Water Resources

Surface Waters

The Town's primary surface water resources include the Hudson River, Coeymans Creek and Hannacroix Creek. These creeks and their tributary streams and brooks drain the town watershed and contribute to the groundwater aquifers, ultimately feeding the Hudson River. These water bodies provide a number of amenities to the Town, including, but not limited to: recreation; aesthetic; wildlife habitat, aquifer recharge, and drinking and commercial water supplies. Natural water resources including rivers, streams, New York State Department of Environmental Conservation (NYSDEC) regulated wetlands, and FEMA flood plains boundaries are shown on the Water Resources Map in Appendix A.

Hudson River

The Hudson River is the Town's most dominant natural feature. Throughout history, the river has shaped the land as well as the development of the local communities and surrounding region. Today it is a very important asset to the region for its scenic, recreational, and commercial values.

In 1997, Executive Order 13061, put forth by President Clinton, established the American Heritage River (AHR) Initiative, a creative, sustainable development program designed to promote environmental protection, encourage economic revitalization, and foster historic and cultural preservation at the community level. In 1998, Governor George Pataki nominated the Hudson River for designation as an American Heritage River. The Hudson is among only fourteen (14) other rivers in the United States to receive this designation. Its American Heritage River, will

status improve coordination among Federal, State, local and private efforts to protect the river's water and wetlands, restore waterfront communities and stimulate cultural activity.

NYSDEC classifies the Hudson River segment that runs along the eastern town boundary as a "Class C Fresh Water Body." New York State uses a water quality index represented by letter categories to classify water bodies. The water quality ratings range from Class A to Class D. According to NYS Rules and Regulations Title 6 Section 701 and 608, these classifications refer to the suitability of a water body (lake, pond river, stream) for human use. Class "A", is the highest classification that a water body can receive, and represents those waters which are suitable for drinking water, culinary or food processing, primary and secondary contact recreation and fish propagation and survival. As a Class C water body, this segment of the Hudson River is best used for fishing, fish propagation and survival, but is not suitable for swimming.

Coeymans Creek

Coeymans Creek (known as the Onesquethaw Creek in its northern reaches) enters the Town at its northern municipal boundary with the Town of Bethlehem, and runs in a southeast direction through the town, until it empties into the Hudson River in the Hamlet of Coeymans. From the Creek's mouth to the Onesquethaw Creek (a major tributary), Coeymans Creek is classified by the NYSDEC as a Class C (t). The small letter "t" is added to the category to indicate that the water is suitable for trout spawning; the rest of the creek is a Class C water body. This classification is described in the Environmental Conservation Law (ECL) Title 6 Part 701, Classification Surface Waters, and Groundwater. Streams under this classification are best used for fishing, and are suitable for fish propagation and survival. The water quality may be suitable for primary and secondary contact recreation, (swimming, boating, fishing etc.), although other factors may limit the use for these purposes.

Urban development and agriculture has influenced Coeymans Creek's the natural condition. Coeymans Creek is listed on the Priority Water Bodies List (PWL) also produced by NYSDEC. Completed in 1999, the PWL was created to determine stream classification, or best use. The water bodies on the list are those that do not meet the water quality standards of the ECL Title 6 classifications. According to the PWL, agricultural non-point source activities, urban runoff, and industrial and municipal pollutants stress the Aquatic life of Coeymans Creek. For many years, the Blue Circle Cement Company maintained a kiln-dust dumping site adjacent to the Creek. Kiln-dust has been leaching into the stream, altering its ph balance.

Hannacroix Creek

Hannacroix Creek, another Hudson River tributary, flows into the Town from the Town of Westerlo in an easterly direction through the Hamlets of Alcove, Coeymans Hollow, and Aquatuck, then curving to the south into the Town of New Baltimore, before heading back north into the Hamlet of Coeymans, where it empties into the Hudson River. From its mouth to one mile

upstream (in New Baltimore), Hannacroix Creek is identified by the NYSDEC as a Class C stream. Upstream, the Hannacroix is a source of drinking water, or Class A (t) water body. This classification designates the Hannacroix Creek as a stream with primary and secondary best usages of: a source of water supply for drinking, culinary or food processing purposes; primary and secondary contact recreation; and fishing. The water body is also suitable for fish propagation and survival. NYS DEC stocks the Creek with Brown Trout annually in early spring and summer.

Within the coastal area, slopes of the Hannacroix are heavily wooded and undeveloped, filtering run-off and minimizing siltation into the stream. These characteristics contribute to the general quality rating of the Hannacroix Creek corridor.

The Hannacroix Creek is listed on the PWL. The creek is impaired as a result of hydrologic modification. During dry weather, no water is released to the creek from the Alcove Reservoir, causing the creek to go dry for about 2 miles below the dam. A surface water storage reservoir fed by Hannacroix Creek—which is supplemented by the Alcove Reservoir-- provides public water for the Hamlet of Coeymans and the Village of Ravena.

Alcove Reservoir

The Alcove Reservoir is the largest surface water body in Coeymans. Located in the western part of the Town, the City of Albany owns the reservoir, which provides clean, fresh water drinking supply for Albany residents. Since the early 1930s the Town of Coeymans and Village of Ravena have had a water use agreement with the City of Albany. The City of Albany had to remove a settlement to create its major water supply reservoir. The Village of Indian Fields was located in the western portion of the Town when, in 1929, Albany ordered its evacuation. Farms, a hotel, a church, a school, and a post office were destroyed to make way for the new reservoir, which resulted from damming Hannacroix Creek just west of Alcove. A cemetery was moved to its present location east of the reservoir. The Reservoir has a capacity of 13.5 billion gallons, an average depth of 25 feet and a maximum depth of 75 feet. Section 100.1 of the City of Albany Public Health Law regulates activities that could occur within the Alcove Reservoir and within each of the watercourses that discharge to the reservoir.

Floodplains and Wetlands

Floodplains

The Federal Emergency Management Agency (FEMA) National Flood Insurance Program has delineated the 100-year floodplains for the Hudson River, Coeymans Creek and Hannacroix Creek (see Water Resources Map found in Appendix A). FEMA generally identifies floodplain boundaries based on the official FEMA maps. Development within FEMA floodplains is restricted because they serve as water recharge areas, water storage areas during periods of heavy rains or snow thaw, and because the likelihood of water damage to homes and businesses is great. Besides

focusing attention on the danger associated with flooding, floodplain boundaries are good indicators of sensitive environmental areas. Thus, efforts to restrict development in floodplains will usually have the added benefit of protecting other important natural resources and the hydrologic system.

Coeymans has delineated FEMA Flood Hazard Areas that are designated as Zone A and Zone AE. These areas include the Shad Island floodplain and the Coeymans and Hannacroix Creek floodplains. The Flood Hazard Area includes a sizeable area around the mouth of the Hannacroix (including the wastewater treatment plant) and Coeymans Creeks, the Coeymans Waterfront Park site, and the commercial marinas.

Any development within Zones A and AE requires the purchase of mandatory flood insurance. In areas exposed to 100-year floods, according to FEMA Flood Insurance Program, new or substantially improved dwellings must have the lowest floor elevated to or above the base flood level. The purpose of these restrictions is to provide protection against the perils of flood losses and encourage sound land use by minimizing exposure of property to flood losses. Clearly, the impact of erosion and flooding can be mitigated by the exclusion of permanent structures from the Flood Hazard Area. Allowing the removal of vegetation and the creation of impermeable area adds to erosion and flooding potential. Restrictions on flood zone development are necessary not only in the interest of protecting the integrity of natural ecosystems, but also to protect life and property.

The Coeymans Middle dike, built in the late 1800's by the United States Army Corps of Engineers (ACOE), was constructed to keep the siltation, which occurred when Coeymans Creek flooded from entering the navigation channel. The dike was built as a training structure to help ensure the reliability of the main navigation channel of the Hudson River and to diminish its maintenance requirements.

According to the Draft Local Waterfront Revitalization Program (LWRP), maintenance of the area on the western or Coeymans side of the dike has become an issue in the community since siltation now limits navigation and increases the need for dredging. The marina and the yacht club require a navigable channel out into the river as does the boat launch facility. Economic and recreational improvements in the Hamlet require that the channel on the landward side of the middle dike be maintained. According to ACOE, the siltation occurring on the Coeymans side of the dike falls outside of the Federally maintained channel and is thus outside ACOE authority.

Wetlands

According to the NYSDEC, wetlands perform numerous functions, such as removing excess nutrients from water. These functions in turn provide benefits to the environment and to area residents. For example, the benefit derived from nutrient removal is improved or maintained water quality, which is valued for clean drinking water, safe recreation, and secure fish and wildlife habitat. The Fresh Water Wetlands Act, Article 24, Part 664 of the Environmental Conservation

Law requires NYSDEC to rank wetlands in one of four classes ranging from Class I, (the highest rank) which provide the most benefits to the environment, through Class IV, which provide the fewest benefits to the environment. It is more difficult to get a permit to alter a Class I wetland than it is to alter a Class IV wetland.

There are approximately 1,100 acres of New York State regulated wetlands within the Town. (See Water Resources Map) The following descriptions of the Hudson River shoreline wetlands were extracted from Coeymans Draft Local Waterfront Revitalization Program. Shad Island in the Hudson River houses a large Class II regulated wetland under the Freshwater Wetland Act of New York State. Additionally, Shad Island is a designated Significant Coastal Fish and Wildlife Habitat. Much of the Island has severe development constraints. In addition to forest and wetland vegetation, the Island has a high water table, shallow soils, and is located in the 100-year flood plain of the Hudson River. Existing uses include cultivation, hiking, and horseback riding. Most of Shad Island is privately owned with a central parcel owned by New York State.

The wetland located south of the Coeymans Landing Park is also a Class II regulated wetland. This fifty (50) acre wetland is considered a Significant Fish and Wildlife Habitat of Statewide Importance that includes the mouth of the Coeymans Creek to the north, the mouth of the Hannacroix Creek to the south together with the entire shoreline area in between. The NYSDEC – regulated wetland is within the 100-year floodplain of the Hudson River and is owned entirely by New York State. Adjacent uses include single-family residences located upland from the wetland along NYS Route 144 and the Town Park and boat launch site located to the north.

The wetland area located at the mouth of Hannacroix Creek is a Class I regulated wetland of about 19 acres in size. This wetland is within the 100-year floodplains of the Hudson River and Hannacroix Creek. It is also considered a Significant Fish and Wildlife Habitat of Statewide Importance. The land area surrounding the creek bed and the wetland area is forested and largely undeveloped.

West of the Hudson River shoreline, there are a number of other New York State regulated wetlands throughout the Town. An approximately 60-acre wetland is located along the west and east side of Coeymans Creek, along Miller Road, west of its intersection with NYS Route 9W. This wetland area is considered a Class II regulated wetland. In addition, a very large concentration of wetlands is located in the central part of the Town between Bushendorf Road (CR 102) and Jarvis Road North and South. This wetland complex consists of mostly Class I, II and III wetlands that cover approximately 244 acres. Another concentrated wetland area is located between County Routes 102 and 103 and consists of Class I and II wetlands covering approximately 175 acres. There is also a 17-acre Class I wetland located south of NYS Route 143, just east of Rutkiewicz Road, a 50-acre Class I wetland located between Biechman Road and Vanderzee Road, a 47-acre Class I wetland located in the Town's southwest corner between the Alcove Reservoir and the Greene County line, and a 25-acre Class I wetland surrounding Lawson Lake in the northwest corner of the Town.

Scenic Areas

Scenic and visual resources are important because they provide economic and environmental benefits. Property values as well as the physical environment are enhanced. The Town's remaining agricultural and forested lands create a pronounced transition between urban and rural, which is an important visual asset to the Town. The Town's topography varies from relatively steep to gently rolling, and therefore affords other significant scenic vistas along roadways throughout the Town. Elevations range from less than 10 feet above sea level in the southeast along the Hudson River to almost 1,200 feet in the Helderberg Mountains, in the northwest quadrant of Town.

In 1981, the State Legislature established the Coastal Management Program. With this program the Act declares that the public policy of the State within the coastal area is to achieve a balance between economic development and preservation that will permit the beneficial use of coastal resources while preventing the loss of living marine resource and wildlife, reduction of open space areas or public access to the waterfront, shoreline erosion, impairment of scenic beauty, or permanent damage to ecological systems (Article 42 § 912).

Policy 24 of the Coastal Management Program provides for the designation and protection of Scenic Areas of Statewide Significance (SASS) and Policy 25 requires that proposed actions located outside a designated SASS must protect, restore or enhance the overall scenic quality of the coastal area.

The Hudson River coastal area was the first area to be studied based on New York's Scenic Evaluation Method, established through Policy 24. Six stretches of the Hudson River and its shoreline were designated as scenic areas of statewide significance, including the Columbia-Green North SASS. The Coeymans Hamlet Waterfront and the Hannacroix Creek Outlet were both designated as subunits of the Columbia-Green North SASS.

The Coeymans Hamlet Waterfront Subunit is considered a SASS because it is visually and physically accessible to the general public. The area offers un-obstructed views of the Hudson River and is noteworthy because of its historic connection to the river.

The Hannacroix Creek Outlet Subunit is considered a SASS because it is in a largely undisturbed and natural state and has diverse vegetation. The vegetation attracts waterfowl and other wildlife and steep bluffs rising above the alluvial plain and marshland provide long views to the south of the Hudson River and vistas of 90 and 180 degrees in width.

Wildlife

Rare & Endangered Species and Habitats

According to NYSDEC, Division of Fish, Wildlife and Marine Resources, Natural Heritage Program, the Town of Coeymans provides habitat for a number of rare and endangered plants and animals, and houses several rare ecological communities. An Endangered Species is any native species in imminent danger of extirpation or extinction in New York, or any species listed as endangered by the U.S. Department of the Interior. A Threatened Species is any species which is likely to become an endangered species within the foreseeable future in New York, or is listed as threatened by the U.S. Department of the Interior. The endangered and threatened species and significant habitats are recorded by NYSDEC and grouped into several categories, Communities, Amphibians, Reptiles, Vascular Plants and Mammals. The specific location of where the species has been documented is considered confidential. The following table summarizes the NYS Heritage Program database findings.

Table 17: Town of Coeymans Rare, Threatened & Endangered Species

| Category | Species | Status |
|-----------------|--------------------------|------------|
| Birds | Peregrine Falcon | Endangered |
| | Bald Eagle | Threatened |
| Vascular Plants | Woodland Agrimony | Threatened |
| | Green Rock-cress | Threatened |
| | Estuary Beggar-ticks | Endangered |
| | Rocky Mountain Sedge | Threatened |
| | Davis' Sedge | Threatened |
| | Golden Seal | Threatened |
| | Heartleaf Plantain | Threatened |
| | American Waterwort | Endangered |
| | Hudson River Water-nymph | Endangered |
| | Northern Dropseed | Threatened |
| | Puttyroot | Endangered |
| Fish | Shortnose Sturgeon | Endangered |

Source: NYSDEC, Division of Fish, Wildlife and Marine Resources, Natural Heritage Program

The Natural Heritage Program Database identifies a number of “Unlisted” natural communities that occur within the Town of Coeymans, in Joralemon Woods, Koong Hill, and on Shad and Schermerhorn Islands. The “Unlisted” natural communities are not Endangered or Threatened, but are listed in the database because their health is being monitored by the NYS DEC. These natural communities include Freshwater Intertida Mudflats, Rocky Summit Grasslands, Silver Maple-Ash

Swamp, Maple-Basswood Rich Mesic Forest, Freshwater Tidal Marsh, Red Maple-Hardwood Swamp, Red cedar Rocky Summit, Calcareous Cliff Community, and Chestnut Oak Forest.

Fish & Wildlife Habitats of Statewide Importance

The Coastal Management Program, in 1981, established that the public policy of the State within the coastal area is to achieve a balance between economic development and preservation. It is further postulated that this balance will permit the beneficial use of coastal resources while preventing the loss of living marine resource and wildlife, reduction of open space areas or public access to the waterfront, shoreline erosion, impairment of scenic beauty, or permanent damage to ecological systems (Article 42 § 912).

Policy 7 of the Coastal Management Program provides for the designation of statewide Significant Coastal Fish and Wildlife Habitats (SCFWH) and provides for the protection, preservation and where practical restoration to maintain the viability of these habitats. For each designated SCFWH site, a habitat map and narrative are created that provide site-specific information, including a description of the habitat, its fish and wildlife values, and an impact assessment. Of the 250 SCFWH sites designated statewide, three (3) are within the Town of Coeymans: Coeymans Creek Habitat, Shad Island Habitat, and Hannacroix Creek Habitat. The following was extracted from the Coastal Fish and Wildlife Habitat Rating forms for these three habitats.

Coeymans Creek Habitat

The Coeymans Creek Fish and Wildlife Habitat is an approximate quarter mile segment of the freshwater tributary, extending from its mouth on the Hudson River to a major falls below NYS Route 144. Below the falls, however, Coeymans Creek is essentially a sheltered, tidal cove, containing wetland vegetation, mudflats, and shallow littoral areas. The habitat also includes a shallow water and marsh area extending approximately one-half mile south along the river's edge.

Habitat disturbances in Coeymans Creek include discharges of runoff from upstream agricultural and developed areas, and small craft harbor facilities at the creek mouth. Coeymans Creek is one of three sizeable Albany County tributaries of the Hudson River. Although considered a minor tributary, it is one of about 10 streams that offer significant spawning habitat for anadromous and resident freshwater fishes in the upper Hudson River.

The sheltered nature of the lower creek channel provides favorable habitat conditions for a variety of fish species. Coeymans Creek is a valuable spawning area for alewife, blueback herring, and white perch. Generally, these species enter the stream between April and June; the adults leave the area shortly after spawning, and within several weeks, the eggs have hatched and larval fish begin moving downstream to shallow nursery areas at the creek mouth and other areas in the Hudson River. In addition, shallow subtidal areas serve as sites for American shad, which

concentrate in such areas between mid-April and June. Freshwater inflows from Coeymans Creek are important for maintaining water quality in the Hudson River estuary.

Coeymans Creek provides resting and feeding areas for a variety of waterfowl during spring and fall migrations. The area supports waterfowl hunting in the fall and recreational fishing during the spring and summer months.

Shad Island Habitat

The Shad Island Fish and Wildlife Habitat is located within the Towns of Bethlehem and Coeymans. This area, covering approximately 1,000 acres, is comprised of riverine littoral zones, freshwater wetlands, two tributary streams (the Binnen Kill and Vloman Kill), floodplain forest, cliffs, and agricultural land. Portions of the habitat have been modified by dredge spoil disposal.

Shad and Schermerhorn Islands are significant because they comprise a relatively large, undeveloped floodplain ecosystem on the Hudson River. This type of habitat serves as a nursery area for young herring, shad, striped bass and white perch, as well as spawning and feeding areas for the resident Hudson River freshwater species. The small wetland areas in and around Shad and Schermerhorn Islands support limited numbers of waterfowl and fur-bearing mammals. A naturally created sill area helps to keep the wetlands in this area flooded.

Hannacroix Creek Habitat

The Hannacroix Creek Fish and Wildlife Habitat is an approximately 1½-mile segment of this fresh-water tributary, extending from its mouth on the Hudson River to a natural impassible barrier to fish.

West of NYS Route 144, the stream corridor consists of a relatively undisturbed area of deciduous forest, however south of NYS Route 144, the creek broadens into an undeveloped and sheltered tidal cove containing mudflats, emergent marsh, and shallow littoral areas. Habitat disturbances in the area are generally limited to highway crossings, litter receipt of runoff from upstream agricultural areas, and discharges of treated sewage effluent at the mouth of the creek.

The Hannacroix Creek is one of only about 10 streams that offer significant spawning habitat for anadromous and resident fishes in the upper Hudson River. The length of stream channel accessible to migratory fishes, the sheltered nature of the tidal cove and lack of significant human disturbances in the upper portion of the creek, are important factors contributing to this area's value. The creek provides favorable habitat conditions for a variety of anadromous and resident fish species, and is especially valuable as a spawning area for alewife, blueback herring, and white perch. In addition, the shallow subtidal areas at the mouth of the Hannacroix Creek serve as spawning sites for American shad, which concentrate in such areas between mid-April and June.

The fresh water inflows from Hannacroix Creek are very important for maintaining water quality in the Hudson River estuary, and the tidal wetlands and mudflats at the mouth of Hannacroix Creek provide resting and feeding areas for a variety of waterfowl during spring and fall migrations. The area supports waterfowl hunting in the fall as well as recreational fishing during the spring and summer months.

Current Environmental Issues

Proposed Regional Landfill

One of the most significant environmental challenges facing the Town of Coeymans today is the pending proposal by the City of Albany to site a regional landfill on private property within the Town. The City of Albany currently operates a landfill within the City boundaries, known as the Rapp Road Landfill. Over the years, the City has expanded the landfill numerous times to increase the capacity of the landfill and its life span. The City provides waste disposal to a number of surrounding municipalities but not to the Town of Coeymans.

Over the years the City has taken numerous steps towards its goal of sitting a new regional landfill to replace the Rapp Road Landfill. A Solid Waste Management Plan was adopted in 1991 and in subsequent years a landfill sitting study was undertaken. As a result of that study, a site in Coeymans, known as C-2, was chosen for the new regional landfill and in September 1994 an application form and an EAF with a project description was submitted to NYSDEC seeking a Part 360 permit from NYSDEC to operate a regional landfill in the Town. The application indicated that the landfill would accept municipal solid waste for twenty years and sought approved design capacity of approximately 3,200,000 tons.

The Town immediately expressed its opposition to the proposal. When NYSDEC declared itself lead agency for the SEQRA review of the proposal, the Town challenged NYSDEC's lead agency status both administratively and in Court. At the same time the Town asked the Courts to declare that local laws adopted by the Town were valid and would lawfully prevent the construction of the proposed landfill. The Courts ultimately found that the dispute was not ripe for a judicial determination and confirmed NYSDEC's status as lead agency due, in part, to NYSDEC's staff's technical ability to review the landfill application.

NYSDEC, as SEQRA lead agency, issued a positive declaration of environmental significance on April 10, 1995 and required the City to engage in public scoping of the proposed contents of the Draft Environmental Impact Statement. The scope of the DEIS was issued by NYSDEC in 1996. At the public scoping session held by NYSDEC opposition to the proposal by the public was overwhelming.

To date the City of Albany has not prepared and submitted a DEIS to NYSDEC. Instead the City has sought to expand the Rapp Road Landfill several times and NYSDEC has issued permits over

a period of almost ten years for these successive expansions. An additional proposal to expand was submitted to NYSDEC in November of 2005 and the request is currently pending before NYSDEC.

In the interim the City has continued to pay the private landowners substantial sums to retain the option to purchase the lands necessary for the buffer to the landfill and the landfill footprint. In 1998 the City attempted to issue a negative declaration and to authorize the outright purchase of these parcels. Both the Town and certain adjoining and neighboring landowners sued the City for failure to comply with SEQRA. The Town and neighbors won before the Supreme Court of Albany County, the Appellate Division and the Court of Appeals. This lawsuit has effectively prevented the City from taking title to the land and, more importantly, has placed the City on notice that the substantial sums being expended to purchase the property are at risk and will not factor into a decision on whether to grant the requested permit to the City.

More importantly, the property that comprises the site of the proposed landfill has changed in character over the years from predominately agricultural fields to successional vacant lands. According to a wetlands delineation undertaken by the City's consulting engineers, the site currently contains more than 100 acres of wetlands that are regulated by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act and may also be of sufficient size to be regulated by NYSDEC pursuant to Article 24 of the Environmental Conservation Law.

Lafarge's Scrap Tires – to- Energy Proposal

Lafarge North America has recently applied to NYSDEC for a permit to burn waste tires as a supplemental fuel source for its' operations at the Coeymans/Ravena cement plant. The company is proposing to burn 4.8 million tires per year, enabling the company to burn up to 20% less coke, coal and oil which currently fuel the cement kiln because the burning of tires will increase the temperature of the limestone baking process.

According to Friends of the Hudson, a not-for-profit environmental advocacy group dedicated to ensuring the health, sustainability and quality of life of the Hudson Valley Region, "Lafarge has a disturbing record of non-compliance with their existing air emissions permits." "Their poor record raises questions about their ability to burn tires safely and cleanly." The plant received a \$276,000 environmental fine from DEC in 2001, and was recently awarded a Dirty Dozen Award by the Citizens Environmental Coalition in June 2005.

Opponents of Lafarge's tire-burning proposal are currently expressing concern with the potential emissions of toxic heavy metals, dioxins and furans into the air. The air quality of Coeymans and Ravena is already polluted with significant emissions of carbon monoxide, sulfur and nitrogen oxides and particulates given off by the current operations at the Lafarge plant. The additional truck traffic that will deliver tires to the plant entrance across the street from the Raven-Coeymans High School has also spurred arguments against the proposal.

Lafarge North America has a number of supporting arguments for the use of tires as a fuel source for the cement making process. Lafarge claims that tires actually burn cleaner than coal, that a typical tire contains as much energy as 25 pounds of coal and produces less ash than most coal and less sulfur than bituminous coal. Therefore, less coal equals less nitrogen oxide emissions. Lafarge also claims that the proposal will help reduce the amount of tires stockpiled throughout the State, therefore reducing the risk of accidental dangerous tire fires and mosquito-borne disease breeding habitats.

Following an application process of approximately two-and-a-half years, the NYS DEC approved the cement producer's proposed permit modification to allow for the use of tire-derived fuel (TDF) in April 2006. NYS DEC officials took a hard look at environmental issues as part of the State Environmental Quality Review Act (SEQRA) and did not find any substantial or significant effects on the environment.

MUNICIPAL & COMMUNITY RESOURCES

Town Government

The Town of Coeymans was incorporated in 1791. The Town government consists of a Supervisor, who is elected to a two-year term, and four Councilpersons all of whom are elected to four-year terms. The Highway Superintendent, the Town Clerk, and two judges are elected to four-year terms. All other positions within the Town are appointed by the Supervisor and Town Council, including the Deputy Town Clerk, Bookkeeper, the Building Inspector, the Assessor, the Assistant to the Building Inspector, the Youth Services Director, and the Chief Sewer Plant Operator.

The Town Council meets the Second and Fourth Monday of each month at 7:00 p.m. at the Town Hall. The Council is responsible for all aspects of the Town government, with the exception of those delegated to other entities. In general, however, the Supervisor and Town Council are responsible for the fiscal well being of the Town along with the provision of all services to residents and business owners.

The Planning Board consists of 7 members, with one chairperson and one vice chairperson. The Planning Board, although appointed by the Town Council, is an independent body commissioned with the authority to review all proposed site plans and subdivisions. The decisions of the Planning Board are final and can only be appealed to a court having jurisdiction over such matters. One important purpose of the Planning Board's advisory role is to provide an impartial and professional perspective on land use issues based on the long range needs of the community contained in the comprehensive plan or other local policy documents.

The Zoning Board consists of 5 members, and they meet once per month. Under State statutes, the essential function of the Zoning Board is to grant variances. In this capacity it protects landowners from the unfair application of the laws in particular circumstances. The Zoning Board also hears appeals from the decisions of the Building Inspector when interpretations of the zoning ordinance are involved.

Town Budget

The Town's fiscal year runs from January 1 to December 31. The tentative budget has to be filed with the Town Clerk by September 30th and then presented to the Town Board by October 15th. The budget must include all proposed expenditures and anticipated revenues. The Town Board makes the tentative budget available to the public for input at the required public hearing before adoption. The budget is used to determine what the necessary real property tax rate will be for the fiscal year. After public review, the Town Board must approve the budget by November 20th.

General sources of revenue include: property taxes, county sales tax distribution, justice court funds, Building Department fees, Town Clerk fees, sewer rents, water rents, reimbursement from the Village, franchise fees, ambulance soft billing and State aid. General funds are spent on general Town operations and salaries, professional services, construction and maintenance of recreational facilities and miscellaneous supplies and equipment.

Highway Department

The Highway Superintendent manages the Highway Department. Equipment includes four (4) dump trucks, three (3) tractors, four (4) pickup trucks, two (2) snow plows, two (2) fork lifts, one (1) tractor trailer, one (1) trailer, one (1) back hoe, two (2) rollers, one (1) chipper, two (2) graders, one (1) stumper, and two (2) loaders. Based on the discussions with the Highway Superintendent, the highway department has nine (9) employees that do most of the highway maintenance, excluding some of the paving, which it contracts out. Among the department's maintenance duties, the highway department mows all roadsides to keep the area clear and provide adequate site distance for road users. The department also maintains certain cemeteries and helps the parks department with mowing.

Local Police Department

The Coeymans Police Department was established in the 1960s and currently has a force consisting of 5 full-time and 10 part-time officers, 3 full-time civilian staff, 8 part-time dispatchers, and 2 part-time animal control officers. The department is headed by a Chief of Police, and is divided into three main sub-divisions, the Law Enforcement Division, the Administrative Division, and the Support Services Division. The Law Enforcement Division is comprised of the Coeymans and Ravena Police and Detective Office, the Administrative Division handles records/clerical unit and the Training unit, and the Support Services Division is comprised of communications, animal control, matron unit, school crossing, and court officer unit.

In 1997 the Town and Village joined forces and developed the joint-Chief concept to expand the ability of the local police. The Chief of Police was given charge to oversee both the Town and Village Police Departments. The establishment of the "Joint-Chief" position demonstrated an unprecedented level of municipal cooperation. However, in March 2006, the Village voted and adopted a resolution abolishing the Village Police Department. The Coeymans Police remains as an individual Department headquartered at the Village Municipal Office Building and provides service to the Village and the Town.

According to the 2003 Annual Report, an important part of the services that the Police Department provides is the operation of the Town of Coeymans Communications Center. The Communications Center is located within the Police Station at the Village Municipal Office Building, and is part of the Albany County E-911 network and is a secondary answering point.

Telecommunicators operate the Town's emergency radio network from this center, 24-hours a day, seven days a week. In addition to regular patrol, the Department maintains a Detective Office, a K-9 Unit, performs foot patrols, motor scooter patrols and special events patrols. All the emergency service providers in the Town and Village use this network to deliver their services to the public.

The Police Department is also a part of the County's Computer Aided Dispatch (CAD) Network. The CAD system enables dispatchers to communicate with mobile units via a data link rather than regular radio transmissions. CAD computers are installed at the Town's fire stations and the Rescue Squad garage.

According to 2003 Annual Report, the last six years witnessed an increase of more than 34% in police calls. According to an interview with the Chief of Police, the Town of Coeymans top two crimes are domestic violence and juvenile related crimes. The local officers are very often sent to Oakbrook Manor, a HUD Section VIII subsidized - rent apartment complex.

The 2006 tentative Town budget includes funds for the establishment of a single police force to protect the Town and the Village. The Town will assume all law enforcement responsibilities and associated costs. Currently, the Town police force has between 38 and 42 patrol shifts per week. The consolidation proposal aims to provide increased, flexible police coverage at a lower cost to all residents.

Fire & Emergency Services

Two fire companies serve the Town of Coeymans, namely Coeymans Fire Company # 1 and Coeymans Hollow Volunteer Fire Company.

Coeymans Fire Company # 1

Coeymans Fire Company #1 has served the residents of the Coeymans Fire District since 1889. The fire district primarily serves the residents in the Coeymans Hamlet, and the area of the Town, outside the Village, on NYS Route 144 and NYS Route 9W. Fire Company #1 was historically located at 70 Main Street in the Coeymans Hamlet, but is currently building a new firehouse on the corner of Church and Westerlo Streets, across from the Pieter B. Coeymans School. The new building will be large enough to house the facilities and equipment needed for all types of emergencies. The Fire Company has over 50 volunteer professionals, and is equipped with 2 modern engine-tanker fire apparatus, an under water search and rescue team and 2 fire-rescue boats.

Coeymans Hollow Volunteer Fire Company

The Coeymans Hollow Volunteer Fire Company (CHVFC) has served the residents of the Coeymans Fire District since 1945, providing fire protection, rescue services and EMS first response to a 40 square mile district in the Town of Coeymans. The fire station is located at 1290 SR. 143 (Intersection of SR 143 and Blodgett Hill Road). The CHVFC has three fire engines/tankers and an EMS/Brush Fire pickup truck capable of holding between 150 and 2000 gallons of water with pumping capabilities between 275 and 1,250 gallons per minute. As of May 2005, the CHVFC had 64 active members and 76 associate members. The membership consists of eleven (11) line officers, including a Chief, 1st and 2nd Assistant Chiefs, 1st and 2nd Captains 1st and 2nd Lieutenants, an EMS Captain, An EMS Lieutenant, a Fire Police Captain and Lieutenant, and 9 Civil Officers.

Ravena Hose Company

The Ravena Hose Company was incorporated in 1898. The Company is an all-volunteer organization and provides 24-hour a day emergency response service with many dedicated members providing excellent services. The main objectives of the organization are to man fire apparatus, to provide fire protection and allied services to the community. The Company also provides assistance to the Ravena Fire Department. Later, the Ravena Hose Fire Police was formed to take care of the traffic control during times of fire. The firehouse is located at 116 Main Street.

Rescue Squad

The Ravena Rescue Squad, an all-volunteer organization, also provides 24-hour a day emergency response service. The squad has many committed members providing excellent services to the community. The squad was formed to take care of the emergency medical first aid and transportation services at the time of fire. The Rescue Squad is located on Bruno Boulevard.

Coeymans Hamlet Sewer District

A public sewer district serves the Hamlet of Coeymans. The sewer lines extend from the NYS Route 144 Bridge over the Coeymans Creek, south to the Town Wastewater Treatment Facility. The district extends the length of Main Street along the waterfront and encompasses all of the residential area westward to the Village of Ravena.

The Town's Wastewater Treatment Plant serves the Coeymans Hamlet and the Village of Ravena. The activated sludge treatment plant has community sewage capacity of .82 million gallons per day (gpd), with the present load at .65 million gpd. The residential rate for sewage disposal is \$130/year and the commercial rate is \$274.44/year.

In 2002, Coeymans received a grant of \$582,250 to upgrade the wastewater treatment process. Unable to find a bid low enough to cover the costs of the original plan to construct two new clarifiers, and make aeration improvements, the project was delayed repeatedly. Inflation in the cost of building materials such as steel and concrete, and the cost of labor forced the Town to scale down the improvement project. The Town is currently (winter 2005) installing only one new clarifier that will reduce the amount of sediment that reaches the Hudson River during rainstorms and overflow events.

Public Water Supply

The Town of Coeymans does not have its own public water utilities but has an agreement with the Village of Ravena to serve the Hamlet of Coeymans. The source of the public water supply is a surface water storage reservoir that is fed by the Hannacroix Creek, and supplemented by water from Alcove Reservoir. The raw water is treated at the Ravena Treatment Plant. The treated water tanks have a capacity of 1,797 million gallons. The waterlines currently extend into the Town as far as the Powell and Minnock Brick works.

The peak consumption of the Town is 1.3 million gallons per day (mgd) and the average daily consumption of water for the Town is 850,000 gallons per day (gpd), serving 10% of the population. The residential rate for public water is \$300/year and the commercial rate is based on usage.

All areas north of the Coeymans Hamlet lack public water and have wells that are dependent upon groundwater aquifers. The bedrock formations of Coeymans generally provide enough water for domestic uses, and water quality is fair to excellent.

Gas and Electricity

Niagara Mohawk, a National Grid Company and Central Hudson Gas and Electric Corporation supply electricity in the Town of Coeymans. The natural gas is supplied by Niagara Mohawk Power Corp.

Other Local Resources

Senior Projects of Ravena

For the last 25 years, the Senior Projects of Ravena has been offering valuable services to Coeymans' senior citizens. The Senior Projects Center is located on Russell Avenue in the Village of Ravena, and offers services to senior citizens such as Meals – on - Wheels, a pool table and card room, and transportation to shopping centers and medical appointments. The Senior Center is open to all senior citizens and is a place that not only provides meals for seniors, but also provides a social atmosphere for conversation and camaraderie.

The Senior Projects Center has a total of 11 employees, including 2 full-time employees. The Center opens Monday and Thursday at 2.00 p.m. and Tuesday, Wednesday, and Friday at 9.00 a.m. The Center staff is funded by Albany County Office for the Aging, the Village of Ravena, the Town of Coeymans, and by community donations.

PARKS & RECREATIONAL RESOURCES

The Town of Coeymans has many recreational resources within its boundaries. While many resources are aimed at local residents, such as the neighborhood parks, others, such as the Coeymans Landing Park, and Lawson Lake bring in visitors and tourists from throughout Albany County and the Capital Region.

Joralemon Park

Joralemon Park is a Town-owned park of approximately 160 acres of woods, fields, and playgrounds. Located on County Route 102, approximately 1.5 miles north of Route 143, the park is open from 6:00 am to 10:00 pm. The park contains a ball field, tennis courts, covered pavilion, picnic areas, playgrounds and several miles of hiking trails. Residents are required to obtain a permit from the Police Department to use the pavilions.

According to the Audubon Society of the Capital Region, Joralemon Park is a botanical treasure, “one of New York’s premier fern grottos”, featuring 25 species of fern. The park contains a wealth of wildflowers, common to rich limy soils, including, but not limited to, white trillium, columbine, violets, mayapple, trout lily, hepatica, bloodroot, squirrel corn, solomon’s seal. One of the outstanding features of the park is an old limekiln dating from the Civil War era that is located in the southern part of the park. The park’s wetlands also offer habitat for many plant and wildlife species.

According to the NYSDEC Natural Heritage Report on Rare Species, Golden Seal and Green Rock-cress are two Threatened vascular plants that grow within Joralemon woods. The Natural Heritage Program has also identified six (6) ecological communities that have a unique assemblage of interacting plant and animal populations that share a common environment in Joralemon woods, including Rocky Summit Grasslands, Silver Maple-Ash Swamp, Maple-Basswood Rich Mesic Forest, Red Maple-Hardwood Swamp, Red Cedar Rocky Summit and Calcareous Cliff Community.

Coeymans Landing Park

Coeymans Landing Waterfront Park, located on the shoreline of the Hudson River, is the only public riverfront area in the Town. The park offers a variety of recreational opportunities and facilities for local residents and boating visitors alike. The park has many amenities including: an 85-slip marina, boat launch and gravel parking area; shoreline fishing; walking trails; picnic facilities; play grounds; ball fields; public restrooms; and a gazebo and public green. During the summer, the Town sponsors cultural events and concerts at the gazebo, which attracts visitors to

the waterfront. Yanni's Too, a restaurant located on the site, offers visitors a nice place to eat and relax near the river.

In 1998, the Town received a \$ 300,000 grant from the U.S. Department of Housing and Urban Development Community Development Block Grant (CDGB) for harbor and waterfront improvements. Recent improvements made at the park included dredging, the construction of a paved promenade along the shoreline, and repairs to the existing bulkhead.

Mosher Park Complex

Coeymans residents share many of the recreational facilities operated by the Village of Ravena for sports and recreation. The Mosher Park Complex is a very important asset to Town and Village residents, as it offers an opportunity to participate in a variety of activities including: volley ball, tennis, basketball, baseball, swimming and picnicking. Babe Ruth baseball, Pop Warner football, Legion baseball, and adult softball leagues use the complex for games throughout the season.

The Mosher Park Pool also has swimming facilities available free to Village residents and at a fee to Town residents through a permit program. Swimming is open to all ages from mid June through Labor Day weekend. Seven full-time lifeguards ensure the safety of all swimmers at the pool. In addition, a two-week long American Red Cross Learn-to-Swim Program is offered to children seven years of age or older.

Lawson Lake

Lawson Lake is located in the far northwest corner of the Town, and since 1979, the lake and the surrounding parkland has been owned and managed by Albany County. The entire property covers approximately 420 acres on both the east and west sides of Lawson Lake Road (County Route 109) and has two camps, an upper camp on the east side of County Route 109 and a lower camp on the west (or lake) side of County Route 109. The camps have several cabins, kitchen and dining facilities, and a number of support buildings that are used for the summer day camp program of the Boys and Girls Clubs of Albany. Schools and other organizations occasionally use the camp facilities for outdoor education programs.

The west side of the property is open to the general public for passive recreational activities such as hiking, fishing, cross-county skiing and wildlife observation. Car-top vessels such as canoes and kayaks are permitted on the lake, however, no motorized boats are allowed, and the use of boat trailers is prohibited to avoid the threat of introducing invasive, non-native species such as Water Chestnut, Eurasian Milfoil, and Zebra Mussels to the lake.

Louise E Keir State NYS Wildlife Management Area

The Louise E Keir State Wildlife Management Area is located in the Town on County Route 103 just south of Keir Road. The preserve covers approximately 119 acres of land and can be used for bird watching, hiking, snowshoeing, hunting and trapping.

Sycamore Country Club

The Sycamore Country Club and Golf Course is a public golf facility located at NYS Route 143 and Thompkins Road in the south central section of the Town. The 160-acre, 18-hole course and country club facility is open between March 15th and November 1 and the green fees are subject to change. Hannacroix Creek crosses the course, making a few of the holes more interesting, and the hilly back nine has scenic views of the mountains. There are water hazards on six of the 18 holes.

TRANSPORTATION RESOURCES

The general goal of a transportation system is to facilitate the economical movement of people, goods and services. We are all very dependent on surface transportation systems, which include roads, bridges, transit, walkways, trails and the railroad for the quality of our lives. A well-planned and designed surface transportation system should be accommodating to all modes of traffic, be safe for use, visually appealing and environmentally friendly.

The transportation network within the Town of Coeymans is comprised of State, County and local roads. A discussion of the characteristics of the State and County roads follows, except the New York State Thruway (Interstate 87), which bisects the eastern section of the Town. There is no interchange available within the Town for access to this interstate highway.

The major north/south commercial and commuter routes, such as the New York State Thruway, NYS Route 9W and NYS Route 144 pass through the Town carrying thousands of vehicles and passengers on a daily basis. These routes are major arteries connecting suburban and rural residents within the surrounding communities, large business districts in the City of Albany, and government agencies at the State Capital and the New York State Office Complex.

Existing Road Network

State Routes

The Town of Coeymans has four (4) NYS Routes within its boundary. They are: Routes 9W, 32, 143 and 144. In general, highways are generally classified by their functionality. The functional classification of State routes in the Town is as follows:

1. NYS Route 9W - Rural Principal Arterial
2. NYS Route 144 - Rural Major Collector Road
3. NYS Route 32 - Rural Major Collector Road
4. NYS Route 143 - Rural Minor Collector Road

These three (3) functional classifications are defined by the NYSDOT as follows:

1. **Principal and Rural Arterials** – varies from two-lane roadways to multi-lane, divided, controlled access facilities. They serve major areas of activity and are located between major destination points.

2. **Urban and Rural Collectors** – typical two-lane roadways that collect and distribute traffic while providing access to abutting properties.
3. **Local Roads** – typical low speed and low volume two-lane roadways that primarily provide access to abutting properties.

The functionality of a road is a critical element, along with traffic volumes, operating speed, terrain type, development density and land use that should be considered for the planning and design of a safe and efficient transportation system that accommodates all traffic modes. Roadways classified as collectors, arterials and interstates are eligible to receive Federal and/or state funding for rehabilitation or reconstruction.

NYS Route 9W

As previously stated, this route is functionally classified as a Rural Principal Arterial. It is the Town's main transportation corridor. The route runs parallel to the Thruway in a north to south direction, traveling through the western portion of the Village of Ravena to Greene County. The road consists of a 12-foot travel lane in each direction with 4 to 8-foot shoulders. This route serves as a major transport of commuting residents and visitors with direct access to Exit 21B of the Thruway.

The following traffic count and road condition data was obtained from the 2003 NYSDOT Highway Sufficiency Ratings document:

From Greene County line north to NYS Route 143:

- Average Annual Daily Traffic (AADT) = 7,480 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From NYS Route 143 north to the Village of Ravena:

- AADT = 7,840 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From Village of Ravena to Becker Corners:

- AADT = 7,840 Vehicles.
- Surface Condition for 2.42 miles: 7-8 – Good, distress symptoms are beginning to show.
- Surface Condition for 2.81 Miles: 6 – Fair, distress is clearly visible.

NYS Route 144

As previously stated, this route is functionally classified as a Rural Major Collector Road and is located on the opposite end of Town from NYS Route 32. NYS Route 144 travels in a north to south direction parallel to the Thruway. This road enters the Town to the north at the Town of Selkirk and exits in the Town of New Baltimore. NYS Route 144 is the main access route to the

Hamlet of Coeymans from the north and south and consists of one 10 to 12 foot wide travel lane and 2 to 4-foot shoulders in each direction.

The following traffic count and road condition data was obtained from the 2003 NYSDOT Highway Sufficiency Ratings document:

From Greene County Line to NYS Route 143 in Coeymans:

- AADT = 1,360 Vehicles.
- Surface Condition for 1.27 miles: 7 - good, distress symptoms are beginning to show.
- Surface Condition for .83 miles: 6 – Fair, distress is clearly visible.

NYS Route 143 in Coeymans to Route 396 in Selkirk:

- AADT = 4,180.
- Surface Condition for .99 miles: 6 – Fair, distress is clearly visible.
- Surface Condition for 16.65 miles: 7 - good, distress symptoms are beginning to show.

NYS Route 32

As previously stated, this route is functionally classified as a Rural Major Collector Road. It enters the Town of Coeymans from the north and travels south until it overlaps with NYS Route 143. NYS Route 32 then continues west to the Town of Westerlo. This transportation route is located in the north- western part of Town and consists of one 11-foot travel lane and 6-foot shoulders in each direction.

The following traffic count and road condition data was obtained from the 2003 NYSDOT Highway Sufficiency Ratings document:

From Town of Westerlo and Town of Coeymans to NYS Route 143 overlap:

- AADT = 4,460 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From end of NYS Route 143 overlap to Town of Coeymans and Town of New Scotland:

- AADT = 4,930 Vehicles.
- Surface Condition for .94 Miles: 7 – Good, distress symptoms are beginning to show.
- Surface Condition for 1.46 Miles: 8 – Good, distress symptoms are beginning to show.

NYS Route 143

As previously stated, this route is functionally classified as a Rural Minor Collector Road with one travel lane running in each direction. This road runs the entire width of the Town starting at the Town of Westerlo in the west and, ending in the east at NYS Route 144. NYS Route 143 becomes the Village of Ravena’s Main Street and is the primary access to the Hamlet of

Coeymans from the Village of Ravena and points west. It consists of one 9 to 14 foot wide travel lane and 2 to 6 foot wide shoulders in each direction.

The following traffic count and road condition data was obtained from the 2003 NYSDOT Highway Sufficiency Ratings document:

From Town of Westerlo and the Town of Coeymans to end of NYS Route 32 overlap:

- AADT = 4,460 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From end of NYS Route 32 overlap to County Route 111:

- AADT = 920 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From County Route 111 to County Route 106:

- AADT = 1,760 Vehicles.
- Surface Condition for 1.6 Miles: 7 – Good, distress symptoms are beginning to show.
- Surface Condition for .84 Miles: 6 – Fair, distress is clearly visible.

From County Route 106 to NYS Route 9W west of Ravena:

- AADT = 3,650 Vehicles.
- Surface Condition for .94 Miles: 5 – Poor, distress is frequent and may be severe, flagged for further investigation.
- Surface Condition for 2.41Miles: 6 – Fair, distress is clearly visible.
- Surface Condition for .42 Miles: 5 – Poor, distress is frequent and may be severe, flagged for further investigation.

From NYS Route 9W west of Ravena to Mountain Route:

- AADT = 5,660 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

Mountain Road to NYS Thruway:

- AADT = 4,010 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From NYS Thruway over to Village of Ravena and Town of Coeymans:

- AADT = 4,010 Vehicles.
- Surface Condition: 7 – Good, distress symptoms are beginning to show.

From Village of Ravena to Town of Coeymans to NYS Route 144 end of NYS Route 143:

- AADT = 4,010 Vehicles.

- Surface Condition: 7 – Good, distress symptoms are beginning to show.

As noted in the this section, NYS Route 143, from NYS Route 9W to Spoor Road is planned for reconstruction in year 2007 through 2008. The reconstruction will include geometric improvements along various segments to reduce the higher-than-average rate of accidents, various intersection improvements, including NYS Route 9W to improve traffic flow and safety. The project is currently in the Scoping Phase. Preliminary and Final Design Plans are anticipated to be completed in the near future, and construction is scheduled to start in October 2007.

County Roads

The Town of Coeymans has ten (10) County highways within its boundary. They are County Route (CR) 101, County Route 102, County Route 103, County Route 106, County Route 108, County Route 109, County Route 111, County Route 112, County Route 301 and County Route 312. County highways typically link state highways to local roads or provide a connection from one county to another. The following is a description of all County highways within Coeymans:

1. County Route 101 (Undercliff Road) runs north to south entering Coeymans at the Town of Bethlehem. This road connects Bethlehem with NYS Route 9W at the Village of Ravena, where the road terminates.
2. County Route 102 (Starr Road) traverses the entire length of Coeymans and overlaps NYS Route 143 in the southern portion of Town. This road runs north to south and provides residents with the ability to travel and connect to many transportation routes throughout Coeymans.
3. County Route 103 (Blodgett Hill Road) follows a similar course as County Route 102. This road begins to the north at County Route 301 (Cedar Grove Road) and travels south until it intersects with NYS Route 143.
4. County Route 106 (Tompkins Road) travels west off of County Route 102 then turns south and ends at NYS Route 143.
5. County Route 108 (Copeland Hill Road) is located in the northwest portion of Town. This road begins north of Coeymans and upon entering the Town and travels west until it ends at County Route 109 (Lawson Lake Road).
6. County Route 109 (Lawson Lake Road) enters the Town from the north, runs south and ends at NYS Route 32.
7. County Route 111 (Greenville Road) is located in the southwestern portion of Coeymans and enters the Town at the Town of Westerlo and travels in a northerly direction before ending at NYS Route 143. County Route 111 allows residents to travel from NYS Route 143 and continue south through the Town of Westerlo.
8. County Route 112 (Beck Road) passes through Coeymans for only a short length and is located in the southern most corner of Town.

9. County Route 301 (Cedar Grove Road) passes through Coeymans for only a short length and is located in the northern section of Town.
10. County Route 312 is a very short section of road that enters the western portion of Town at the municipal boundary line of Bethlehem and Westerlo.

All remaining roads in the Town are classified as local roads. Local residents typically use local roads for short trips. As a result, traffic volumes on most local roads are relatively low when compared to County or State highways.

Designated Truck Access Routes

According to the NYSDOT, Official Description of Access Highways in New York State is as follows: an Access Highway is designated for use by the Surface Transportation Assistance Act (STAA) for access by large vehicles such as tractor trailers combinations greater than 65 feet, tractor with 28-foot tandem trailers, maxi-cubes, triple saddle mounts, stinger-steered auto carriers and boat transporters and 53-foot trailers. Unlike a Qualifying Highway, these vehicle combinations may not travel off of the access highway for any distance. A Designated Qualifying highway is where the STAA vehicles are allowed to travel any roads within one mile of the qualifying highway.

The following routes or highways are designated as Access Highways for larger dimension vehicles:

1. NYS Route 9W - from I 87 (Thruway Exit 23) to County Route 9 in the City of Albany and the Towns of Bethlehem, Coeymans, New Baltimore and Cossackie.
2. NYS Route 32 – from Northern I-787 exit ramp on South Pearl Street to the NY 23/NY 32 overlap in the City of Albany and the Towns of Bethlehem, New Scotland, Coeymans, Westerlo, Greenville and Cairo.
3. NYS Route 143 – from NYS Route 9W to NYS Route 144 in the Town of Coeymans and the Village of Ravena.
4. NYS Route 144 – from NYS Route 143 to Farm Road.

Local Transportation Studies and Regional Planning

Lafarge North America Traffic Impact Study

In October 2003, a Traffic Impact Study was conducted for Lafarge North America in relation to their Village of Ravena plant. The purpose of that study was to evaluate potential impacts resultant from Lafarge North America's proposed site changes. The study area encompassed a section of NYS Route 9W, along the plant's western border and a section of NYS Route 144 along the eastern border.

The study evaluated existing conditions in the project area, traffic anticipated to be generated by change in operations on site, and how it could affect the surrounding roadway network. The study also examined existing site access points, internal traffic circulation and areas potentially suitable for storage of material delivery trailers.

The study concluded that the proposed site changes including additional trucks entering the North Site Driveway, the South Site Driveway and the Haul Road entrance on NYS Route 144 would only increase delay from 0.5 and 0.7 seconds to enter the main access road. The study found that all the re-routing scenarios would provide acceptable levels of service.

The study did provide two recommendations for site access:

1. Additional truck traffic that will be approaching the site from either direction on NYS Route 9W is to gain access to utilize the North Site Driveway.
2. Additional traffic that will be arriving from the Thruway is recommended to use Exit 22 for access to the site, via NYS Route 144 and the Haul Road.

Based upon the above noted recommendations, the following short and long term access improvements were identified:

Short Term Improvements:

1. Improve the roadway from the North Site Driveway to the proposed parking facilities. Include drainage system and new durable crossing over the rail siding at the southeast storage area.
2. Reconstruct concrete roadway and drainage behind the clinker storage hall.
3. Construct truck turnaround facilities at trailer unloading area.
4. Construct new durable crossing at the rail siding across the Haul Road and install lateral clearance warning signs in areas of restricted width. Perform a load rating analysis of the one lane bridge.
5. Create additional vehicle queuing area along the North Site Driveway.

Long Term Improvements:

1. Re-route all or a significant portion of the present and future truck traffic in and out of Haul Road by using NYS Route 144 for all trucks accessing the Thruway at Exit 22.
2. Upgrade Haul Road to a uniform standard width and cross section, including providing a hard surface.
3. Widen the one lane bridge over Coeymans Creek to accommodate two travel lanes.
4. Improve to NYS Route 144 intersection if traffic is diverted to the Haul Road.

The study stated that NYSDOT had made a tentative decision to install a traffic signal at the Ravena Coeymans High School driveway entrance located on NYS Route 9W. In addition, the speed limit will be reduced in the vicinity of the school from 55 MPH to 45 MPH. These changes will be noticeable with the introduction of delay to the thru traffic on NYS Route 9W.

The traffic signal system was installed in September of 2004, with assistance from Callanan Industries and Lafarge Cement. Callanan Industries donated in-kind materials and services for the widening of the Middle School and High School complex entranceway and Lafarge made a \$20,000 donation to assist with the Village's cost for the purchase and installation of the traffic signal system.

CDTC – Regional Transportation Plan

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Capital District Transportation Management Area, which includes Albany, Rensselaer, Saratoga and Schenectady Counties, with the exception of the Glens Falls urban area, which extends into northern Saratoga County. As the MPO, they, in cooperation with NYSDOT and the Capital District Transportation Authority, are responsible for carrying out the continuing, comprehensive, coordinated transportation planning process for the Capital Region. Part of their planning responsibility is the maintenance of a long-range Regional Transportation Plan (RTP). CDTC's most recent RTP is called "New Visions".

In October 2000, CDTC updated and adopted the RTP, known as New Visions 2021. The RTP included extensive governmental and public involvement prior to its adoption. It should be noted that the New Visions 2021 document is considered an evolving document. Most recently, CDTC updated this document and on August 2004, the RTP was adopted, which is now known as New Vision 2025. CDTC is currently working on an update of the RTP, which will be called New Visions 2030.

The New Visions plan includes the following sections: vision and goals, principles, and strategies that offer recommendations and goals. Key aspects of plan include, but are not limited to the following:

1. Reflection on CDTC's TIP actions and on other local transportation initiatives to assess the consistency between New Visions principles and actual events.
2. Reliance on contributions from stakeholders and the public in project implementation efforts to demonstrate continued support for New Visions concepts.
3. Use of the results of two regional public attitude surveys and a survey of residents and property owners along NYS Route 5 to demonstrate continued support of the New Vision concepts.
4. Use of two continuing task forces – Goods Movement and Bicycle and Pedestrian Transportation – to contribute to the update.
5. Creation of two technical new task forces to refine the information in the plan, a Finance Task Force and a Travel Task Force.

New Visions identifies four themes and several principles that guide future transportation investments. The principles are organized under each of the following four themes:

1. Preserve and Manage:
 - a. Improve System Performance
 - b. Manage Congestion
 - c. Protect Our Investment
2. Develop the Regions Potential:
 - a. Build Upon Our Strengths
 - b. Use Transportation Investment as a Tool
3. Link Transportation and Land Use:
 - a. Encourage Local Land Use Management
 - b. Link Transportation Investments to Land Use Planning
4. Plan and Build for All Modes:

New Visions also developed a list of Strategies and Actions for the improvement of transportation amenities in the MPO's region.

1. Maintain infrastructure in good condition and focus on priority treatment networks for other improvements
2. Pro-actively plan vibrant communities
3. Reach out for full participation
4. Design effective facilities
5. Develop intelligent transportation systems and manage traffic incidents effectively
6. Support intermodal transportation

7. Provide appropriate transit service
8. Treat all modes fairly in the capital program
9. Enhance demand management
10. Secure adequate funding to fully implement the plan

Although New Visions does not specifically mention the Town of Coeymans, it is located in Albany County, which is part of the Regional MPO area.

The U.S. Department of Transportation (USDOT) relies on each MPO to make sure that the transportation projects using Federal funds are products of a continuing, comprehensive and cooperative planning process that meets the priorities of the metropolitan area. One of CDTC's important responsibilities is to program for the implementation of a multi-year program of transportation improvements, known as the Transportation Improvement Program (TIP). The TIP allocates Federal funds with schedules for specific Federal-aid project implementation.

In May 2005, CDTC approved its 2005-2010 TIP. The following chart shows projects that have been approved for funding and are located within or in the vicinity of the Town:

Table 18: 2005 – 2010 CDTC Transportation Improvement Program

| Fund Schedule | Project Type | Project Description | TIP No. | PIN |
|----------------------|---------------------|---|----------------|------------|
| 2003-2005 | Bridge Replacement | Old Ravena Road Bridge over CSX: south crossing | A 400 | 1754.74 |
| 2003-2005 | Bridge Replacement | Old Ravena Road Bridge over CSX: north crossing | A 408 | 1755.40 |
| 2007- 2008 | Reconstruction | NY 143, from NY 9W to Spoor Road (per NYSDOT updated information) | A 265 | 1006.07 |
| 2008-2010 | Bridge Replacement | Pictuary Road Bridge over Coeymans Creek | A 469 | 1755.34 |

Source: CDTC 2005-2010 TIP

Alternative Transportation Options

Water Transportation

The Hudson River is an alternative mode of transportation serving the Town of Coeymans for seasonal, recreational boating and light commercial barges. The Hudson River flows south to New York City, where it joins the Atlantic Ocean. The Erie Canal connects to the Hudson River at the Albany/Waterford sites, and provides water transportation across central and western New York State.

Airport

Major airline service is available at the Albany International Airport, located in Albany, New York approximately 23 miles north of Town of Coeymans. The airport is a major asset to the Capital District and surrounding areas, providing approximately 110 commercial arrivals and departures on a daily basis. The airport was expanded in 1998 and now includes a 230,000 square foot terminal designed to accommodate 1.5 million enplanements annually. Parking is provided for over 5,000 vehicles. A shuttle service provides access from distant parking lots. Commercial airline providers include; Air Canada, American Eagle, Continental, Continental Connection, Delta, Independence Air, Northwest, Southwest, United/United Express, US Airways/US Airways Express/Metrojet.

Rail Service

Although the Town of Coeymans does not have a rail station, businesses and residents of the Town can utilize the Albany/Rensselaer Train Station, located in the City of Rensselaer approximately 30 minutes away. A major resource, this Station provides Amtrak service. A major resource, this station has been recently upgraded and includes 80,000 square feet of retail space, commercial and meeting space as well as ticketing, customer comfort and travel features and conveniences. A garage is nearby and provides parking for 635 vehicles. Two surface parking lots also provide parking for 650 vehicles.

Public Transit

Public transit service is not available in Coeymans. However, there is a commuter service provided by Adirondack Trailways, with a pick up/drop off area located in the Village of Ravena. The commuter service leaves and returns once a day, from the Village and the City of Albany. This service provides residents with a transportation option to travel to and from work in the City of Albany from Monday thru Friday. Busses depart from Bushes Hardware located on Main Street in Ravena at 7:00 A.M. and returns from City of Albany at 5:30 P.M. The cost of a one-way ticket is \$4.25 and a round trip ticket is \$8.50.

The Adirondack Trailways bus offers six different drop-offs in City of Albany at the following locations:

- | | |
|-----------------------|-----------------------|
| ▪ Empire State Plaza | ▪ Albany Bus Terminal |
| ▪ Pearl Street | ▪ State Capital |
| ▪ State Office Campus | ▪ Washington Avenue |

Bicycle & Multi-Use Trails

The Mohawk-Hudson Bikeway provides a terrific recreational and economic opportunity for the residents of Albany County. However, the bikeway currently does not extend to southern Albany County. It terminates at the Corning Preserve, which is located in the City of Albany. Several studies conducted for the bikeway, such as the Albany County Waterfront Strategy and the 2003 Mohawk Hudson Bike Hike Trail Crossroads Connections Study recognized this missing link in the bikeway system and proposed extending the bike-hike trail from the Corning Preserve south into the Town of Coeymans. The proposed southern trail extension would rely primarily on roadway shoulders along NYS Route 144 (River Road). The trail extension would provide streetscape improvements, sidewalks, planning strips and curbing to facilitate safe bicycle and pedestrian movements.

Opportunities also exist for linking to local trails and waterfront destinations adjacent to the bikeway. The Mohawk Hudson Bike Hike Trail southern extension would allow users to take part in the history, local culture and landscape of the Hudson River. The Towns of Coeymans and New Baltimore, including the New Baltimore Conservancy could then create a trail linking the waterfront park at Coeymans Landing with the Hannacroix Creek Preserve, and several other waterfront parcels in the Town of New Baltimore.

GOALS AND STRATEGIES

Development of Goals and Strategies

Introduction

The Goals and Strategies of the Comprehensive Plan, once implemented, are intended to guide the future development of the Town. To best understand the intent of these elements, it might be helpful to know the differences that exist between goals and strategies.

- A goal is a general statement of a future condition that is considered desirable for the community; it is an end towards which actions are aimed.
- A strategy is a specific proposal to do something that relates directly to accomplishing the objective.

The goals and strategies developed in support of the Town of Coeymans' Comprehensive Plan were all crafted through the efforts of plan consultants working closely with the community. Much effort was put into the public participation process conducted in support of the planning process. This involved several public workshops, stakeholder interviews, a series of committee meetings, and a residential survey.

Culling all the feedback from these efforts, an attempt was made to identify goals and strategies that best reflect the community's concerns and desires. The Plan consultants met with the Town Board in March 2006 to review a set of draft goals. With the feedback received through this meeting, the goals were finalized and further tailored to better reflect the Town's desired vision of the future. Final modifications were made to reflect feedback received at this meeting. The final "draft" Town of Coeymans' Comprehensive Plan was presented to the public at hearing held in July 11th, 2006.

Implementation Timeframe

The mere statements of goals and strategies of this plan will not produce the desired results unless the Town implements the concepts through land use regulations, public investment and cooperation and/or the formation of partnerships with adjacent municipalities. In order to better track this process, the Town Board designated a time frame to each Strategy, projecting when the action should be accomplished. The time frame covers the next five years and is indicated by the following code:

- 0 – 1 Year - Short term - Next twelve months – By the end of year 2006.
- 1 – 3 Years – Intermediate term - By the end of year 2008.
- 3 – 5 Years - Long term: - By the end of year 2010.
- 0 – 5 - On-going – To be accomplished at any time over the next five years.

Vision for the Future

At the start of the 21st Century, Coeymans is poised for growth, with its many unique municipal and natural assets. The Town should continue to develop in a positive manner that will invite and attract new residents and business opportunities. Coeymans is unique in that it is the only municipality in Albany County that has direct access to the Hudson without a road or barrier between the town and the river. The Coeymans Hamlet was historically designed in a manner that is still conducive to small business, shops, restaurants, and other attractions that could operate in the existing buildings clustered near the river. Coeymans offers a variety living types, ranging from rural to a small urban Hamlet setting, within a good school district. The Town will strive to preserve and enhance these assets and provide the necessary amenities and services to existing and new residents, businesses and visitors now and into the future.



Land Use & Zoning

Throughout the planning process, residents continually focused on the high quality of life in the Town. For the most part, residents want to maintain the current land use patterns, preserve architectural diversity, create a stronger sense of place and continue to promote a separate, but solid balance between the residential, commercial and industrial areas.

Throughout the public participation process, the majority of residents focused on land use issues involving needed protections for the natural environment and improvements to housing conditions in certain areas of the Town. Public participants perceived a lack of code enforcement contributing to problems in the community. Residents wish the Town to encourage a balanced mix of single and multi-family housing, and new subdivisions that are small, organized in clusters and planned with more green space. Many residents would like the Town to encourage new housing development and small tourism and service oriented businesses on undeveloped lands near the riverfront.

During the various community meetings, most participants expressed their opposition to the development of the City of Albany landfill in the Town of Coeymans, and also expressed that stream banks protection from erosion and pollution should be made a top priority. The most positive feature of the Town is its small town feel, open space and riverfront. As the Town's greatest asset, the waterfront should be further protected and enhanced.

The following Goals and Strategies support concepts behind preserving and improving the Town's quality of life now and into the future through suggested changes to the existing Zoning Ordinance and general land use policies and administrative procedures:

Land Use & Zoning Goals

- Goal #1:** Preserve and enhance Coeymans existing rural, small town character while accommodating a balanced mix of agricultural, recreational, residential, commercial and industrial uses.
- Goal #2:** Encourage future development that minimizes negative impacts on natural resources, infrastructure, and neighboring uses in order to safeguard the health, safety, and welfare of the community.
- Goal #3:** Protect the community's visual character and aesthetics, especially along corridors and at prominent gateways.

Land Use & Zoning Strategies

1. Modify and strengthen the Town's **Zoning Ordinance** to ensure that zoning districts are clearly defined and delineated, terms are appropriately explained, and the intent and vision identified through the Comprehensive Planning process is clearly articulated through the Town's zoning.
2. Consider the development of **architectural design, building form, and signage guidelines as part of Site Plan review**, especially for the Hamlet and Alcove Historic District, to foster new commercial, residential, and mixed-use development that retains Coeymans' small town character. These standards and sketches can serve as a guide toward achieving an acceptable urban pattern through building styles and typologies. The design standards and sketches should be applicable to all proposed activities, including signage and franchise/chain businesses.
3. Strengthen the Town's **Site Plan Review** regulations so that all topographic and physical geography and existing environmental conditions are taken into consideration when evaluating new development proposals. To promote new development that is consistent with the Town's goals and to assist the Town in conveying its design and form preferences to potential applicants, the Site Plan Review requirements could provide information to applicants on how the Town

wants new development to look and relate to existing development. Site Plan Review should require that proposed commercial projects be designed:

- a. In an architectural manner and using materials consistent with Town intent;
 - b. To include pedestrian and bicycle facilities wherever appropriate;
 - c. To facilitate access management through coordinated access points and/or access roads and interconnection of parking lots;
 - d. To screen unsightly equipment, commercial vehicles, and dumpsters from public right-of-ways;
 - e. To provide a landscaped buffer between adjacent commercial and industrial developments;
 - f. To provide adequate green space and plantings;
 - g. To provide new roads as connective thoroughways extending from existing roads whenever possible; and
 - h. To address other potential environmental impacts, such as noise, lighting, and additional traffic volumes as may be appropriate.
3. Investigate designating a **Local Historic Overlay District** in any limited areas that have a concentration of historic resources. The Town can delineate special overlay districts to protect local historic structures and sites. A Local Historic Overlay District provides protection against potential impacts, such as physical or use modifications, or demolition of all the historic resources within the delineated area. This overlay can be used to protect the district's resources from the encroachment of incompatible uses within an identified viewshed area (e.g., 500 feet from the resource).
4. Identify appropriate **Performance Standards** that may be incorporated into Site Plan Review and/or Special Permit Review procedures. Performance Standards generally provide environmental protection from industrial and manufacturing uses. Such standards ensure uses are environmentally clean and do not have noxious impacts on adjacent properties, especially residential neighborhoods. Impacts that should be prohibited and/or regulated include, but are not limited to, noxious gas emissions, dust buildup, vibrations, and excessive lighting.
5. **Modify the Town's Zoning Ordinance to prohibit certain nuisance uses** that are inconsistent with the Town's Comprehensive Plan and vision for an environmentally restored, safe, and aesthetic community.
6. Use **Planned Unit Districts (PUD)** to allow a variety of higher-density residential development clustered in areas that have the infrastructure (water, sewer, roads) to accommodate them. These units, designed to meet the needs of singles, "empty nesters", and seniors, can include town houses, condominiums, and manufactured housing units, and can be a mixture of both apartment rentals and owner units.

7. Enact zoning designed to preserve agricultural lands. Many areas presently used for farming are zoned for residential uses. A **Planned Unit Development (PUD)** is another planning tool that might be instrumental in preserving farmlands.
8. Consider adopting a **Vacant Building Registry**. Property owners would be required to register vacant buildings with the local government. As a result, the Town could utilize such information to ensure buildings comply with all safety and conforming to requirements related to securing the building. In addition to requiring a registration fee, violators should be penalized.
9. Consider updating and completing the Town's **Local Waterfront Revitalization Program (LWRP)**. Locally prepared, LWRPs are land and water use plans, through which critical issues are addressed and strategies are identified for maintaining and enhancing the community's natural, public, working, or developed waterfront. In partnership with the NYS Department of State Division of Coastal Resources, a municipality develops community consensus regarding the future of its waterfront and refines State waterfront policies to reflect local conditions and circumstances. Once approved by the New York Secretary of State, the Local Program serves to coordinate State and federal actions needed to assist the community achieve its vision. Developing an LWRP provides the organizational structure, local laws, projects, and on-going partnerships that implement the planning document. Although the Town developed a draft LWRP, it never adopted the plan. Once adopted, LWRPs open additional funding opportunities.
10. Review and update the **"Storage of Junk" Law**. Junk Removal Laws prohibit the accumulation or disposition of junk and rubbish, such as junk motor vehicles, and provide penalties for such a violation. The intent is to protect the public from a potential safety hazard and a public nuisance. The Town's existing Junkyard Regulation allows the proliferation of junkyards provided that they are 150 feet from adjacent property lines and 150 feet from public right-of-ways, 250 feet from water bodies or wetlands, and 500 feet from public congregation areas. However, there is evidence that despite this regulation, many have indicated that junkyards and junk vehicles are a visual blight on the landscape.
11. Review and revise the Town's existing **Subdivision Regulations**, as may be appropriate, to ensure that the Town's abundant natural resources are preserved. Resources that should be preserved may include, but not limited to, water bodies, wetlands, forestlands, and other unique features. In addition, the Subdivision Regulations should provide applicants guidance on any desired pedestrian and cyclist access features, local road and driveway design, preferred development form and character, and parks, recreation and open space requirements and/or mitigation.
12. Encourage mixed-use buildings. This would allow retail businesses and office space to be located on the first floor of a building and residential apartments on the second and third floors of the building.

13. Consider land use regulations to preserve the Hudson River viewshed. A height restriction on new buildings within an area designated as the Hudson River viewshed should be considered to protect existing property, attract new residents and businesses, and preserve the unique views of the Town.



Natural Resources

The Town of Coeymans has an abundance of natural resources and features that create a unique and enjoyable community. Natural resources contribute to the aesthetic, recreational and economic opportunities afforded by the community. Scenic and visual resources are partially attributable to the Hudson River, Coeymans Creek, Hannacroix Creek, Lawson Lake, and Alcove Reservoir. The varying terrain shapes additional scenic vistas. Public workshop participants recognized the geographical variety of Coeymans as a significant asset to the community.

As with many communities, Coeymans is faced with countless environmental challenges. Pollutants can impair the lifespan of the Town's natural resources without the proper implementation of protective measures. Daily challenges include the ability to effectively monitor environmental compliance to ensure the protection of these invaluable resources. Preservation of these resources for future generations can be accomplished through careful planning and appropriate land use regulations. The following Goals and Strategies have been developed in order to preserve and protect the Town's natural resources:

Natural Resource Goals

- Goal #1:** Foster the preservation of the Town's many environmentally sensitive lands, protecting them from any adverse impacts man-made development may have on land, air, water quality, natural habitats, unique land formations and public health, welfare, and safety.
- Goal #2:** Preserve and protect the Town's water bodies and lands that serve as important natural drainage channels, provide drinking water, and function as wildlife habitat.
- Goal #3:** Preserve and protect those lands and unique scenic resources that contribute to the Town's unique character and scenic vistas.

Natural Resources Strategies

1. Consider strengthening the Town’s existing stormwater management policies and regulations to ensure adequate runoff control and flood prevention. Polluted stormwater runoff is often transported to municipal separate storm sewer systems (MS4s) and ultimately discharged into local rivers and streams without treatment. The U.S. Environmental Protection Agency Storm Water Phase II Rule establishes an **MS4 Storm Water Management Program** intended to improve the nation’s waterways by reducing the quantity of pollutants that flows into storm sewer systems during storm events. Common pollutants that can impair waterways and pollute drinking water include oil, grease, and salt from roadways, fertilizer and manure from farms, pesticides from lawns, sediment from construction sites, and trash. As Coeymans is classified as a rural community, it is not required to comply with the MS4 requirements. However, for the purpose of protecting water quality, the Town may want to develop stormwater management standards, based on NYS Department of Conservation requirements, that are applicable to and cover all areas of the Town. Alternatively, the Town may want to develop a **Groundwater and Wellhead Protection Law**.
2. Create a **Natural Resources Workgroup** tasked with the responsibility to complete a Town-wide **Natural Resources Inventory**. The Comprehensive Plan includes a preliminary inventory developed using existing data sources. The Town should conduct a thorough, more hands-on evaluation of these resources. The inventory could be used to identify appropriate lands for continued environmental conservation. The Natural Resources Workgroup could recommend or prioritize specific parcels and/or resources that may be in the Town’s best interest to protect either through conservation easements or land acquisition.
3. Work with existing and future nature conservation groups, such as the Onesquethaw-Coeymans Watershed Council, on establishing permanent protections of environmentally sensitive areas within the Town through **non-profit land acquisition and conservation easements**.
4. Examine alternative land evaluation rates appropriate for agricultural lands in order to encourage the continuance of farming.
5. Promote the **development of resident volunteer groups** to sponsor and help maintain the Town’s important resources. For example, a “Friends of Joralemon Park” could be created to develop a natural resource protection program for the park’s rare ferns and wildflowers, considered a regional botanical treasure. The Onesquethaw-Coeymans Watershed Council and/or the local Boy Scout troop could be asked to participate in developing an inventory of the park’s plants and erect caution signs within the park for their protection. A local “Friends of the Hudson River” group could be organized for regular clean up activities along the Hudson River’s shoreline.

6. Provide information to local farmers on the different **mechanisms available to assist farmers in maintaining their properties**. These include agricultural assessments, partial reduction in real property taxes for eligible NYS farmland, American Farmland Trust estate planning, and Farm Building Exemptions through NYS Office of Real Property Services (ORPS). Work with farmers to identify ways to reduce taxes.
7. Use available **economic development tools** to foster a viable agricultural economy. The agricultural industry can be supported through Agricultural Districts, agricultural tax exemptions, and any other appropriate tax exemptions. The Town can apply for and facilitate the dissemination of loans and grants from State government agencies, as well as from quasi-government agencies, to local farmers. The Town can assist local farmers in developing value-added agricultural products, such as cheese, or establishing ancillary businesses such as tourist u-pick and farm stands.
8. Investigate creating a **Scenic Byway** in the Town that is of regionally outstanding scenic, natural, cultural, historic or archaeological significance. In order for a road to be designated as a scenic byway, the road must offer an alternative travel route to major highways and daily travel patterns. Scenic byways, much like Coeymans roadways, provide heritage, recreational activities or beauty. In addition to managing the character of a scenic byway corridor, such corridors are also intended to encourage economic development through tourism and recreation. Many residents indicated a desire to maintain NYS Route 144 as an attractive, undeveloped green space. Designating NYS Route 144 as a Scenic Byway would (1) make additional funding available to the Town for preservation/revitalization efforts and (2) attract tourists to the community. In particular, the Town's ability to create tourism connections via a scenic byway to the waterfront should be explored in greater detail.
9. Research regulations, as may be appropriate, to protect the Town's natural resources. Consider strengthen or updating the Town's existing **Freshwater Wetlands Law** to further enhance protection of the Town's wetlands. NYS DEC classified wetlands are protected with a 100-foot buffer. In addition to NYS DEC classified wetlands, the Town should hire a wetlands specialist to map the delineation of additional town-wide wetlands. The Town could then adopt a law affording the locally significant wetlands with the same buffer protection. For the purpose of protecting the Town's wetlands and water resources from the negative impacts of development, encroachment, erosion, and water pollution, special permits should be required for all activities within this area, including but not limited to, construction, filling, excavation, clearing of mature trees, grading or natural landscape alteration, and use or storage of fertilizers, pesticides, herbicides, and salt. Depositing chemical wastes or other materials that may cause a deleterious ecological effect should be prohibited.
10. Explore land use regulations to protect the Town's water resources, including but not limited to the Hannacroix Creek and the Onesquethaw/Coeymans Creek. Land use regulations may include

overlay protection districts and/or setback requirements for future development adjacent to the creek.

11. The Town should identify, prime lands valued for agriculture, open space, environmental features, or scenic qualities that may be preserved via a **Planned Unit Development (PUD)** option. The intent behind such an option would be to promote appropriate land use development, preserving open space, environmentally sensitive features—such as quality habitat areas, prime agricultural lands, wood lots, wetlands, and hillsides-- and scenic qualities by clustering development in a specified section of the developable property, to the extent the land's characteristics allow such a development pattern.



Economic Development

Coeymans has a variety of local and regional economic development resources available to encourage the growth and stabilization of the economy. The Town has an active web site and Business Association that can be used to promote the Town and generate economic opportunities. The Hamlet contains available properties served by public water and sewer with the potential to be developed as small-scale tourism and service oriented businesses near the waterfront, and the potential for expansion of water and sewer along NYS Route 144.

The Town is projected to gain population between 2005 and 2010. The most important trend identified is the aging of Baby Boomers, and the loss of the middle aged population. The 55-64 and the 65-74 age group is expected to experience an increase, which could have a positive economic impact, as according to the U.S. Bureau of Labor Statistics, consumers between the ages of 35-44 and 45-54 are in their peak earning years, and spend the most dollars of all other age groups. Population projections also predict an increase in the median household income for Town residents by 2010.

The following is a list of Goals and Strategies formulated from the community outreach process of this plan.

Economic Development Goals

- Goal #1:** Foster the development of a vital business-friendly environment, both for existing businesses and new business enterprises.
- Goal #2:** Promote economic development that will expand and stabilize the Town's tax base while providing for a range of employment opportunities.
- Goal #3:** Retain and improve the Town's commercial and industrial base to expand the availability of goods and services to residents and tourists alike.
- Goal #4:** Foster the development tourism resources in the Town to strengthen the local economy and establish stewardship and preservation of the Town's unique resources.

Economic Development Strategies

1. **Promote the Town of Coeymans' identity as a Hudson River riverfront community.** Improve the signage directing users to the riverfront park and boat launch. Improve and direct tourists from the river to local restaurants, lodging and shopping areas. Expand Coeymans Landing Park; encourage businesses that sell and rent fishing tackle and other water dependent equipment.
2. **Improve and coordinate local and regional marketing efforts,** including, but not limited to, the I Love New York campaign and the Hudson River Valley National Heritage Area. By being involved in the development of promotional materials, the Town can better ensure that marketing materials accurately reflect and identify the Town and its resources.
3. Develop a **tourism brochure** for the Town of Coeymans. This brochure should identify the Town's tourism resources (including the Little Red Schoolhouse and the Chimney), as well as strengthen the Town's identity as a Hudson River riverfront community. Calendar of events can be listed within the brochure and be available online at the Town's website. The Town should coordinate distribution of the brochure with the County, regional tourism agencies, and the State tourism office.
4. Attract local residents and tourists to the Town via a **variety of outdoor community events** such as the Heritage Days, Food Festivals, parades, concerts, boat shows on the Hudson River, river festivals, theater, fireworks displays, markets (crafts, arts, antiques, flea markets, farmers markets, etc.).
5. **Encourage the Town's local tourism industry by fostering the development of tourism-supportive establishments.** Appropriate establishments may include Bed and Breakfasts, hotels, restaurants, cafes, taverns, drive-through establishments, and retail specialty and gift shops, and antique centers.

6. **Encourage the Town's local tourism industry by fostering the development of tourist destinations.** Some suggestions include heritage tourism sites and activities, a water park, and supportive establishments.
7. **Develop a pro-active business attraction program.** The Town should focus on (1) identifying how it wants to be perceived; (2) preparing appropriate marketing and promotion materials; and (3) pursuing businesses that correlate with its future vision.
8. **Encourage the development of recreational facilities** for the enjoyment of Town residents and visitors. Desirable resources identified by Town residents included a movie theater, miniature golf park, batting cage, game arcade, and a skating rink.
9. Create a **Commercial Development Grant/Loan Program.** Such a program may include but is not limited to: a 50/50 grant/loan façade improvement program and/or a micro-enterprise low-interest loan pool. Funds can be awarded or given as incentives to businesses that improve the aesthetic appearance of the community. This can be used to encourage new acquisition of currently vacant structures. In addition to façade improvements, monies can be used for rehabilitation activities such as upgrades to a building's heating, electrical or structural systems. Develop additional methods by which the Town can assist small business owners.
10. Consider **local tax incentives** to encourage redevelopment and reinvestment. **Section 485b** of the New York State Real Property Tax Law establishes a schedule for property tax abatements for new commercial, business, or industrial projects. This exemption is a local option.
11. **Secure funds to acquire any prominent properties in tax default.** The Town, through a Local Development Corporation, may want to acquire tax default properties that have commercial potential. The LDC can then decide how it would like to see the property developed and issue a request for proposals for redevelopment of the property. The Town can also use eminent domain to take abandoned and condemned structures.
12. **Develop a visible tourism information kiosk/welcome center.** This location can be used to post flyers about events and activities as well as information about local resources.
13. **Develop a marketing logo for use on promotional materials.** A logo is a promotional tool used to establish an image. A marketing logo for Coeymans could be used to promote local tourism. This logo could be used on brochures, banners and signs within the Town to create connectivity for visitors between the Town's resources.
14. Create a comprehensive and coordinated tourist attraction **Way-finding Signage Program.** This program should include coordinated signage for local tourist attractions, restaurants and retailers, visitor services, municipal buildings, public parking, waterfront resources, parks, trails, historic resources, etc.

15. Create an inventory of **developable resources**. The inventory should provide detailed information on vacant buildings and vacant lands, including the gross floor area of the building or size of the parcel, selling price, contact information, and development constraints (zoning or other).
16. **Use the Town's web site as a marketing and business tool**. A local website could be used to market local businesses, special events, seasonal activities and programs. Businesses that have their own websites could link to the Town's website, while businesses that do not maintain a website could provide information, photographs, events schedules, etc. to be included on the Town website. The website can also be used to promote local and State economic development programs to attract and retain business.
17. **Support and encourage the continuing efforts of the Business Association of Ravena and Coeymans (BARC)**. Originally created in the late 1990s, BARC was dormant since 2003 but has recently become active again. As a local business association, this group should work together on identifying the types of business establishments the Town should court; on defining the community design and aesthetics guidelines; and developing joint planning and promotional activities.
18. **Promote the development of light industrial, commercial, and warehousing as well as computer and high tech businesses in appropriately identified locations**. In addition to providing quality employment opportunities, these businesses also benefit local taxpayers by supporting the local economy.
19. Retain and improve existing businesses in the Town. Identify local business needs to create local growth opportunities and provide businesses the ability to continue to serve the Town. Unique businesses, such as the historic limestone rock quarries, should continue to be encouraged.
20. **Develop proactive measures by which the Town can foster improved communication between the Town and local businesses**. A Town staff person could be appointed to act as a Town-business liaison. Responsibilities could include advising small businesses and local entrepreneurs on local programs and services, as well as assisting with state and county agencies.
21. **Develop an entrepreneur assistance program** that assists existing and new business ventures in developing effective marketing programs. Assist existing businesses in identifying and pursuing appropriate funding and grant opportunities, as well as advising businesses on local regulations, and providing other types of assistance.



Housing

The availability of good quality housing is vital to the Town's future economic growth and stability. Housing in the Town of Coeymans is very affordable, when compared to nearby communities. According to the 2000 Census, Coeymans' median housing value was \$97,671, which is higher than the Village of Ravena (\$95,370) and lower than the County's median housing value (\$116,273). Neighboring communities, the Town of Bethlehem (\$143,738), New Scotland (\$122,729) and New Baltimore (\$ 98,769) had higher median housing value than the Town of Coeymans.

Public workshop participants identified a variety of housing-related issues. Many of the older homes of the Town, especially those located in the Coeymans Hamlet, have been suffering from neglect due to transient tenants, absentee landlords, and high turnover rates. In general, neglect has resulted in declining property values, which in turn has resulted in speculation, which absentee owners acquiring many properties.

Many of the issues overlap with the need for improved codes, ordinances, and code enforcement, which is addressed under Land Use and Zoning. The following Goals and Strategies have been developed in order to address the future needs for quality housing:

Housing Goals

Goal #1: Provide a balanced blend of quality housing opportunities including a desirable range of housing types and price ranges affordable and accessible for residents.

Goal #2: Preserve and enhance the Town's existing residential neighborhoods.

Housing Strategies

1. Explore the implementation of a Town wide **Housing Rehabilitation Program**. There are several areas identified in the Town with a deteriorating housing stock. Coeymans should pursue funding opportunities to assist low-income property owners in making needed repairs and upgrades to bring buildings up to code. This program could be available both to owner occupied units and mixed-use structures in commercial districts.

2. Foster the development of **pro-active neighborhood associations** that can work together to implement positive changes in the Town's neighborhoods. Neighborhood associations can be instrumental in organizing clean-up days, providing volunteer assistance to property owners, as well as sponsoring incentive programs to homeowners. An incentive program encourages property maintenance by rewarding homeowner's efforts, especially appropriate renovations to historic structures.
3. Encourage the development of additional **senior (55+) housing opportunities** in the Town. Development is recommended in areas adjacent to resources and services, such as public transit and retail shops that can easily be accessed by senior adults. This housing should include both affordable units as well as market-rate units, to allow existing residents to downsize. Further market analysis should be conducted to identify other appropriate uses, including assisted living facilities or cooperative housing development.
4. Work with Coeymans Landing Heritage Fund and Albany County Rural Housing Alliance on developing a First Time Homebuyer program. This will provide qualifying households with down-payment assistance.
5. Consider the adoption of a **Residential Occupancy Permit (ROP)** regulation. A ROP regulation enables the Town to regularly inspect multiple-family and two-family housing units. This regulation can also require that the property is current on all local taxes before an ROP can be issued. The intent of such legislation is to guard against unsafe living conditions for building inhabitants while improving the quality of life for all community residents.



Historical & Cultural

The Town of Coeymans has a wonderful variety of cultural and historic resources, as well as many local citizens and not-for-profit groups who are dedicated to preserving the Town's historic sites and buildings. The preservation and enhancement of historic and cultural resources is crucial to maintaining Coeymans' unique identity.

The National Assembly of State Arts Agencies (NASAA) developed the most common definition of cultural (or heritage) tourism. Cultural tourism is travel based on a mosaic of places, traditions,

art forms, celebrations, and experiences that portray a place and its people and reflects their diversity and character. Although heritage tourism in New York State has grown considerably in recent years, and is likely to play an important role in the growth and development of Coeymans' economy, tourism remains an un-tapped segment of the local economy.

Unique landmarks near the Hudson River waterfront make the Town of Coeymans an interesting place to visit. Well-planned tourism efforts will help improve the character and quality of a community. Historic landmarks, buildings, and natural areas are what make the Coeymans Hamlet unique. Although a structure may be dilapidated, or a natural area or scenic view may currently be inaccessible, the community should make every effort to preserve and enhance these unique resources.

Throughout the planning process, public participants stressed the importance of preserving and enhancing the Hamlet's historic buildings. Some of the buildings have been altered, obstructing the view of the original unique architectural components, while others have been respectfully renovated, setting a positive example for other property owners. Some buildings need only a new coat of paint. Others require cornice and fascia work, siding and trim repair, new canvas awnings, or porch and railing repair.

It is important to recognize that the Town of Coeymans is comprised of several pocket communities, each possessing an individual uniqueness and charm. The Town is tasked with respecting these cultural differences while tying these differences together to preserve the Town's overall unique character.

The following Goals and Strategies have been developed in order to address these issues:

Historical & Cultural Goals

Goal #1: Preserve, enhance and promote the Town's historical resources for the enjoyment of the current residents and future generations.

Goal #2: Preserve, enhance and promote the Town's cultural resources for the enjoyment of the current residents and future generations.

Historic and Cultural Resources Strategies

1. Investigate becoming a **Certified Local Government** (CLG) under NYS Office of Parks, Recreation and Historic Preservation program. Local governments strengthen their local historic preservation efforts by achieving CLG status from the National Park Service (NPS). NPS and State governments, through the State Historic Preservation Office (SHPO), provide technical assistance and small matching grants to communities whose local governments are actively involved in historic preservation. CLG historic preservation grant projects make up at least 10%

of the State's annual Historic Preservation Fund (HPF) grant allocation. Grant funds are distributed through the HPF grant program, administered by NPS and the SHPO. Should the Town choose to participate in the CLG program, the Town would have to adopt a Historic Preservation Ordinance designed to protect historic structures. This law would call for the creation of a **Historic Preservation Committee** to review proposed activities that might impact local historic resources. Homeowners could then qualify for grants to conduct appropriate building restoration.

2. Investigate designating a **Local Historic District** in any area(s) with a concentration of historic resources. Such a district can be created with or without the CLG status. The Town can delineate special overlay districts to protect local historic structures and sites. A Local Historic District Overlay district would regulate against potential impacts, such as physical or use modifications, or demolition of all the historic resources within the delineated area. This overlay can be used to protect the district's resources from incompatible encroachment within an identified viewshed area (e.g., 500 feet from the resource). A **Local Historic District Committee** can be charged with the responsibility of reviewing site plans required for all renovations and additions occurring within the Local Historic District Overlay. One area identified as a potential historic district is the riverfront area.
3. Investigate the option of adopting a **Demolition Delay** law for the Hamlet and designated historic districts. The intent of a Demolition Delay law is not to permanently prevent demolition, but to provide an opportunity to develop preservation solutions for threatened properties or retrieve culturally significant artifacts prior to demolition. Such a law is intended to encourage owners or other individuals interested in historic preservation to seek out persons who might be willing to purchase, preserve, rehabilitate or restore such buildings rather than demolish them, and to limit the detrimental effect of demolition on the community's historic architectural resources. Typically a 60-day waiting period is required prior to any non-emergency building demolitions.
4. The Town should **establish collaborative working relationships** with existing Town organizations and non-profits active in preserving the Town's historic resources. This would include supporting the Coeymans Landing Heritage Fund's efforts to revitalize the Coeymans Hamlet; providing in-kind services to the Alcove Preservation Society on their Valley Mill Chimney restoration efforts; and working closely with the Ravena-Coeymans Historical Society to ensure the Town's privately-held historic cemeteries are appropriately maintained. In addition, the Town Historian should be ensured adequate resources as may be necessary for evaluating, preserving and cataloguing historic documents.
5. Investigate and document historic artifacts and resources through development of a Historic Resources Survey. Having a detailed, up-to-date **Historic Resources Survey** is an important first step in protecting the Town's historic resources. This survey can be instrumental in identifying resources not previously documented and also in identifying resources that are facing imminent

threat, either through decay or encroachment. Once identified, the Town should pursue grant opportunities and act to document and preserve these threatened resources.

6. **Investigate and promote available historic preservation financial mechanisms**, including grants and tax incentives. Pursue grant opportunities to assist local residents in upgrading and improving historic structures that have come under disrepair.
7. Explore options to adopt a **Sliding Scale Tax Incentive** to encourage redevelopment and reinvestment in older residential structures. This could take the form of a zero tax increase or no assessment increase for three to five years after the improvement.
8. **Foster partnerships** with business groups and other interested organizations to beautify historic properties and sites. These groups can sponsor the placement of signs and markers at historically significant buildings and sites.
9. Identify appropriate historic resources to be nominated for inclusion on the **National Register of Historic Sites**. Two areas identified as potentially eligible for National Register inclusion include areas in Coeymans Hamlet and the Village of Ravena.
10. Use a variety of techniques to **promote the Town's historic and cultural resources** to foster a better understanding of the community's unique character. Recommendations include offering historic site visits; conducting horse and buggy tours; compiling local history into a publication; developing a historic resources map; developing a local history course; and sponsoring an annual local History Day. The Town should work with local groups and interested residents in promoting and developing these ideas.
11. **Promote additional heritage tourism resources** to further promote the Town. One idea is to expand the Local History Museum to house the artifacts and resources held by the Ravena-Coeymans Historical Society. Additional suggestions include celebrating the Town's Dutch heritage and/or the creation of a Dutch Village. These resources, along with the Little Red Schoolhouse, can be tourism attractions that residents and visitors may enjoy.
12. Foster **community awareness of the Town's unique historic resources** and important role in history with a public information program that includes, historic signs and markers, the Town web site, brochures, and increased publicity and through events such as tours, open houses, concerts, and festivals. Work with the Ravena-Coeymans Historical Society and the Alcove Preservation Association to fulfill these suggestions.
13. Identify and protect the character of unique existing residential structures. An overlay district is one tool to be considered for providing such protection. Alterations of such structures within a historic overlay may be restricted from expanding beyond a single-family or two-family unit into a multi-family apartment to protect the character of the structure.



Municipal & Community Resources

Municipal, recreational and community resources include many aspects of community life that are either administered by the local government, provided through local districts, or made possible by not-for-profit organizations and/or volunteer organizations. Services provided at the municipal level in Coeymans include road maintenance, snow removal, parks maintenance, storm-water management and drainage, and the provision of public sewers and drinking water. Fire protection and emergency medical services are provided by mostly volunteer agencies, while police protection is provided by the Town Police Department. In addition to quality municipal services, recreational facilities, recreational programs, and libraries, the quality of the public school system is also very important to the Town. Each of these resources contributes to the Town's overall quality of life, as well as satisfying community needs and helping to define the character of the Town.

Coeymans has many recreational resources within its boundaries. While Joralemon Park primarily serves local residents, Coeymans Landing Park and Lawson Lake attract residents and tourists from throughout the capital region. In addition, the Village of Ravena and the RCS school district offers organized recreational programs and activities, which are an important part of the Town park system.

Throughout the Community Outreach process, participants consistently rated the Town's available municipal services and recreational opportunities very positively, praising them as an overall asset of living in the Town. Residents expressed the need to maintain and continue to expand upon existing programs and resources.

Coordination with other governmental agencies and advocating for local municipal needs is another service provided by Town departments and elected officials. Throughout the public participation process it was revealed that residents support and encourage cooperation between the Town and the Village to keep taxes for services as low as possible.

The following are Goals and Strategies for the future needs of municipal services and infrastructure as well as recreational resources.

Municipal & Community Resources Goals

- Goal #1:** Promote and encourage inter and intra-municipal cooperation and communication.
- Goal #2:** Continue to provide a high quality of public services for the safety, comfort and pleasure of residents and business owners in the Town.
- Goal #3:** Provide public infrastructure, including water, sewer, and other resources and services, that meets the needs of current and future residents.
- Goal #4:** Provide public facilities that meet the needs of current and future Town residents.

Municipal Services and Facilities Strategies

1. Consider the adoption of a **Capital Improvements Program (CIP)**. A CIP is a management and fiscal planning tool communities use for financing and constructing needed public improvements and facilities. Properly designed, a CIP enables a community to identify its capital needs, rank them by priority, coordinate their scheduling, and determine the best method of paying for them. For example, a CIP is one mechanism to ensure the Town maintains a safe and adequate water provision system, by identifying a schedule for repair and replacement of aging infrastructure.
2. Investigate the need for **sewers for existing development** in the Town. This would maintain drinking water quality, as removal of septic systems would prevent contaminants from entering the ground water. Areas to be evaluated for sewer infrastructure expansion include existing residential areas residential and commercial areas that may need it, as well as other areas deemed appropriate for development but for their lack of infrastructure. Suggestions for areas that should be considered for public sewer connections include the northern segment of NYS Route 144 to the Town line; the northern segment of NYS Route 9W to the Bethlehem town line; and Martin's Hill, near Ravena.
3. Investigate the need for public **water provision for existing development** in the Town. Areas that should be considered for public water connections include; the northern segment of NYS Route 144 to the Town line; the northern segment of NYS Route 9W to the Bethlehem town line; and Martin's Hill, near Ravena.
4. Continue to explore **financially beneficial relationships** with other governmental entities to share the cost of certain community services, such as Building Inspector/Code Enforcement. The Shared Municipal Services Initiative is a new program created by the State to provide financial assistance to municipalities interested in investigating opportunities to work together.
5. Pursue funding opportunities such as grants and develop additional mechanisms to provide financial support to the Town's mostly-volunteer fire departments.

6. Work with existing public safety officials to ensure enforcement of the Town's laws. One issue identified multiple times as an area of concern is the perception of illegal narcotics transactions occurring in the Town. Residents indicated that more enforcement was needed for motorists speeding on 30mph residential streets and people violating the Town's existing environmental protection laws. Trespassing, noise, and air pollution were all police enforcement issues.
7. Identify easy methods to **publicize Town events**. Local residents can be kept informed of local happenings via a Town bulletin board located in a prominent spot and the Town's website. The website, especially, can be used to post timely information on local community happenings and/or events calendar, such as activities occurring at the Little Red Schoolhouse.
8. Investigate developing or expanding an existing facility to provide a **combined senior/community center**. The Town has a strong need for additional community event and/or other types of indoor recreation for seniors and young people. While developing two sites may be financially untenable, any dual-purpose facility must be designed in a manner that will be inviting to each age group and conducive to the variety of activities each group may wish to participate in. Many residents that responded to the survey indicated a desire for more organized social events. One specific idea was to play up the Town's railroad history by holding a train expo. Another suggestion was to engage the Town's younger residents in organizing these events.
9. Explore the development need for a **transfer station** and compost site at the closed landfill. This should not be confused with a "landfill." Many Town residents would like to see an increase in basic municipal services, including leaf and brush removal, recycling pickup, and trash removal.
10. Work with adjacent communities on investigating opportunities to expand municipal telecommunications and utility infrastructure, such as DSL, high speed internet, and/or cable access connections, as well as lower-cost options for electric power, such as wind energy, methane gas, and water power.



Recreational

An opportunity exists along the Hannacroix Creek corridor for a contiguous natural area with a walking trail system connecting Coeymans and New Baltimore. The Town of New Baltimore owns property along the Hannacroix Creek abutting the Town of Coeymans, which is managed as a public nature preserve by the New Baltimore Conservancy and the Open Space Institute (OSI). The existing trail system is extensive, traveling through lands owned by OSI, the Town of New Baltimore and New York State, and offers trail users access to the Hudson River on the east side of NYS Route 144.

This established trail system could potentially be linked through to the Town of Coeymans on the east and west side of NYS Route 144 by cooperating with private landowners, and utilizing land already owned by the Town of Coeymans and OSI. The New Baltimore Conservancy is interested in connecting the existing trail system to Coeymans; however there will be a challenge in making the trail safe for pedestrians. Two possible solutions exist. The first preferable solution would be to build a new pedestrian bridge crossing the Hannacroix Creek. The second possible solution would be to improve pedestrian safety over the existing NYS Route 144 bridge, however the road itself would need improvements to the shoulder to allow for safe walking.

Recreational Resources Goals

Goal #1: Foster the development of a park and recreation system that meets the needs of current and future Town residents, providing them with top quality parks and facilities.

Goal #2: Promote the Town's many water bodies and waterfront areas for recreational activities.

Goal #3: Improve accessibility to the Town's various active parks and passive natural resource areas.

Recreational Resources Strategies

1. Consider the development of an **Open Space and Recreation Plan** to ensure that future parks are developed and programmed in a manner consistent with resident needs and desires. As part of this Plan, existing roads, driveways, and parking lots providing access to the Town's parks should be evaluated to determine how well they meet resident needs. The Town should aim to improve access to the Town's parks by developing safe bike and pedestrian trails and/or sidewalks for Town residents (particularly younger residents.) Some residents indicated that, while the Town's

existing parks are adequate in size, the parks could use an infusion of funds to upgrade recreational amenities and programs to meet the needs of Town residents.

2. Possibly as part of an Open Space and Recreation Plan, a workgroup (e.g. the Natural Resources Workgroup) or other appropriate entity, can develop an **inventory of vacant land** for the purpose of identifying parcels appropriate for open space, recreation, or other needed community resources. The Valley Mill Chimney site was identified as one resource the Town should consider acquiring (once structurally sound) to develop as a public park and historic attraction.
3. Possibly as part of an Open Space and Recreation Plan, the Town should develop a **Park Maintenance Program** to ensure that the Town's existing parks are well-maintained, appropriately site designed, and landscaped. Visibility of the Town's existing parks should be improved through signage placed appropriately at park entrances and along adjacent roadways.
4. **Improve awareness of the parks through sponsoring special events**, such as concerts and family days, at the Town's various parks including the Coeymans Riverfront, Coeymans Landing Park, and Joralemon Park. These activities should be promoted and publicized via the Town website or a Town bulletin board.
5. Conduct a **Parks and Recreation Survey** to gain better insight from park users of the types of resources and facilities they would like to see in Coeymans. Resident feedback obtained through the Comprehensive Planning process indicated a need for more youth and senior activities, more hiking, biking, and pedestrian trails, and more water activities. Other facilities identified as lacking include an ice-skating rink, golf course, cross-country skiing and sledding hills, a skateboard park, and a soccer complex. Improvements should be made at the Town's tennis and basketball courts. Additional recommendations of amenities needed in the local parks included more lighting, improved restrooms, and more pavilions.
6. Consider the development of a **Recreational Trails Plan** to identify the best methods to connect existing trails and develop new trails and greenways to create a viable hiking/biking network. The Town should collaborate with the New Baltimore Conservancy and the Open Space Institute to create a contiguous trail system between the towns of New Baltimore and Coeymans. A new trail could potentially link the Coeymans Landing Park with the established trail system of the Hannacroix Creek Preserve in New Baltimore. Several other publicly owned waterfront parcels could eventually be incorporated into the trail system. Additional on-road bicycle facilities could be developed on appropriate roads. Greenways could be established along power lines and utility easements. Trail maps should be developed so that residents and visitors to the Town may enjoy Town trails.
7. Ensure adequate funds and resources are provided to the Town's recreation department for staffing and programming. With increases to the State minimum wage, the Town will have to allocate additional funds to meet the same level of service for a constant number of users. As

additional residential development occurs in the Town, the number of users will likely increase. The Town should routinely examine the funds allocated toward recreation, to ensure that the level of service does not deteriorate under additional fiscal strains. There was also some concern that more police presence is needed at some of the parks to improve the (perception of) park safety.

8. Continue to support coordinated youth programs and activities between the Town, Village and School District. Work with the school district to get better access to School District resources, including the new pool in the high school, weight room, gym, and fields. Additional organized activities residents would like to see include ski trips, skating, and hockey.
9. Local governments should work with volunteer-organized youth sports leagues, e.g., Babe Ruth Baseball and Pop Warner Football, to ensure recreational facilities are adequate and meet local community needs.
10. Explore the development of **additional resources at the Town's various riverfront and lakefront areas**. One suggestion included using the Hudson River for educational programs in canoeing, rowing and crew. Additional programming could be developed to accommodate non-scholastic swimming, canoeing, and kayaking activities in the River. Many would like to see Lawson Lake open to Town residents for swimming and other water recreation activities. Coeymans would have to work with Albany County on developing a Shared Resource Agreement to make Lawson Lake available to the Town. In addition, an agreement with the City of Albany to allow limited recreational use of Alcove Reservoir should be explored. A permitting arrangement with the City of Albany may be attainable to allow limited recreational opportunities in the Alcove Reservoir area.
11. Improve, enhance and publicize Joralemon Park as a year-round recreational facility. Expand playground facilities; develop cross-country ski trails and an ice skating area. Provide concessions such as hot chocolate in the winter season. Other amenities that should be considered include improved restrooms, baseball and soccer fields, and basketball courts. In addition, tennis courts need and existing trails are in need of rehabilitation. The Town should continue to support local volunteer groups with park maintenance.
12. Improve the Coeymans Landing Park with a larger picnic pavilion. Expand the park's opportunities for water activities, by allowing the use of canoes, kayaks, sailboats, and other water-based sports equipment.



Transportation

During the development of the Comprehensive Plan, several meetings were held with the public, which included an Asset and Liability Workshop, Mapping and a Roundtable Visioning Exercise. Workshop participants expressed concern regarding speed limit adherence, truck traffic, pedestrian access, roadway condition, and intersection functionality and safety.

Based on this input from the public, a field survey was conducted by a transportation engineer specifically in areas where perceived problems exist. The strategies below include some detailed recommendations relative to this evaluation.

Transportation Goals

Goal #1: Foster a safe and efficient transportation network throughout the Town.

Goal #2: Enhance mobility and accessibility throughout the Town via improvements or new infrastructure designed to accommodate a variety of transportation modes.

Transportation Strategies

1. Work with developers on proposed projects to ensure that new roads are consistent with Town goals regarding connectivity, accessibility, and access management. Provide multi-modal facilities and connect to the existing system where possible. As new development is phased in adjacent to existing development on infill parcels, new roads should provide connections between communities and subdivisions. Current roadway design standards should be evaluated and possibly upgraded with respect to structure and multi-modal access.
2. Consider establishing a Traffic Safety Committee that would include transportation professionals, public safety representatives, resident(s) and board member(s). The purpose of this committee would be to address traffic complaints and also to prioritize future transportation projects based upon needs and available funding.
3. Investigate options to construct new sidewalks or improve existing sidewalks in densely developed areas of Town, possibly through the development of a **Pedestrian Mobility Study**.

Areas to be considered for sidewalk construction or reconstruction should have existing uses, development patterns, and traffic patterns supportive of sidewalks. For new development occurring within the areas identified as being supportive of sidewalks, the Town should require developers to install sidewalks. Areas suggested for sidewalk construction or reconstructions include but are not limited to:

- a. Along Church Street to the Hudson River.
- b. Along NYS Route 144 in the Hamlet and adjacent side-roads.
- c. Connecting the Middle School/ High School area and the Village of Ravena.
- d. Along NYS Route 143 and NYS Route 9W
- e. Along NYS Route 9W from Mountain Road to Old State Road

As part of this study, *appropriate locations for crosswalks should be identified*. Painted crosswalks should be installed in areas used by pedestrians and cyclists, even if plans for sidewalks installation or reconstruction are long-term in nature. One area identified as needing crosswalks is the intersection of NYS Route 9W and Mountain Road.

4. Consider the development of a **Recreational Trails Plan** to identify the best methods to connect existing trails and develop new trails and greenways to create a viable hiking/biking network. Areas identified for potential trail development include:
 - a. By the old cement quarries.
 - b. Bikeways/nature trails along the Town's waterfront areas, including Hudson River, Coeymans Creek, and Hannacroix Creek.
 - c. On land conservancy properties.
5. Update the **Road Development Standards** that incorporate designated, buffered trails for walkers and cyclists, or sidewalks, if appropriate. Include appropriate signage requirements, such as installing "SHARE THE ROAD" signs along roads that generate bicycle traffic. Include appropriate amenity requirements, such as pedestrian scale lighting where sidewalks are currently or anticipated to be provided.
6. Consider the development of **driveway access design standards** that could be adopted by the Town for implementation on future projects. As part of this, commercial development in high traffic areas should be encouraged to share driveways, or have common access in order to decrease vehicle and pedestrian hazards.
7. Investigate opportunities to develop new or enhance existing bicycle access lanes, possibly through the development of a **Bicycle Mobility Study**. This study should be performed in conjunction with the previously recommended **Pedestrian Access Facility Study**. As part of this study, *existing drainage grates should be examined* to determine whether or not they are safe for traversing by bicyclists. Areas that should be studied for further bicycle access potential include:
 - a. Roadways that provide access to the Middle and High Schools.

- b. Along major roadways.
 - c. Along NYS Route 143.
- 8. Where new roadways are proposed for construction, consideration should be given to design the roads to **accommodate pedestrian and bicycle traffic**. In rural areas, a minimum of 5'-0" shoulder should be considered. In urban areas, 5'-0" concrete sidewalks and bicycle lanes should be considered if adequate space is available.
- 9. **Edge line markings should be installed** on roadways that currently lack them. These markings should be provided adjacent to the curb or shoulder to reduce the travel lane width to 11'-0". Where centerline and edge markings *are* provided, an evaluation should be made to determine their condition. If in poor condition, the markings should be re-stripped to improve their visibility;
- 10. Install appropriate **traffic monitoring devices** to discourage speeding on the Town's roadways. This would include installing flashing beacons on the speed limit signs where necessary due to limited sight distance; installation of a Speed Monitoring and Display Trailer.
- 11. Identify appropriate locations and mechanisms for **traffic calming**, such as rumble strips, and landscaping enhancements to improve the visual character and also reduce traffic speeds.
- 12. Performing a signal warrant analysis at intersections that generate a high volume of traffic and are currently controlled by "STOP" signs. Two intersections identified as problematic include NYS Route 143 and NYS Route 32 and NYS Route 9W and Undercliff Road.
- 13. Identify locations where school buses stop to pick up and drop off students and options to improve the bus stop area through safety measures, such as sidewalks, crosswalks, and bus signs.
- 14. Work with NYS Department of Transportation, and Albany County through the Capital District Transportation Committee to promote the reconstruction or improved maintenance of deteriorated County and State-owned roads in the Town of Coeymans.
- 15. Work with the Capital District Transit Authority to expand **public transit service** in the Town, especially in the Hamlet and the Village. For example, shuttle buses to transport shoppers to the Albany malls and to downtown.
- 16. Work with the Capital District Transit Authority to explore the concept of establishing a "**Park and Ride**" facility within the Town.
- 17. Work with Capital District Transit Authority and other agencies to expand **senior transportation service** in order to provide better access to local and regional resources.

NYS Route 144 (Main Street) Corridor – Hamlet Area

A. Traffic Speed

The posted speed limit within the Hamlet is 30MPH. Residents have stated that the speed limit is high given the character and functionality of the road. A speed study should be conducted along the route to determine the 85th percentile and average speed of traffic. Based upon the results of the study, a determination can then be made to whether the existing posted speed limit is appropriate or if it needs to be changed. In addition, the study would also consider traffic calming options that could be installed to reduce speed.

B. Truck Traffic

Residents have indicated that the amount of truck traffic is high along the route. As stated in the Transportation Resource section, NYS Route 144 is designated as a highway for larger dimension vehicles. That may explain the perceived high percentage of truck traffic. In order to consider the practicality of reducing truck traffic on NYS Route 144, a study should be conducted which would include determining percentage of truck traffic, their origin and destination, and possible options to divert truck traffic to either a more suitable route or possibly a newly constructed route.

C. Pedestrian Access

Pedestrian mobility improvements along NYS Route 144 should be considered in the Hamlet. Improvements should include providing 5'-0" wide concrete sidewalks and granite curbing along the east side. Along the west side, concrete sidewalks or on-street parking should be considered, provided adequate space is available. A pedestrian/parking mobility study should be conducted that would analyze both pedestrian and parking needs in the Hamlet area and provide recommendations for future implementation. The study should include a traffic flow plan for the parking areas in the Hamlet. The Town should explore creative off-street parking opportunities in the Hamlet to provide additional access. High visibility crosswalks along with Americans with Disabilities Act (ADA) compliant accessibility ramps should be provided at all intersections to accommodate pedestrian traffic.

D. Roadway Condition

The pavement within the Hamlet appears to be in need of repair. A pavement analysis should be conducted to determine if full-depth reconstruction, or milling and resurfacing is the most practicable treatment. In addition, the existing drainage system needs to be evaluated to determine its adequacy in collecting the storm water runoff. The grates should also be evaluated with respect to how safe are they for bicycle traffic.

NYS Route 144 (Main Street)/Westerlo Street Intersection

Residents have indicated that the sight distance is less than desirable due to the presence of a building located on the southwest side of the intersection, and the steep grade associated with Westerlo Street. “STOP” signs on the Westerlo Street approaches control this intersection. This intersection forms the major traffic route from all areas to the public waterfront park and boat launch, and its’ accessibility to both vehicular and pedestrian traffic is crucial. This intersection is also lacking in adequate pedestrian access, including compliance with ADA guidelines. An intersection analysis should be conducted that would include determining the most appropriate control, and identifying alternatives to improving sight distance and pedestrian mobility. At a minimum, high visibility crosswalks along with ADA compliant access ramps should be provided.

NYS Route 144 (Main Street)/NYS Route 143 (Church Street)/4th Street Intersection

Residents have indicated that the sight distance is less than desirable due to the presence of sharp horizontal curves to the north and the steep grades of both NYS Route 143 and 4th Street. “STOP” signs located on the Church Street and 4th Street approaches control this intersection. A triangular shaped grassed island and two access roads for motorists traveling to/from Church Street and Route 144 hinders the intersection configuration. A “hump” in the road is also present on Church Street southern connection to NYS Route 144.

This intersection is lacking in adequate pedestrian access, including ADA compliance. An intersection analysis should be conducted to determine the most appropriate control, alternatives to improving sight distance, intersection access, and pedestrian mobility. There appears to be an opportunity to eliminate the northern most NYS Route 143 connection to NYS Route 144 and provide “Gateway” amenities. Also, Church Street’s vertical alignment could be improved by eliminating the “hump”. At a minimum, high visibility crosswalks along with ADA compliant access ramps should be provided to accommodate pedestrian traffic.

NYS Route 143 (Church Street)/Pieter B. Coeymans Elementary School Driveway

The driveway access to the school is one-way ingress. Pedestrian access is provided via an asphalt or concrete sidewalk on the north side of NYS Route 143. Walkways are not provided on the south side. A new fire station is under construction near this intersection. A pedestrian mobility study should be conducted including an inventory and assessment of the existing system and recommendations for future improvements. Some potential recommendations may include removing the asphalt walkway and replacing with 5’-0” concrete sidewalks, installing new 5’-0” concrete sidewalks along the south side, and providing a high visibility crosswalk. In addition, flashing beacons should be considered on the westbound approach to the driveway to advise motorists of this intersection. With respect to the firehouse, a flashing signal should be considered at its proposed access point to NYS Route 143.

NYS Route 143 (Church Street)/Westerlo Street Intersection

According to residents, a sharp horizontal curve to the west of the intersection hinders sight distance at this intersection. In addition, the Westerlo Street approach intersects at a skew angle. A “STOP” sign located on the Westerlo Street approach controls this intersection. A concrete sidewalk is provided along the south side of Westerlo Street and the north side of NYS Route 143. A study should be conducted that would consider options to improve the intersection geometry and sight distance. This intersection also lacks adequate pedestrian access, including compliance with Americans with Disabilities Act (ADA) guidelines. A pedestrian mobility study should be conducted that would as a minimum, recommend high visibility crosswalks along with ADA compliant access ramps.

NYS Route 143/NYS Route 9W

This intersection generates a significant amount of traffic and is controlled by a traffic signal system. A sidewalk is provided along the south side of NYS Route 143. Land use in this area, specifically with respect to NYS Route 9W is commercial and as a result, there are numerous driveways, that include the Rite Aid pharmacy and Stewarts shop that are near the intersection. An access management study should be conducted that would investigate options in reducing the number of driveways connecting to NYS Route 9W. Options may include providing off-road connections to various businesses with one centralized driveway to NYS Route 9W. In addition, the study would investigate improving traffic flow via an intersection level of service analysis and pedestrian mobility study.

NYS Route 9W/County Road (CR) 101

A “STOP” sign located on the County Road 101 approach controls this intersection. Sight distance is less than desirable due to the skewed intersection geometry. As a result, southbound motorists turning right onto CR 101 and westbound motorists on CR 101 turning left onto NYS Route 9W have less than desirable turning radii. A study should be conducted that would include evaluating options to improve intersection geometry.



Government Administration and Policies

A local government's administrative policies and programs give shape and structure to a community. The Town's government consists of a Supervisor, and four Councilpersons, who are generally responsible for the fiscal well being of the Town along with the provision of all services to residents and business owners.

The Planning Board, as an independent and impartial body, is commissioned with the authority to review all proposed site plans and subdivisions. The Planning Board considers broader land use issues based on the long-range needs of the community contained in the comprehensive plan or other local policy documents. The Zoning Board, in particular circumstances, has the authority to grant variances and special use permits to protect landowners from the unfair application of the zoning laws.

Coordination with other governmental agencies, as well as advocating for local municipal needs, is an important service provided by Town departments and elected officials. The public participation process revealed that additional policies and programs may be necessary to achieve the goals identified throughout this document. The following are Goals and Strategies for the future needs of government administration and policies to address these identified needs.

Government Administration and Policies Goals

Goal #1: Promote government action and policies designed to protect the quality of life in Coeymans and the health, safety and welfare of the Town's residents.

Government Administration and Policies Strategies

1. Clarify and update the roles, duties and missions of both the Planning Board and Zoning Board of Appeals. It is recommended that the Planning Board be granted the responsibility of administering special use permits rather than the Zoning Board of Appeals. In addition, the Town and Village no longer provide a Joint Planning Board service and this should be updated and reflected in the Town Code.

The Department of State Division of Local Government provides training materials and workshops to local planning and zoning board members. These training sessions provide basic

information about local government powers and duties. According to the Division of Local Government website, the course content is intended to familiarize local officials with mandatory procedures, applicable state statutes, general design concepts, and the context in which local decision making occurs.

2. **Continue local efforts to prevent development of the proposed landfill. Landfills are not permitted under the** Town's zoning or other local laws. Chapter 109, Landfills, adopted in 1992, prohibits any landfills other than one established by the Town of Coeymans. The Town of Coeymans is opposed to the ANSWERS/City of Albany landfill proposed to be located in the Town. The proposed site is environmentally sensitive with significant wetlands in excess of 100 acres. In addition, the proposed site is near the Coeymans Creek watershed, a tributary to the Hudson River. Given the nature of these lands today, the proposed use is even more untenable. Any necessary steps should be taken to ensure that the property be used for purposes more suitable to its residential surroundings, valuable natural resources, historic significance, scenic beauty and proximity to NYS Thruway. The Town must adopt appropriate zoning changes and land use regulations to promote environmental stewardship of its land and water resources and reflect the vision of the Comprehensive Plan. The Town must demonstrate actions consistent to its long avowed natural resource management and preservation intentions.
3. Examine the Town's existing land use regulations and strengthen them to protect the Town from sprawl and promote "smart growth."⁶ Encourage **development** on vacant lands in developed areas having the infrastructure to accommodate them. Incorporate policies and procedures to promote the reuse of vacant commercial buildings, such as maintaining an inventory of facilities available for reuse.
4. Enforce local zoning and other land use policies to promote optimal land use development. Consider the adoption of **Development Impact Fees** to allow the Town to require developers to pay fees to offset the cost of new road development and other infrastructure costs. This will allow the Town to ensure that adequate infrastructure is in place prior to or concurrent with new business development or expansion. Such fees could be collected from residential or commercial developers whose projects will result in measurable traffic increases or hit a predetermined threshold.
5. **Enforce the building code** to ensure the structural integrity and safety of the Town's buildings. A number of buildings in the Town, particularly in the Hamlet, are not being properly kept up. The Town should look for resources to fund more hours for code enforcement. The Building Inspector should also continue working with HUD to enforce the HUD Housing Quality Standards and the Building Code on Section VIII Rental units. To fund a full time Code

⁶ While the term "smart growth" has become increasingly popular in discussions related to community development patterns, definitions for the approach vary. In general, "smart growth" encourages new development in existing developed areas where infrastructure and resources are available, while simultaneously conserving farmland and open space, and other areas where infrastructure is not available.

Enforcement Officer/Building Inspector, the Town may want to cooperate with adjacent communities on funding a building inspector that could divide time between several municipalities.

6. **Develop a multi-prong program to enhancing the Town's aesthetics.** "Gateways" shot designate key Town entrances should be developed. Gateways should include attractive "welcome" signs, landscaping, and, possibly, thematic elements (such as sculptures) reminiscent of the Town's unique history and character. The Town can work with utility companies to replace existing lighting with vintage style lighting to enhance the aesthetics of local pedestrian areas. Street furniture and pedestrian amenities, including benches, potted plants, and trash receptacles, can be incorporated to make the Town's commercial district more attractive and keep it clean. Hanging festive baskets, banners, and holiday decorations and seasonal lighting can be very low-cost, yet effective measures to announce the community's revitalization. Each of these techniques enhances the community's form, encourages additional commercial and residential investment, and provides a visual cue to residents that a change is underway. For this reason, they can be very effective in fostering community pride and local appreciation.
7. **Enforce the Town's land use regulations** to ensure the Town's substantial natural resources, including its water bodies, streams, wetlands, and groundwater sources are protected from potential pollutants and contamination. The Town should re-evaluate its existing penalties for failing to adhere to existing land use regulations. Penalties to be reexamined include, but are not limited to, failure to comply with the Flood Damage Prevention regulations, Freshwater Wetland violations, improper garbage disposal, and junkyard offenses.
8. Consider the enactment of a **Noise Ordinance**. Noise laws are enacted to protect quality of life. Such laws limit excessive sound, measured in decibels, from property lines, typically to protect residential areas from potentially loud, non-residential uses. Enactment of a Noise Ordinance can protect against inappropriate development or inappropriate uses, such as ATV use, occurring too close to residential neighborhoods at inappropriate hours.
9. **Adopt a local Right-to-Farm Law** to protect farmers from frivolous lawsuits regarding nearby residents' complaints of smells, sounds and normal activities related to farming operations.

TECHNICAL RECOMMENDATIONS

Overview of Zoning in the Town of Coeymans

The Town of Coeymans has a total of fifteen different zoning districts. Generally, these districts provide for residential, commercial, and industrial uses. In addition, the Town contains zoning districts for community facilities, multi-family and protective buffers.

In reviewing the Town's Zoning Ordinance, many of the Town's existing zoning districts are repetitive in nature. Uses and bulk requirements are very often similar, if not identical to other districts. This can cause confusion to the resident trying to understand the Zoning Ordinance and to the administrator trying to apply and regulate the code. Therefore, it is recommended that several districts be consolidated to create a more succinct ordinance and zoning map.

It is recommended that the responsibility for issuing special use permits be transferred from the Zoning Board of Appeals to the Planning Board. In addition, it is also recommended that areas be permitted to develop Planned Unit Development or PUD through special use permits. Such areas of the Town would be intended to allow design flexibility for one or more residential clusters, which may include appropriate commercial, public, or quasi-public uses primarily for the benefit of the development.

Proposed Consolidated Districts

The following are consolidated zoning districts reflecting the vision identified in the Comprehensive Plan.

| Title | Symbol |
|-----------------------------------|--------|
| Agricultural Residential District | AR |
| Residential Low-Density District | RL |
| Riverfront Community District | RC |
| Commercial District | C |
| Industrial General District | IG |

Proposed District Intent

The purpose of each proposed zoning district is described below reflecting the vision identified in the Comprehensive Plan.

Agricultural Residential District: Areas of the Town designated under this district are characterized as important agricultural areas to be protected and preserved. As identified in the Comprehensive Plan and vision for the Town, the Agricultural Residential District’s intent is to support and protect farming by stabilizing the agricultural land base. The agricultural zone is designed specifically to protect farmland as a non-renewable resource for future generations.

Residential Low-Density District: Areas of the Town designated under this district are characterized by traditional single-family and two-family residential development and neighborhoods. The purpose of this district is to ensure that the general character of these rural neighborhoods is protected.

Riverfront Community District: Areas of the Town designated under this district are intended to further enhance the Town of Coeymans riverfront and strengthen its perception as a “Riverfront Community.” A balanced mix of appropriate uses, including high-density residential, commercial, industrial and water-dependent recreational uses are envisioned for the District. A variety of nonresidential water-dependent and water-enhanced uses will be permitted in this area, subject to development standards including adequate buffering between incompatible uses and a review process, which will ensure that environmental resources are protected.

Commercial District: Areas of the Town designated under this district provide a transition zone between residential uses along higher volume traffic corridors. The district encourages a land use pattern suitable for the development of professional and business offices and limited service, retail and commercial activities.

Industrial General District: Areas of the Town designated under this district are deemed appropriate for general industrial and other appropriate nonresidential services and businesses. The purpose of this district is to provide areas for industrial uses primarily engaged in basic processing, assembling and manufacturing of products from raw materials and with tolerable levels of noise, dust, odor, vibration or smoke. The district is further intended to protect residential neighborhoods from the encroachment of such general industrial land uses that could be in conflict with the industrial and manufacturing environment. Industrial uses are subject to development standards including adequate buffering between incompatible uses and a review process, which will ensure that environmental resources are protected.

Proposed Mapping Changes to Existing Districts

It is recommended that the zoning district boundaries be revised to follow parcel boundaries. Currently district boundaries traverse arbitrarily through tax parcels, which creates the difficulty of enforcing district regulations and preventing the encroachment of unwanted uses in adjacent districts. In addition, the following map changes are recommended:

Agricultural Residential District: The proposed zoning map combines the Residential & Agriculture (R-A) and Residential-Agricultural Limited districts. Generally, the existing boundaries remain intact from the original map. However, portions of the existing district to the east of Route 9W are no longer included, as well as a small strip of the existing R-A District along Route 9W. As identified in the Comprehensive Plan, the proposed rezoning will strengthen the Town's ability to protect and preserve the rural and agricultural landscape.

The district is expanded to encompass an area previously zone Planned Residential (R4P). In addition, the Community Facility (CF-1) and Community Facility (CF-2) districts are unnecessary. Rather than regulate the use, it is recommended that community facilities be allowed in all districts and eliminate the need for a separate district. A small portion of the CF-2 District is recommended to be rezoned as the Agricultural Residential District.

Residential Low-Density District: The existing Residential Single Family (R-1) District has been renamed as the Residential Low-Density District and expanded to include the Single & Two Family Residence (R-2) and Multi-family Residence (R-3). Districts, as well as portions of the existing Residential & Agricultural (R-A) District. The primary purpose of this district is to continue to allow one and two family residential uses.

Portions of the existing B-1 District are also proposed to be rezoned as Residential Low-Density due to physical land restrictions and limited parking capacity to support business type uses. In addition, the existing uses in these areas are generally residential in nature and may not be appropriate for general business. In addition, a small portion of the CF-2 District is recommended to be rezoned as the proposed Residential Low-Density District.

Riverfront Community District: The existing B-1 District located along the Hudson is proposed to be rezoned as a part of the new Riverfront Community District. The new Riverfront Community District will allow mixed-use development. In addition, the CF-1 District is recommended to be combined with the proposed Riverfront Community District. Finally, a portion of the I-1 District is also proposed to be rezoned as a part of the Riverfront Community District.

Commercial Transitional District: This district was previously the Planned Commercial (C-1PN) and Planned Commercial (C-1PS). These two districts are essentially identical in nature, with the exception of the required lot width (100 feet in C-1PN and 200 feet in C-1PS). Therefore, it is recommended that these two districts be combined.

Industrial General District: The proposed zoning map combines all four industrial districts, formerly the Industrial (I-1), Industrial (I-2), Planned Industrial (I-3P) and Industrial Buffer (I-B), into one consolidated industrial district. It is recommended that the Town adopt performance standards as part of the site plan approval process to regulate industrial uses. Buffering requirements (e.g. landscaping, setbacks, etc) as part of supplementary industrial regulations for the proposed industrial district should be adopted. Buffers should be applied to all uses within the proposed industrial district that abut a residential district or residentially used parcel.

IMPLEMENTATION

Implementation Timeline

This section includes a list of achievable goals. Each goal is supported by a number of implementation actions. In the Action Matrix that follows, the implementation actions have been identified by type of action and characterized as either “short-term,” “mid-term,” “long-term,” or “on-going.” These terms are defined as follows:

The recommended time frame is indicated by the following code:

S - Short (or near) term - Next twelve months - To the end of year 2007.

M – Midterm (or intermediate): To the end of year 2009.

L – Long term: three to five years – To the end of year 2011.

O – On-going.

The schedule of the proposed improvements was developed upon close review of the public feedback obtained through the survey, the stakeholder interviews and roundtables, and the public workshops. The expressed preferences of Big Flats residents influenced the priorities established in the Action Matrix that follows.

The following table gives the complete names of the agencies that are abbreviated on the Action Matrix.

| Acronym | Full Name |
|-----------|--|
| A&BC-CTIG | Arts & Business Council – Cultural Tourism Initiative Grant |
| ACHP | The Advisory Council on Historic Preservation (Federal) |
| CCE | Cornell Cooperative Extension |
| CDBG | Community Development Block Grant |
| CDBG TA | CDBG Technical Assistance through the Office of Small Cities |
| CF | Conservation Fund |
| CW/CA | Clean Water/Clean Air Bond Act |
| CREES | Cooperative State Research, Education, and Extension Service |
| DHCR | Department of Housing & Community Renewal |
| DHCR-AHP | DHCR – Access Home Program |
| DHCR-LIHC | DHCR – Low Income Housing Tax Credit Program |
| DHCR-MIP | DHCR – Legislative Member Item Program |
| DHCR-MSNY | DHCR – Main Street New York Program |
| DHCR-SHI | DHCR – Senior Housing Initiative |
| EDI | Economic Development Initiative – HUD |

| Acronym | Full Name |
|----------------|--|
| EFC-CWSRF | Environmental Facilities Corporation – Clean Water State Revolving Fund |
| EFC-DWSRF | Environmental Facilities Corporation – Drinking Water State Revolving Fund |
| EPA | Environmental Protection Agency |
| EPA-EEP | EPA Environmental Education Program |
| ESDC | Empire State Development Corp |
| EZ | Empire Zone |
| GOSC | Governor’s Office for Small Cities |
| GROW-NY | Grow NY through NYS Agriculture and Markets |
| HHS CSBG | Health & Human Services – Community Service Block Grant |
| HOME | New York Department of State – HOME Program |
| HRVG | Hudson River Valley Greenway |
| IMLS | Institute of Museum & Library Services |
| MANY | Museum Association of New York |
| NPS - LWCF | National Park Service – Land & Water Conservation Fund |
| NYMS | New York Main Streets |
| NYSBC-WDG | NYS Business Council – Workforce Development Grant |
| NYSBD | NYS Banking Dept. |
| NYSBDC | NYS Business Development Corporation |
| NYSCA | NYS Council on the Arts |
| NYSCC | New York State Canal Corporation |
| NYSCS | NYS Canal System |
| NYSDA | NYS Dept. of Aging |
| NYSDEC | NYS Dept of Environment Conservation |
| NYSDEC WQIP | NYSDEC Water Quality Improvement Projects |
| NYSEDD | NYS Economic Development Dept. |
| NYS DHCR | NYS Div. Of Housing & Community Renewal |
| NYSDOL | NYS Dept. of Labor |
| NYSDOS-BOA | NYS Dept of State Brownfields Opportunity Areas |
| NYSDOS-QC | NYS Dept. of State Quality Communities Program |
| NYS-SMSI | NYS Dept. of State Shared Municipal Services Incentive |
| NYSDAM | NYS Dept. of Agriculture and Markets |
| NYSDOT | NYS Dept. of Transportation |
| NYSDOT IAP | NYSDOT Industrial Access Program |
| NYSDOT TEP | NYSDOT Transportation Enhancement Program |
| NYSDOT TIP | NYSDOT Transportation Improvement Program |
| NYSED | NYS Education Department |
| NYSERDA | NYS Energy Research and Development Authority |
| NYS IAP | NYS Industrial Access Program |

| Acronym | Full Name |
|------------------|---|
| NYPF | NY Planning Federation |
| NYSHFA | New York State Housing Finance Agency |
| NYSOPRHP | NYS Office of Parks, Recreation & Historic Preservation |
| NYSOPRHP-CLG | NYSOPRHP Certified Local Government Program |
| NYSOPRHP-EPF | NYSOPRHP Environmental Protection Fund |
| NYSOPRHP-ITCP | NYSOPRHP Investment Tax Credit Program |
| PF | Private Foundations |
| PLNYS | Preservation League of NYS |
| RUS | Rural Utility Service |
| SHPO | State Historic Preservation Office (same as NYS OPRHP) |
| SBA | Small Business Administration |
| SBF | Scenic Byways Foundation |
| Section 457 RPTL | Section 457 Real Property Tax Law Tax Exemption First Time Homebuyers of Newly Constructed Homes |
| SNYM | State of New York Mortgage (Home of Your Own Program) |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Federal Highway Administration) |
| SAFTEA-LZ | |
| USDA | US Dept of Agriculture |
| USDA-WHIP | USDA Wildlife Habitat Incentive Program |
| USDA-CRP | USDA Conservation Reserve Program |
| USDOI- RICA | US Dept. of the Interior, Rivers Trails, & Conservation Assistance |
| USDOJ | US Department of Justice |

Action Matrix

The Action Matrix was created so that elected officials, community residents, local business owners, and other stakeholders may easily review the goals, objectives, and strategies identified through the Town of Big Flats Comprehensive Planning process. Each strategy is identified according to its primary topic group (e.g., Land Use, Transportation, etc.) For each strategy, a timeframe has been established, as explained in Section 11.1. The Action Matrix also identifies a primary party responsible for implementation of each strategy as well as potential State or Federal funding sources.

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|---|------------|-------------------|-------------------------|
| Land Use & Zoning Goals and Strategies | | | | |
| LZ 1: Preserve and enhance Coeymans existing rural, small town character while accommodating a balanced mix of agricultural, recreational, residential, commercial and industrial uses. | | | | |
| LZ 1.1 | Modify and strengthen the Town's Zoning Ordinance to ensure districts are clearly defined and delineated, terms are appropriately explained, and the intent and vision identified in the Comprehensive Plan is clearly articulated. | S/O | Town | NYSDOS-QC |
| LZ 1.2 | Investigate designating a Local Historic Overlay District in any limited areas that have a concentration of historic resources. | M | Town | NYSOPRHP-CLG |
| LZ 1.3 | Use Planned Unit Districts (PUD) to allow a variety of higher-density residential development clustered in areas with infrastructure (water, sewer, and roads). | S/O | Town | Local |
| LZ 1.4 | Enact zoning designed to preserve agricultural lands. | S | Town | NYSDOS-QC NYSDAM |
| LZ 1.5 | Consider adopting a Vacant Building Registry. | M/O | Town | Local |
| LZ 1.6 | Consider updating and completing the Town's Local Waterfront Revitalization Program (LWRP). | M | Town | NYSDOS-LWRP |
| LZ 1.7 | Review and revise the Town's existing Subdivision Regulations to ensure that the Town's abundant natural resources are preserved. | S/O | Town | NYSDOS-QC |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|---|------------|-------------------|-----------------------------------|
| LZ 1.8 | Encourage mixed-use buildings. | S/O | Town | Local |
| LZ 2: Encourage future development that minimizes negative impacts on natural resources, infrastructure, and neighboring uses in order to safeguard the health, safety, and welfare of the community. | | | | |
| LZ 2.1 | Identify appropriate Performance Standards that may be incorporated into Site Plan Review and/or Special Permit Review procedures. | S | Town | NYSDOS-QC |
| LZ 2.2 | Modify the Town's Zoning Ordinance to prohibit certain nuisance uses. | S | Town | NYSDOS-QC |
| LZ 2.3 | Strengthen and the Town's Site Plan Review requirements. | S/O | Town | NYSDOS-QC |
| LZ 3: Protect the community's visual character and aesthetics, especially along corridors and at prominent gateways. | | | | |
| LZ 3.1 | Consider the development of architectural design, building form, and signage guidelines as part of Site Plan review, especially for the Hamlet and Alcove Historic District. | M | Town | NYSCA TEP NYPF NYSDOS-QC |
| LZ 3.2 | Review and update the "Storage of Junk" Law. Junk Removal Laws prohibit the accumulation or disposition of junk and rubbish, such as junk motor vehicles, and provide penalties for such a violation. | M | Town | NYSDOS-QC |
| LZ 3.3 | Consider land use regulation to preserve the Hudson River viewshed. | S/O | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|--|
| Natural Resources Goals and Strategies | | | | |
| NR 1: Foster the preservation of the Town's many environmentally sensitive lands, protecting them from any adverse impacts man-made development may have on land, air, water quality, natural habitats, unique land formations and public health, welfare, and safety. | | | | |
| NR 1.1 | Create a Natural Resources Workgroup tasked with the responsibility to complete a Town-wide Natural Resources Inventory. | M | Town | NYSDOS-QC USDA-WHIP |
| NR 1.2 | Work with existing and future nature conservation groups to establish permanent protections of environmentally sensitive areas within the Town through non-profit land acquisition and conservation easements. | O | Town | NYSOPRHP-EPF CW/CA PF-Open Space Institute |
| NR 1.3 | Investigate creating a Scenic Byway in the Town that is of regionally outstanding scenic, natural, cultural, historic or archaeological significance. | M | Town | NYSDOS-QC SBF NYSDOT |
| NR 1.4 | The Town should identify, prime lands valued for agriculture, open space, environmental features, or scenic qualities that may be preserved via a Planned Unit Development (PUD) option. | M | Town | NYS DOS-QC |
| NR 1.5 | Explore land use regulations to protect the Town's water resources. | S/O | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|--|------------|-------------------|--|
| NR 2: Preserve and protect the Town's water bodies and lands that serve as important natural drainage channels, provide drinking water, and function as wildlife habitat. | | | | |
| NR 2.1 | Consider strengthening the Town's existing stormwater management policies and regulations to ensure adequate runoff control and flood prevention. Alternatively, the Town may want to develop a Groundwater and Wellhead Protection Law. | M | Town | NYSDEC-WQIP |
| NR 2.2 | Research regulations that may be appropriate within the Town to provide additional protection to natural resources. | M | Town | NYS DOS-QC |
| NR 3: Preserve and protect those lands and unique scenic resources that contribute to the Town's unique character and scenic vistas. | | | | |
| NR 3.1 | Examine alternative land evaluation rates appropriate for agricultural lands in order to encourage the continuance of farming. | S | Town | Local |
| NR 3.2 | Promote the development of resident volunteer groups to sponsor and help maintain the Town's important resources. | O | Town | Local |
| NR 3.3 | Provide information to local farmers on the different mechanisms available to assist farmers in maintaining their properties. | M | Town | GROW-NY USDA |
| NR 3.4 | Use available economic development tools to foster a viable agricultural economy. The agricultural industry can be supported through Agricultural Districts, agricultural tax exemptions, and any other appropriate tax exemptions. | M/O | Town | GROW-NY NYS DAM PF-Open Spaces Institute |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|---|------------|-------------------|-------------------------------------|
| Economic Development Goals and Strategies | | | | |
| ED 1: Foster the development of a vital business-friendly environment, both for existing businesses and new business enterprises. | | | | |
| ED 1.1 | Develop a pro-active business attraction program. | O | Town | CDBG EDI ESDC DHCR NYMS |
| ED 1.2 | Create a Commercial Development Grant/Loan Program. | M | Town | CDBG ESDC |
| ED 1.3 | Develop a marketing logo for use on promotional materials, brochures, banners and signs within the Town to create connectivity for visitors between the Town's resources. | M | Town | A&BC-CTIG |
| ED 1.4 | Use the Town's web site as a marketing and business tool. | O | Town | Local |
| ED 1.5 | Develop proactive measures by which the Town can foster improved communication between the Town and local businesses. | O | Town | Local |
| ED 1.6 | Develop an entrepreneur assistance program that assists <u>existing and new business</u> ventures in developing effective marketing programs. | S | Town | ESDC CDBG CDBG-TA |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|-----------------------------|
| ED 2: Promote economic development that will expand and stabilize the Town's tax base while providing for a range of employment opportunities. | | | | |
| ED 2.1 | Consider local tax incentives to encourage redevelopment and reinvestment. | S | Town | Local |
| ED 2.2 | Create an inventory of developable resources. | M/O | Town | CDBGTA NYPF NYSDOS-QC |
| ED 2.3 | Promote the development of light industrial, commercial, and warehousing as well as computer and high tech businesses in appropriately identified locations. | O | Town | CDBG-TA |
| ED 3: Retain and improve the Town's commercial and industrial base to expand the availability of goods and services to residents and tourists alike. | | | | |
| ED 3.1 | Encourage the development of recreational facilities for the enjoyment of Town residents and visitors. | O | Town | NYSOPRHP-EPF |
| ED 3.2 | Secure funds to acquire any prominent properties in tax default. | M | Town/County | Local |
| ED 3.3 | Support and encourage the continuing efforts of the Business Association of Ravena and Coeymans (BARC). | O | Town | Local |
| ED 3.4 | Retain and improve existing businesses by identifying local needs and local growth opportunities. | O | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|--|------------|-------------------|------------------------------|
| ED 4: Foster the development tourism resources in the Town to strengthen the local economy and establish stewardship and preservation of the Town's unique resources. | | | | |
| ED 4.1 | Promote the Town of Coeymans' identity as a Hudson River riverfront community. | O | Town | HRVG NYSDOS-LWRP NYSCC |
| ED 4.2 | Improve and coordinate local and regional marketing efforts, including, but not limited to, the I Love New York campaign and the Hudson River Valley National Heritage Area. | M | Town | HRVG DHCR-SMSI |
| ED 4.3 | Develop a tourism brochure for the Town of Coeymans. | M | Town | A&BC-CTIG NYSCC |
| ED 4.4 | Attract local residents and tourists to the Town via a variety of outdoor community events. | M | Town | Local |
| ED 4.5 | Encourage the Town's local tourism industry by fostering the development of tourism-supportive establishments. | S | Town | CDBG NYSEDC |
| ED 4.6 | Encourage the Town's local tourism industry by fostering the development of tourist destinations. | S | Town | CDBG NYSCC NYSEDC |
| ED 4.7 | Develop a visible tourism information kiosk/welcome center. | S | Town | NYSCC NYSDOS-LWRP |
| ED 4.8 | Create a comprehensive and coordinated tourist attraction Way-finding Signage Program. | L | Town | NYSDOS-QC |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|--|------------|----------------------|--------------------------|
| Housing Goals and Strategies | | | | |
| H 1: Provide a balanced blend of quality housing opportunities including a desirable range of housing types and price ranges affordable and accessible for residents. | | | | |
| H 1.1 | Encourage the development of additional senior (55+) housing opportunities in the Town. | M | Town | DHCR-SHI CDBG HOME |
| H 1.2 | Work with Coeymans Landing Heritage Fund and Albany County Rural Housing Alliance on developing a First Time Homebuyer program. | S | Town/School District | CDBG HOME |
| H 2: Preserve and enhance the Town's existing residential neighborhoods. | | | | |
| H 2.1 | Explore the implementation of a Town wide Housing Rehabilitation Program. | M | Town | CDBG DHCR-HOME |
| H 2.2 | Foster the development of pro-active neighborhood associations that can work together to implement positive changes in the Town's neighborhoods. | S | Town | Local |
| H 2.3 | Consider the adoption of a Residential Occupancy Permit (ROP) regulation. | M | Town | NYSDOS-QC |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|-------------------------|
| Historical & Cultural Goals and Strategies | | | | |
| HC 1: Preserve, enhance and promote the Town's historical resources for the enjoyment of the current residents and future generations. | | | | |
| HC 1.1 | Investigate becoming a Certified Local Government (CLG) under NYS Office of Parks, Recreation and Historic Preservation program. | M | Town | NYSOPRHP-CLG |
| HC 1.2 | Investigate designating a Local Historic District in any area(s) with a concentration of historic resources. | M | Town | Local |
| HC 1.3 | Investigate the option of adopting a Demolition Delay law. | S | Town | Local |
| HC 1.4 | The Town should establish collaborative working relationships with existing Town organizations and non-profits active in preserving the Town's historic resources. | M | Town | Local |
| HC 1.5 | Investigate and document historic artifacts and resources through development of a Historic Resources Survey. | M | Town | NYSOPRHP-CLG |
| HC 1.6 | Investigate and promote available historic preservation financial mechanisms, including grants and tax incentives. | O | Town | Local NYSOPRHP-ITCP |
| HC 1.7 | Explore options to adopt a Sliding Scale Tax Incentive to encourage redevelopment and reinvestment in older residential structures. | S | Town | NYSOPRHP-ITCP |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|-------------------------|
| HC 1.8 | Foster partnerships with business groups and other interested organizations to beautify historic properties and sites. | S/O | Town | Local ACHP |
| HC 1.9 | Identify appropriate historic resources to be nominated for inclusion on the National Register of Historic Sites. | S | Town | NYSCA |
| HC 1.10 | Foster community awareness of the Town's unique historic resources and important role in history with a public information program. | O | Town | Local ACHP NYSOPRHP |
| HC 2: Preserve, enhance and promote the Town's cultural resources for the enjoyment of the current residents and future generations. | | | | |
| HC 2.1 | Use a variety of techniques to promote the Town's historic and cultural resources to foster a better understanding of the community's unique character. | O | Town | NYSOPRHP-CLG |
| HC 2.2 | Promote additional heritage tourism resources to further promote the Town. One idea is to expand the Local History Museum to house the artifacts and resources held by the Ravena-Coeymans Historical Society. | S | Town | ACHP |
| HC 2.3 | Identify and protect the character of unique existing residential structures. An overlay district is one tool to be considered. | M | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|---|------------|-------------------|-------------------------|
| Municipal & Community Resources Goals and Strategies | | | | |
| MC 1: Promote and encourage inter and intra-municipal cooperation and communication. | | | | |
| MC 1.1 | Continue to explore financially beneficial relationships with other governmental entities to share the cost of certain community services, such as Building Inspector/Code Enforcement. | M | Town | Local |
| MC 1.2 | Work with existing public safety officials to ensure enforcement of the Town's laws. | S | Town | Local |
| MC 1.3 | Identify easy methods to publicize Town events. | S | Town | Local |
| MC 1.4 | Work with adjacent communities on investigating opportunities to expand municipal telecommunications and utility infrastructure. | M | Town | NYS-SMSI |
| MC 2: Continue to provide a high quality of public services for the safety, comfort and pleasure of residents and business owners in the Town. | | | | |
| MC 2.1 | Pursue funding opportunities such as grants and develop additional mechanisms to provide financial support to the Town's mostly-volunteer fire departments. | O | Town | NYS-SMSI |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|---|------------|-------------------|-------------------------|
| MC 3: Provide public infrastructure, including water, sewer, and other resources and services, that meets the needs of current and future residents. | | | | |
| MC 3.1 | Investigate the need for sewers for existing development in the Town. | S | Town | Local |
| MC 3.2 | Investigate the need for public water provision for existing development in the Town. | S | Town | Local |
| MC 4: Provide public facilities that meet the needs of current and future Town residents. | | | | |
| MC 4.1 | Consider the adoption of a Capital Improvements Program (CIP). | M | Town | Local |
| MC 4.2 | Investigate developing or expanding an existing facility to provide a combined senior/community center. | L | Town | Local |
| MC 4.3 | Explore the development need for a transfer station and compost site at the closed landfill. | S | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|--|------------|-------------------|---|
| Recreational Resources Goals and Strategies | | | | |
| RR 1: Foster the development of a park and recreation system that meets the needs of current and future Town residents, providing them with top quality parks and facilities. | | | | |
| RR 1.1 | Consider the development of an Open Space and Recreation Plan to ensure that future parks are developed and programmed in a manner consistent with resident needs and desires. | M | Town | OPRHP – Parks Program NYS DOS-QC |
| RR 1.2 | Develop an inventory of vacant land for the purpose of identifying parcels appropriate for open space, recreation, or other needed community resources. | M | Town | Local |
| RR 1.3 | Conduct a Parks and Recreation Survey to gain better insight from park users of the types of resources and facilities needed. | S | Town | NYS Parks – Recreational Trails Program |
| RR 1.4 | Consider the development of a Recreational Trails Plan to identify methods to connect existing trails and new trails to create a viable hiking/biking network. | M | Town | NYS Parks – Recreational Trails Program |
| RR 1.5 | Ensure adequate funds and resources are provided to the Town's recreation department for staffing and programming. | O | Town | Local |
| RR 1.6 | Continue to support coordinated youth programs and activities between the Town, Village and School District. | O | Town | Local |
| RR 1.7 | Local governments should work with volunteer-organized youth sports leagues to ensure recreational facilities are adequate and meet local community needs. | S | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|------------------------------------|
| RR 2: Promote the Town's many water bodies and waterfront areas for recreational activities. | | | | |
| RR 2.1 | Explore the development of additional resources at the Town's various riverfront and lakefront areas. | S | Town | OPRHP – Parks Program NYSDOS-QC |
| RR 2.2 | Improve the Coeymans Landing Park with a larger picnic pavilion. Expand the park's opportunities for water activities, by allowing the use of canoes, kayaks, sailboats, and other water-based sports equipment. | M | Town | OPRHP – Parks Program |
| RR 3: Improve accessibility to the Town's various active parks and passive natural resource areas. | | | | |
| RR 3.1 | Develop a Park Maintenance Program to ensure that the Town's existing parks are well-maintained, appropriately site designed, and landscaped. Visibility of the Town's existing parks should be improved through signage placed appropriately at park entrances and along adjacent roadways. | M | Town | Local |
| RR 3.2 | Improve awareness of the parks through sponsoring special events, such as concerts and family days, at the Town's various parks including the Coeymans Riverfront, Coeymans Landing Park, and Joralemon Park. | S | Town | Local |
| RR 3.3 | Improve, enhance and publicize Joralemon Park as a year-round recreational facility. | M | Town | Local OPRHP – Parks Program |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|--------------------------|
| Transportation Goals and Strategies | | | | |
| T 1: Foster a safe and efficient transportation network throughout the Town. | | | | |
| T 1.1 | Work with developers on proposed projects to ensure that new roads are consistent with Town goals regarding connectivity, accessibility, and access management. | S/O | Town | Local |
| T 1.2 | Consider establishing a Traffic Safety Committee to address traffic complaints and also to prioritize future transportation projects based upon needs and available funding. | S/O | Town | Local |
| T 1.3 | Consider the development of driveway access design standards that could be adopted by the Town for implementation on future projects. | S | Town | NYSDOT-TEP NYSDOT-IAP |
| T 1.4 | Install edge line markings on roadways that currently lack them. | S | Town | Local |
| T 1.5 | Install appropriate traffic monitoring devices to discourage speeding on the Town's roadways. | M | Town | NYSDOT-TEP NYSDOT-IAP |
| T 1.6 | Identify appropriate locations and mechanisms for traffic calming, such as rumble strips, and landscaping enhancements to improve the visual character and also reduce traffic speeds. | S | Town | NYSDOT-TEP NYSDOT-IAP |
| T 1.7 | Consider performing a signal warrant analysis at intersections that generate a high volume of traffic and are currently controlled by "STOP" signs. | M | Town | NYSDOT-TEP NYSDOT-IAP |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|--|---|------------|-------------------|--|
| T 1.8 | Identify locations where school buses stop to pick up and drop off students and options to improve the bus stop area through safety measures, such as sidewalks, crosswalks, and bus signs. | S | Town | NYSDOT-TEP SAFETEA-LU (Safe Routes to School Program) |
| T 2: Enhance mobility and accessibility throughout the Town via improvements or new infrastructure designed to accommodate a variety of transportation modes. | | | | |
| T 2.1 | Investigate options to construct new sidewalks or improve existing sidewalks in densely developed areas of Town, possibly through the development of a Pedestrian Mobility Study. | S/O | Town | NYSDOS-QC NYSDOT-TEP |
| T 2.2 | Consider the development of a Recreational Trails Plan to identify the best methods to connect existing trails and develop new trails and greenways to create a viable hiking/biking network. | M | Town | NYSDOS-QC NYS Parks - Recreational Trails Program |
| T 2.3 | Update the Road Development Standards that incorporate designated, buffered trails for walkers and cyclists, or sidewalks, if appropriate. | M/O | Town | Local |
| T 2.4 | Investigate opportunities to develop new or enhance existing bicycle access lanes, possibly through the development of a Bicycle Mobility Study. | O | Town | Local NYSDOT-TEP Marchiselli Funds |
| T 2.5 | Where new roadways are proposed for construction, consideration should be given to design the roads to accommodate pedestrian and bicycle traffic. | O | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|----------------------|--|------------|-------------------|---|
| T 2.6 | Work with NYS Department of Transportation, and Albany County through the Capital District Transportation Committee (CDTC) to promote the reconstruction or improved maintenance of deteriorated County and State-owned roads in the Town of Coeymans. | M | Town/CDTC | Marchiselli Funds NYSDOT-TEP NYSDOT-IAP |
| T 2.7 | Work with the Capital District Transit Authority (CDTA) to expand public transit service in the Town, especially in the Hamlet and the Village. | L | Town/CDTA | NYSDOT TIP SAFETEA-LU |
| T 2.8 | Work with the Capital District Transit Authority (CDTA) to explore the concept of establishing a “Park and Ride” facility within the Town. | L | Town/CDTA | SAFETEA-LU |
| T 2.9 | Work with Capital District Transit Authority (CDTA) and other agencies to expand senior transportation service in order to provide better access to local and regional resources. | M | Town/CDTA | NYS Office for the Aging |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|---|--|------------|-------------------|-------------------------|
| Government Administration & Policies Goals and Strategies | | | | |
| GA 1: Promote government action and policies designed to protect the quality of life in Coeymans and the health, safety and welfare of the Town's residents. | | | | |
| GA 1.1 | Clarify and update the roles, duties and missions of both the Planning Board and Zoning Board of Appeals. | S/O | Town | Local |
| GA 1.2 | Continue local efforts to prevent the development of the proposed ANSWERS/City of Albany landfill. | S/O | Town | Local |
| GA 1.3 | Examine the Town's existing land use regulations and strengthen them to protect the Town from sprawl and promote "smart growth." | S/O | Town | NYPF NYSDOS-QC |
| GA 1.4 | Enforce local zoning and other land use policies to promote optimal land use development. Consider the adoption of Development Impact Fees to offset the cost associated with new roads and other infrastructure due to development. | S/O | Town | Local |
| GA 1.5 | Enforce the building code to ensure the structural integrity and safety of the Town's buildings. | M/O | Town | Local |
| GA 1.6 | Develop a multi-prong program to enhancing the Town's aesthetics. | M/O | Town | Local |

| Goals and Strategies | | Time Frame | Responsible Party | Possible Funding Source |
|----------------------|---|------------|-------------------|--|
| GA 1.7 | Enforce the Town's land use regulations to ensure the Town's substantial natural resources, including its water bodies, streams, wetlands, and groundwater sources are protected from potential pollutants and contamination. | S/O | Town | Local NYSDEC NYSOPRHP-EPF CW/CA |
| GA 1.8 | Consider the enactment of a Noise Ordinance. | S | Town | Local |
| GA 1.9 | Adopt a local Right-to-Farm Law to protect farmers from frivolous lawsuits regarding nearby residents' complaints of smells, sounds and normal activities related to farming operations. | S | Town | CCE GROW-NY NYSDAM |