

TOWN OF SCHODACK

RENSSELAER COUNTY, NEW YORK



COMPREHENSIVE PLAN

JANUARY 2011



Acknowledgments

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*Planning Advisory Committee

Planning Consultant



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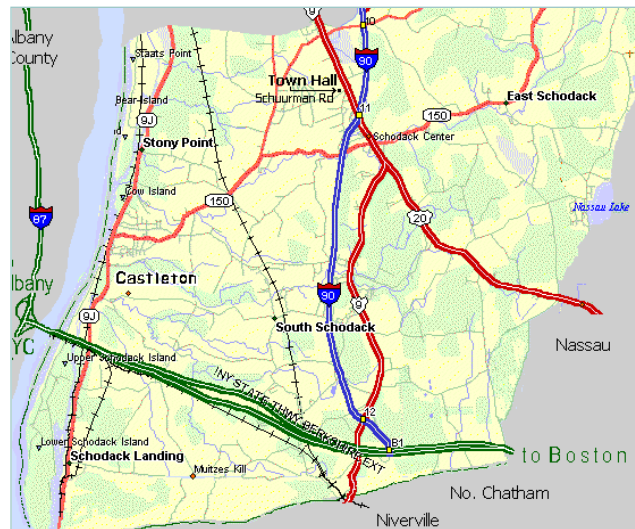
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I. INTRODUCTION

What is a Comprehensive Plan?

New York State law grants municipalities the authority to prepare and adopt comprehensive plans. Developed to identify goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth, and development of a community, New York State, as indicated in the following paragraph, has adopted a broad definition for comprehensive plan.

As defined in the state legislation, New York State Town Law Section 272-a, "town comprehensive plan" means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city.



Despite its form, as a tool of planning, a comprehensive plan provides 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 or amended land use regulations and all public capital improvements 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 the 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 many communities, the Town of Schodack must respond to changing conditions so that it may continue to be socially and economically sustainable. Remaining vital requires the development of a strategic, yet integrative vision: a vision that integrates the realities of changing economic conditions, the importance and value of finite resources, and the needs and desires of its residents.

Schodack's Comprehensive Plan and Guiding Principles

Beginning in 1971, with Raymond, Parish, and Pine Inc.'s Schodack Development Plan, and throughout the subsequent decades, there have been in many studies, commissions, committees, and reports authorized by the Town Board, which have addressed many aspects of planned development for the Town of Schodack. The Town believes that these documents collectively comprise the common law Comprehensive Plan under Section 212-a of the New York State Town Law in that they clearly set forth a consistent set of guiding principles. These guiding principles, which have consistently been articulated in dozens of plans for nearly four decades, have served to shape growth and development in the Town of Schodack.

Development of these plans--which consistently reflect this set of guiding principles --included considerable public input and participation in meetings, committees, and hearings. In addition to these principles and guidelines being consistently reflected throughout the Town's past documents, reports, and studies, these guiding principles have also clearly resonated consistently through Town actions, including decisions related to zoning implementation, local code adoption, and development.



In recent years, since the mid-1990's, several initiatives have been undertaken to further refine and clarify the Town's planned development objectives and needs. Public outreach conducted in support of these planning efforts has included hundreds of residents and community stakeholders actively participating through committee meetings, public meetings, and public hearings. The outcomes of these initiatives, and their resultant plans and studies, while developed under markedly different conditions from many of the previous plans and studies, have continued to consistently echo these past plans.

While at first it may seem remarkable that these guiding principles have remained so consistent over the past four decades, further consideration may provide insight into why this is the case. These guiding principles are simple, logical, and reflect the attitude of Schodack residents. In addition, there have been environmental and infrastructure limitations in the Town that have changed little over time. For instance, while Schodack has experienced increases in transportation infrastructure (such as the construction of I-90), the Town's limited water, and even more limited sewer infrastructure has restricted, to some extent, the Town's ability to grow.

These fundamental guiding principles that have so clearly resonated in four decades of plans, reports and studies completed for and by the Town, include the following:

1. Protect vital natural assets, particularly the water resources of the Town.
2. Cluster residential development along water and sewer infrastructure, both existing and yet to be developed.
3. In recognition of the historically rural nature of the Town of Schodack, protect and conserve open space and agricultural land as much as is reasonable and economically feasible.

4. Protect ecologically sensitive areas such as streams, wetlands, or steep slopes.
5. Encourage business growth around the I-90 exits and the Route 9 Corridor to build a strong tax base for public services and to provide appropriate retail and service business support for Town residents.

Vision Statement for the Town of Schodack

The Town of Schodack will continue to be a desirable place to live, work and recreate, offering an excellent quality of life for residents and visitors. The Town will encourage and manage its growth to preserve its historic, cultural and natural resources for this and future generations. Schodack will retain its “small-town feel” by encouraging the preservation of prime farmland and agriculture, the key components to preserving rural character and natural landscapes which are so valued by many residents. Sensitive natural resources such as steep slopes, wetlands, lakes, rivers, and streams will be protected and forested areas and other natural resources will be managed sustainably. The Hudson River waterfront will provide public access for a variety of outdoor recreational activities as well as business enterprises.

The Town will continue to value the importance of history and the protection of historically important structures to maintain the Town’s unique identity, particularly in the Village of Castleton, and the hamlets of Schodack Landing and Muitzeskill. The preservation of historic hamlets and neighborhoods will be encouraged and a broad range of housing opportunities will be made available in areas where expansion of infrastructure is appropriate.

The Town of Schodack will strive for a mixture of residential and commercial development, encouraging mixed-use walk-able development in and around the hamlets and the Village of Castleton. Commercial development along existing commercial corridors will also be encouraged. The Town will continue to take advantage of existing infrastructure and encourage redevelopment of previously developed buildings and areas. An appropriate mix of residential and commercial development will provide a variety of necessary goods, services, entertainment venues, and attractions for local and regional patrons.

The transportation network will continue to address the needs and safety of vehicular, pedestrian and bicycle travel alike. The Route 9 corridor will continue to be the commercial backbone of the community, containing a diverse mix of business and industry, providing services and local employment opportunities, while helping to keep property taxes reasonable for Town residents.

Proactive planning, design standards, and infrastructure development throughout the Town will assist in attracting businesses to ensure that residents continue to enjoy small-town qualities that make Schodack unique. Schodack will strive to preserve and enhance the Town’s many assets while providing the necessary amenities and services to existing and new residents, businesses and visitors now and into the future.

Methodology for Developing Schodack’s Comprehensive Plan Summary

To ensure that all the information compiled and ideas and strategies formulated over the years are clearly documented and incorporated into this Comprehensive Plan Summary, a close review of each of these

documents was conducted. A listing of these documents, complete with brief summaries, is included in Section VI. As part of this multi-purpose effort, special attention was given to:

1. Identifying information relevant to creating an existing conditions summary of the Town;
2. Highlighting key issues raised in each of the studies; and
3. Extrapolating the recommended goals, objectives, and strategies for adoption by the Town.

In addition, Demographic and Economic Profiles of Schodack were developed. Through the use of data from the U.S. Census Bureau as well as from ESRI Business Information Solutions, a profile of residents' socio-demographic characteristics such as population, age distribution, and household composition was developed. The Economic Profile included information on the industry, occupation, and labor force participation rates of Schodack residents. To ensure the relevance of the data included, an effort was made to identify growth trends occurring within the Town, such as changes in population and employment, which may have long-term impacts on the community.



Following the dissemination and collection of informational surveys, a series of phone and in person interviews were conducted with identified stakeholders. This group included Town municipal employees, State government agency representatives, regional agency representatives, and locally elected officials. The purpose behind these interviews was to gather information to supplement existing data sources and to provide further context to identified key issues. The information gathered through these stakeholder surveys and interviews has been incorporated into the Existing Conditions “snapshots” in Section IV. The final activity conducted as part of this planning effort was the development of a series of Geographical Information Systems (GIS) maps. At the Town’s request, the Rensselaer County Bureau of Research and Information Systems developed a series of maps to provide a composite overview of the Town’s environmental characteristics and existing development patterns. These maps, which include (1) Zoning Districts; (2) Land Use (2007); (3) Community Resources; (4) Aerial Map; (5) Water Resources; (6) Agricultural Resources; (7) Soils; (8) Bedrock Geology; (9) Surficial Geology; and (10) Topography. Fraser and Associates, at the Town’s request, provided a map depicting the Town’s complete water storage and supply infrastructure. These maps are located in Section VI.

II. GUIDING PRINCIPLES

Preface to the Schodack Comprehensive Plan Guiding Principles

Comprehensive Plans, created to guide a community's ongoing development, are often characterized as "living documents." Nowhere is this more true and apt a description than in the Town of Schodack, in describing this document.

This Comprehensive Plan was extrapolated from the past 50 year's history of planning, zoning, and development activity in the Town of Schodack. Over these five decades, numerous plans and studies were developed to address both general community growth issues and specific project related impacts. Collectively, extensive public outreach was conducted to both inform and advance these planning efforts. Public meetings were held, opinion surveys were circulated, resident committee groups were formed, and ideas and goals were discussed broadly and in depth.

This Comprehensive Plan replaces the Town's prior Comprehensive Plan, completed in 1961, which consisted of a deeply detailed set of Plans, Reports, Codes, and Studies. Consistent with the practice of the day, the 1961 plan was written with an eye on minutiae, identifying many goals related to blight clearance and urban renewal, federal level, "top down" policies that, while embraced by the national planning community at the time, were eventually rendered obsolete. Although an extensive public outreach effort was conducted over a multi-year planning process and at great Town expense, many of the Plan's goals and strategies arguably reflected more the accepted top down planning practices, rather than the core quality of life tenets held by Schodack residents.



In contrast, by focusing on the Town of Schodack's existing and past plans and studies, this planning effort provides a much more community-specific view of the Town. It is firmly based on what exists, or does not exist, in Schodack, the vision, principles, and goals presented herein are reflective only of Schodack, and are thus, unique to the Town. Many of the prior planning documents were purpose driven and others were generalized studies. Notwithstanding the differences among their purposes, at the core of the majority of these documents is a deeply held set of values and principles which have been the guiding force behind development in this Town over this entire period of time. Interestingly, the more specific the recommendations for change, the less likely they were to have been implemented. Yet the enduring values and principles persisted across the studies and time.

In the interest of making the Comprehensive Plan more readable and understandable to all of the people of Schodack, the Town Board authorized the Planning Board to contract with a consulting firm with considerable planning experience to synthesize all of the historical documents into a simple Plan that could be adopted, used to oversee Town government work, and be a single source for future update and modification.

The Planning Board had the consultants summarize the recommendations of the 19 most significant documents and present them in all of their detail. As one might predict, with more than 250 recommendations presented over the course of 50 years, many were out of date, no longer relevant, some were conflicting, and others had already been implemented. And some remain unaddressed.

Rather than try to synthesize all of this information into the framework as it was originally presented, the Planning Board decided that it was best to use the principles and values consistently reflected throughout the reports, and enduring over time, as a backbone for this version of the Town's Comprehensive Plan. It was also decided that the plan would be written as a directive generally to the Town Government, offering guidance and direction on how to proceed while not prescribing specific implementation details. It is not directed at developers, landowners, or homeowners. Finally it was deliberately decided not to make the recommendations so specific as to engender disputes and divisiveness – the more specific particularly implementation recommendations become as to what one can or cannot do, the more the Plan becomes a source of debate and argument rather than one of action and direction.



Comprehensive Plan Guiding Principles

Guiding Principle 1: In recognition of the historically rural nature of Schodack, protect and conserve open space and agricultural land as much as s reasonable and economically feasible.

- A. A variety of planning and development techniques should be used by the Town to protect and conserve open space and agricultural land and to continue to promote and preserve the rural nature of Schodack. These include, but are not limited to:
- High density cluster development coupled with restricted use open space set asides for historic, recreational, agri-business, or leisure use.
 - The use of natural tree and other vegetation growth areas as buffer zones between roadways and development projects and along streams and wetlands.
 - Collaborative efforts between the Town and agri-business interests to promote the continued acceptance of agri-business in the community, and economic support which helps to sustain their economic viability.
 - Participation in New York State's Purchase of Development Rights (PDR) program for the preservation of agricultural lands.
 - Partner with Rensselaer County to identify lands eligible for the Purchase of Development Rights (PDR) Program in compliance with *Keep it Growing!*, the agricultural and farmland protection plan for Rensselaer County.
- B. Consistent with the historical rural character of Schodack, residential developments should be structured to create small communities or hamlets which can be integrated with open space conservation efforts and with recreational and leisure use features which promote community or hamlet life.
- C. Development projects should take into consideration, the maintenance, and preservation of the natural vistas and scenic landscapes that are reflective of the Town's rural nature.
- D. To protect ecologically sensitive areas such as streams, wetlands and steep slopes, and to avoid the consequences of extraordinary and damaging environmental and weather related events, all development projects must conform to Federal and State environmental laws and regulations to minimize their impact on these ecological features, in accordance with MS4 and SWPPP requirements.

Guiding Principle 2: Promote quality of life assets in the Town which are consistent with the rural nature of the Town and which maximize use of its natural resource features, assets, and history.

- A. The Town should establish a Recreation Plan that includes a system of parks and other recreational amenities that satisfy the public's need and demand for these assets, while also protecting and utilizing the natural environment.
- B. Collaborative efforts should be undertaken between the Town, the Village of Castleton, the County of Rensselaer and the State of New York, to promote the recreational and leisure time use of assets along the Hudson River, especially the State Park at Schodack Island.
- C. Major residential development sponsors+ should be routinely asked to consider inclusion of a variety of recreational and leisure time uses coupled with open space preservation – including but not limited to sidewalks, “mini parks,” bike and hiking paths, etc.
- D. Any development project proposed in the immediate proximity of the Town's unique historical assets (sites, buildings, or natural features) should be asked to make every reasonable effort to assure that these assets are protected and that the characteristics of the proposed development are consistent with that of the historical asset. A detailed inventory of the Town's historic resources and sites should be created and should be maintained by the Town Historian. The Planning Board should refer all future development projects to the Town Historian to ensure the protection of the Town's historic resources and the surrounding character is not negatively impacted by future development.
- E. While there is no one architectural standard or style which is consistent throughout the Town, the Town should pursue with developers, the design of all development projects to promote a reasonable aesthetic harmony with the characteristics and nature of the surrounding area.
- F. The Town should ensure that all projects affecting transportation protect the public's safety and, to the extent reasonable, provide a family friendly environment, quiet and safe residential neighborhoods, and easy, safe access to public transportation and major highways.

Guiding Principle 3: Protect vital natural assets, particularly the water resources of the Town.

- A. The Town should carefully examine every proposed new development or building project for its compliance with Federal, State, and County environmental and health requirements to assure that there could be no negative impacts on the quality of any public water supplies.
- B. Accepted and proven engineering principles must be applied to all projects to assure that ample long-term protection of the aquifer is in place.
- C. In particular, public water supply wellhead areas should be rigorously protected and systems developed to monitor water quality and supply from these major sources of public water.
- D. Over time, the Town should develop comprehensive, integrated water, wastewater, and storm water systems which assure both adequate public services and protect the environment, particularly the aquifer.
- E. The Town should begin recording all water, waste water, and storm water systems in the Office of the Town Clerk, and should begin to map all of these systems so that Town officials, engineering consultants, developers, and builders become aware of the existing systems and work with the Town to facilitate a comprehensive and integrated system.
- F. Integrated systems should be promoted which allow for adequate supply, redundancy, and back up to assure that the public's needs and environmental requirements are met.
- G. The clustering of development around water, wastewater, and storm water systems should be considered as a way to minimize the impact of development on the aquifer recharge areas, as well as on other vital natural assets in the town.
- H. In the absence of integrated systems, wastewater package treatment plants should be considered for development projects which are directly over the recharge area especially along the Route 9 Corridor. Similarly, other innovative engineering techniques should be rigorously explored and if appropriate implemented so as to protect water resources.
- I. Collaborative efforts for joint water, wastewater, and storm water management systems should be pursued by the Town with the County of Rensselaer, the Town of East Greenbush, and the Villages of Castleton and Nassau.
- J. The Town should work toward an Intermunicipal Watershed Management Organization with the nearby Towns of North Greenbush, East Greenbush and Kinderhook, the Villages of Castleton and

Nassau, and Rensselaer and Columbia Counties, all of which share responsibility for protection of the aquifer and the streams and other natural bodies of water which flow through the aquifer or are in the Town. The objective can be accomplished under the guise of a stormwater program, at least for watersheds in urbanized areas, due to the Environmental Conservation Department's push for inter-municipal watershed agreements through the MS4 Stormwater program.

- K. Since not all areas of the aquifer are equally effective at water production, collaborative efforts with the County of Rensselaer should be undertaken to map all well sites so as to better define the parameters of the aquifer and its water production areas.

Guiding Principle 4: Encourage and target business growth to build a strong tax base for public services and to provide appropriate retail and service businesses for Town residents.

- A. Business growth should be targeted to areas that already exhibit this type of development characteristic. These include the Exits of Interstate 90, the US Route 9 Corridor from exits 10 to 12, the industrial area just north of Castleton on Route 9J, and the US Route 20 Corridor from Exit 11 to the Village of Nassau.
- B. Consideration should be given to business types which reflect both the needs of citizens and the economic assets of the area. For example, to the extent that there are major residential areas in close proximity to the commercial areas, the businesses therein should reflect retail and service needs. To the extent that the economic assets of the area are characterized by their proximity to major transportation routes and offer no disruption to major existing residential areas, larger scale business operations that are regional or interstate in nature could be considered. In all cases, all health, safety, and environmental standards must be followed regardless of the business type.
- C. Collaborative efforts should be established between the Town, the County of Rensselaer, and the State of New York to promote the best possible economic use of Schodack commercial assets, while taking into consideration the needs of citizens and the interests set forth in this Comprehensive Plan regarding the rural, historical, and agricultural interests of the Town.

Guiding Principle 5: **The Town of Schodack must carefully implement its Comprehensive Plan and do so in recognition that change has taken place slowly in the Town over the past 50 years, that the values and guiding principles set forth in this plan have been enduring, and that economic forces beyond Schodack's control will determine the pace of development.**

- A. The Town should use the current zoning code and rezoning processes authorized under local law to make changes to land use laws based upon realistic circumstances and solid information. The current Zoning Code permits zoning changes, but if development does not occur as planned, the code requires reversion to the previous use standards. Thus, use changes become a function of conformity to standards, and actual implementation of change. This assures residents of a gradual, but certain process of change.
- B. The Town should view this Comprehensive Plan as a living document and as such should be prepared to change it or add to it as circumstances in the Town require. A Standing Committee should be established by the Town to review the Plan at least annually, and modifications should be proposed at least every five years to assure its continued relevancy.

III. COMMUNITY PROFILE

Community Setting

The Town of Schodack, at 63 square miles, is the largest municipality in Rensselaer County. With a population of 12,500, the Town is also among the county's most populated communities. Bordered on the north by the Towns of East Greenbush and Sand Lake, on the east by the Town of Nassau and on the south by Columbia County, the Town's western boundary is delineated by the Hudson River. Further east are the Berkshire Mountains and western Massachusetts.

With its rural character and convenient location, many residents regard the Town of Schodack, as the town slogan suggests, as "...a good place to live." Schodack is part of the New York's Capital Region, defined as the four county area of Albany, Rensselaer, Schenectady, and Saratoga Counties. Many Town residents work in the City of Albany, New York State's capital, which is only a 20-minute trip by auto or bus.

The Village of Castleton-on-Hudson, with a population of approximately 1,600, is the only incorporated municipality located entirely within Schodack. A small western portion of the Village of Nassau on the Town's eastern border also falls within the town.

Community History

Settled by the Dutch soon after Henry Hudson's 1609 Hudson River exploration, the Town of Schodack has a rich history. Before the Dutch settled in the area, the Mohican Native American tribe farmed and hunted the land. The Town celebrated its Bicentennial in 1995. The hamlet of Schodack Landing, an early center of river trade, continues to house many historic homes and sites.

Municipal Services

The Town of Schodack's charter provides for a Town Board of five members, elected at large. The presiding officer is the Town Supervisor, who also directs operations of the Police, Highway, Building, and Tax departments. The Town Board's responsibilities include the budget and the general welfare of the town, with the Board responsible for appointing members of the Planning and Zoning Boards. The Supervisor is responsible for supervising the daily operations of the town and also presides over meetings, public hearings, and public information sessions.



Recently, pursuant to Town Law Section 63, the Town Supervisor has appointed Town Board Members as liaisons to key departments to enhance Town operations and make local government more open. With this action, Board Members functions as liaisons to the Highway Department, Police Department, Transfer Station and Recycling, and Water/Sewer and Parks.

The Town's various departments employ about 60 people. Each department head reports to the Town Supervisor. Staffed Town departments include the Assessor, Building Inspector/Code Enforcement Officer, Planning & Zoning Department, Comptroller, Town Justice, Highway, Town Historian, Police, Receiver of Taxes, Sewer & Water, Town Clerk, Transfer/Recycling, and Youth & Recreation Services.

Demographic Profile

Population Trends: The Town of Schodack's population has grown slowly but steadily since 1980. Projected to continue through 2012, this trend is similar to the growth pattern forecasted for New York State for the same time period. In comparison to Schodack, Rensselaer County's population growth has been inconsistent, with growth occurring between 1980 and 1990, followed by a population decrease over the next decade, and slow growth projected for 2000-2012.

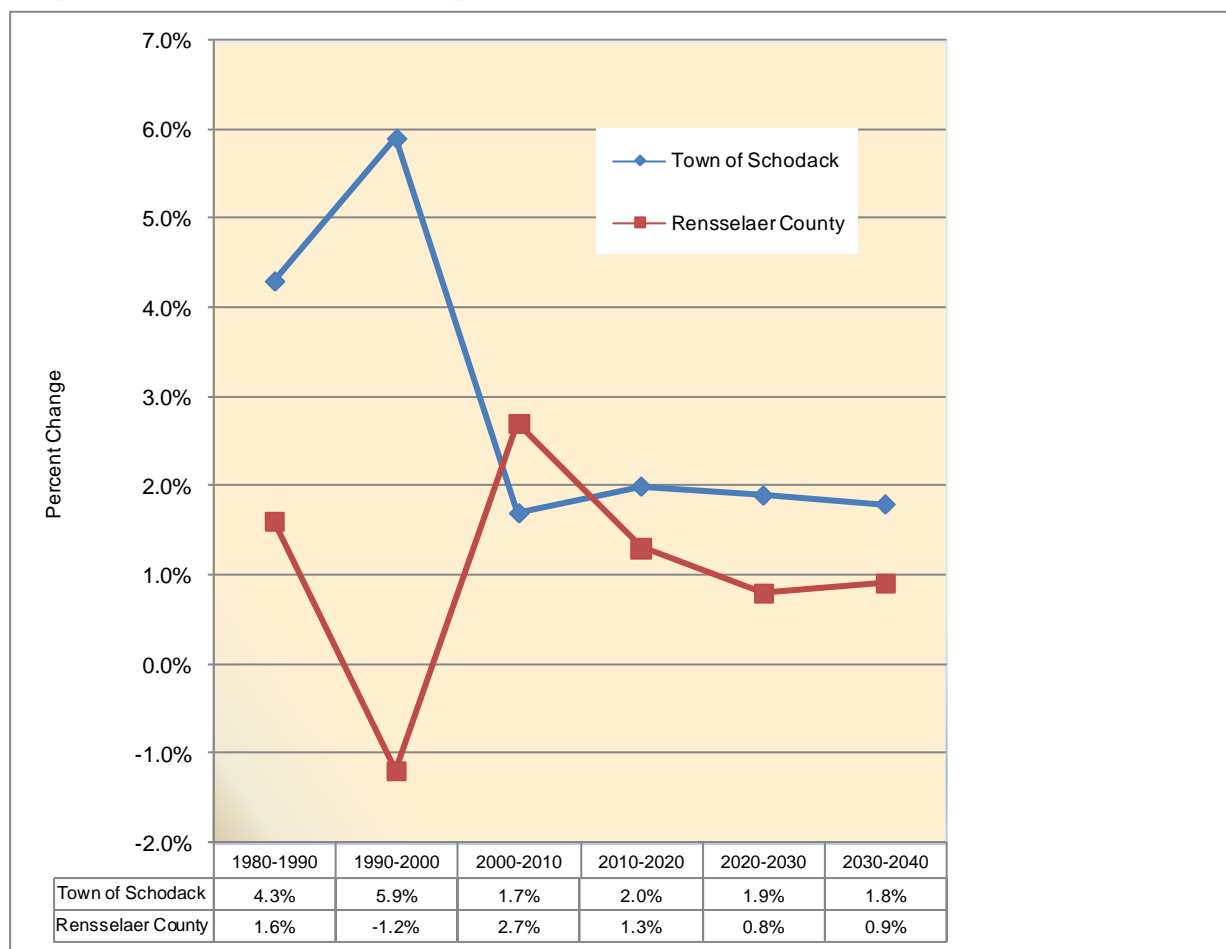
According to 2000 U.S. Census data, the population for the Town of Schodack was 12,536, an increase of 5.9% from 1990. Rensselaer County's population declined over the same time period by 1.2% while New York State's population grew by 5.5%.

Longer-range data from the Capital District Regional Planning Commission (CDRPC) projects slow growth for both the Town of Schodack and Rensselaer County through 2040. The greatest population change in Schodack is forecasted to occur between 2010 and 2020, with a modest 2.0% increase in population. Rensselaer County, while projected to have the highest growth rate, will still experience a modest 2.7% increase.

Table 1: Population and Projections

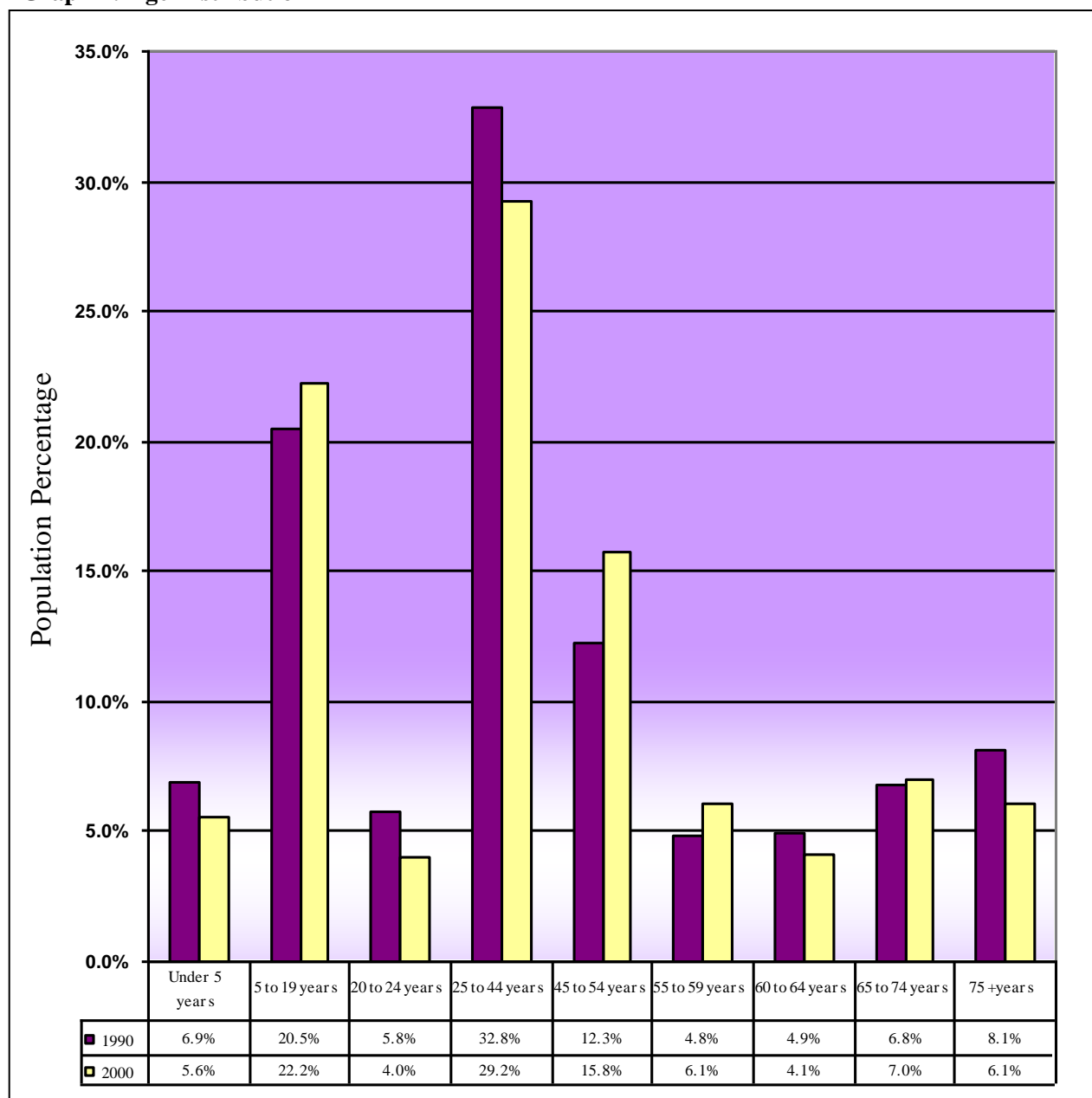
	1980	1990	2000	2007	2012	1990-2000 Annual Rate	2007-2012 Annual Rate
Town of Schodack	11,345	11,833	12,536	12,944	13,246	0.6%	0.5%
Rensselaer County	151,966	154,429	152,538	157,681	161,658	-0.1%	0.5%
New York State	17,558,165	17,990,455	18,976,457	19,532,703	19,953,521	5.5%	2.2%

Source: U.S. Bureau of the Census, 2000 Census Population, and Housing ESRI forecasts for 2007.

Graph 1: Historic and Projected Population Change

Source: U.S. Census Bureau and Capital District Regional Planning Commission.

Age Distribution: Like population trends, age cohort trends are an important component contributing to a community's potential growth and development options. Age distribution plays a major role in determining what services and resources a community may require now and into the future. Regarded as a family-friendly residential community, it appears that families with children make up the majority of the population in Schodack since children aged 19 and under represent 27.8% of the population while adults aged 25 to 44 years comprise 29.2%. The third most populous age group, those residents between 45 and 59 years of age, partially reflects the nationally visible "baby-boomer" cohort. Looking across the 60 to 75+ range reveals that the slight increase in population of residents aged 65 to 74 years is offset by decreases in the other two categories within that range, resulting in a 2.6% decrease in retirement age population for the Town of Schodack.

Graph 2: Age Distribution

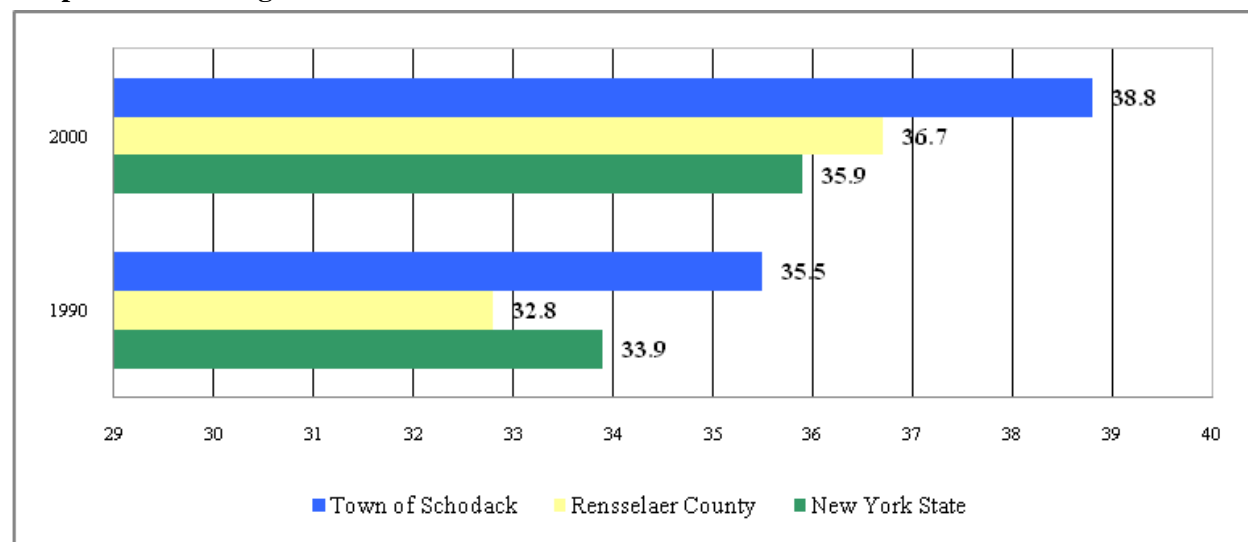
Source: U.S. Census of Population and Housing.

As Graph 2 shows, in Schodack, the change occurring within each age group between 1990 and 2000 was minimal. The group showing the greatest negative change from 1990 to 2000 is the population between 25 to 44 years old which registers a 3.6% decrease. The population aged 45 to 59 (the “baby boomers” as noted earlier) experienced the greatest numeric increase. The slight decrease (1.8%) in the 20 to 24 year old category between the censuses may reflect a higher instance of young adults leaving the community temporarily to attend college. The decline could also be attributed to the lack of housing opportunities for young adults who do not wish to live with their parents. The substantial lack of rental housing provides little opportunity for locally raised young adults to live independently in the community. All other age categories experienced less than a 2% change between 1990 and 2000.

Table 2: Population by Age

Age	Schodack		Rensselaer County		New York State	
	Total	%	Total	%	Total	%
Under 5 years	703	5.6%	9,272	6.1%	1,239,417	6.5%
5 to 9 years	957	7.6%	10,360	6.8%	1,351,857	7.1%
10 to 14 years	1,034	8.2%	11,020	7.2%	1,332,433	7.0%
15 to 19 years	794	6.3%	11,611	7.6%	1,287,544	6.8%
20 to 24 years	506	4.0%	10,157	6.7%	1,244,309	6.6%
25 to 29 years	604	4.8%	9,222	6.0%	1,304,725	6.9%
30 to 34 years	860	6.9%	10,487	6.9%	1,452,599	7.7%
35 to 39 years	1,058	8.4%	12,213	8.0%	1,566,083	8.3%
40 to 44 years	1,143	9.1%	12,494	8.2%	1,508,215	7.9%
45 to 49 years	1,027	8.2%	11,332	7.4%	1,341,138	7.1%
50 to 54 years	947	7.6%	10,324	6.8%	1,211,798	6.4%
55 to 59 years	762	6.1%	7,525	4.9%	932,008	4.9%
60 to 64 years	509	4.1%	5,839	3.8%	755,979	4.0%
65 to 69 years	460	3.7%	5,411	3.5%	657,600	3.5%
70 to 74 years	411	3.3%	5,174	3.4%	618,446	3.3%
75 to 79 years	335	2.7%	4,411	2.9%	514,132	2.7%
80 to 84 years	219	1.7%	3,069	2.0%	346,686	1.8%
85 years & over	207	1.7%	2,617	1.7%	311,488	1.6%
Total:	12,536	100%	152,538	100%	18,976,457	100%

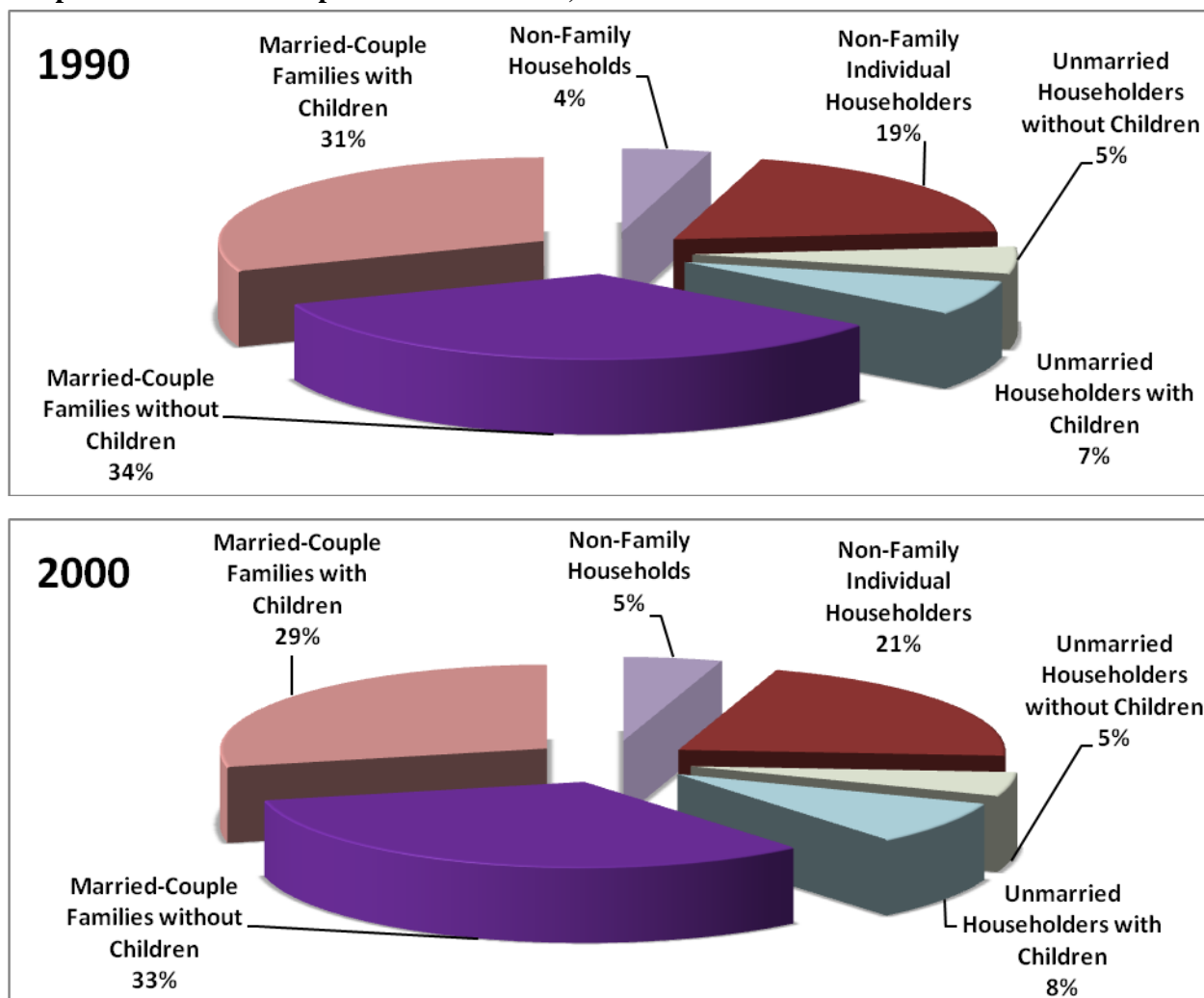
Source: U.S. Census of Population and Housing 2000, percentages may not add up due to rounding.

Graph 3: Median Age

Source: U.S. Population and Housing 2000.

Household Composition: The two graphs that follow depict the changing household composition in the Town of Schodack in the past couple of decades. The percentage of households consisting of nuclear families, that is, married couples with children under the age of 18 has fallen from 31% in 1990 to 29% in 2000. Married couples without children have remained relatively constant. Growing household segments in the Town include one person households, unmarried householders with children under the age of 18, and unrelated individuals living together in “non-family households.”

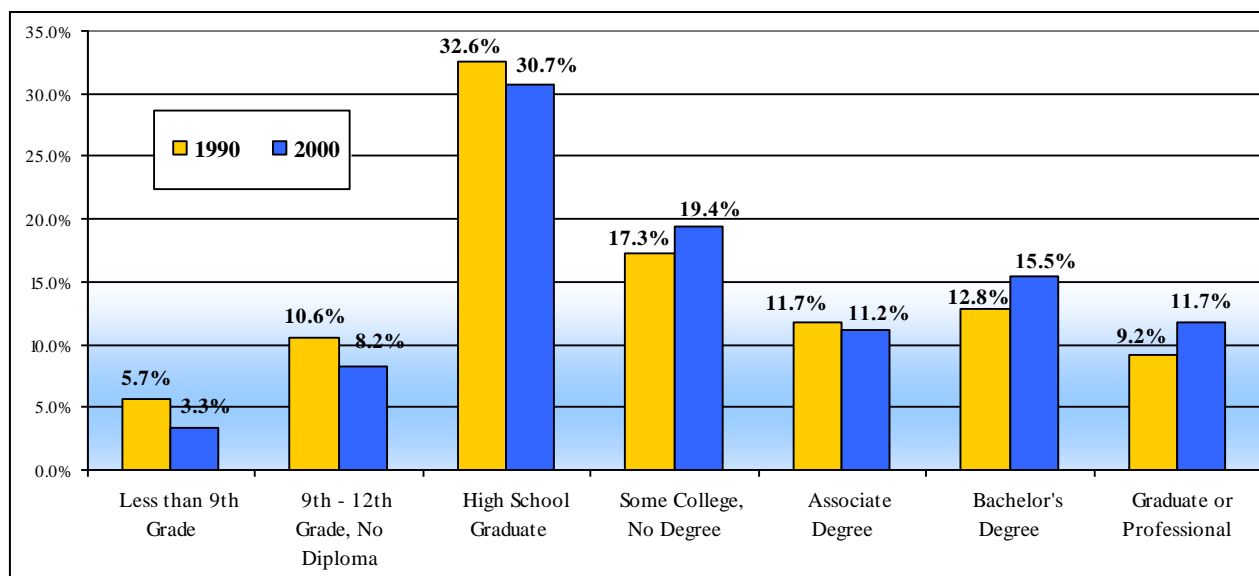
Graph 4: Household Composition in Schodack, 1990 and 2000



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

Education: The success of a community's schools contributes to that community's overall quality of life. National trends indicate that more and more individuals are attaining higher levels of education, while the number having a high school education or less has been steadily decreasing. The Town of Schodack's education attainment reflects this national trend, since the group with less than a 9th grade education dropped by nearly half (42.1%) in 2000 as compared to 1990, while the group who did not earn a high school diploma or equivalent dropped by nearly a quarter (22.6%) over the same time period.

Graph 5: Education Attainment



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

It is important to note when examining Graph 5 that each percentage point represents the highest level of education that particular group within the town's total population attained. Thus, while the category of Schodack residents who hold a high school diploma dropped by 4.8 percentage points in 2000 as compared to 1990, the categories of residents who attended college for a time, obtained a bachelor's degree, or earned a graduate or professional degree increased by a total of 6.8 percentage points.

Economic Profile

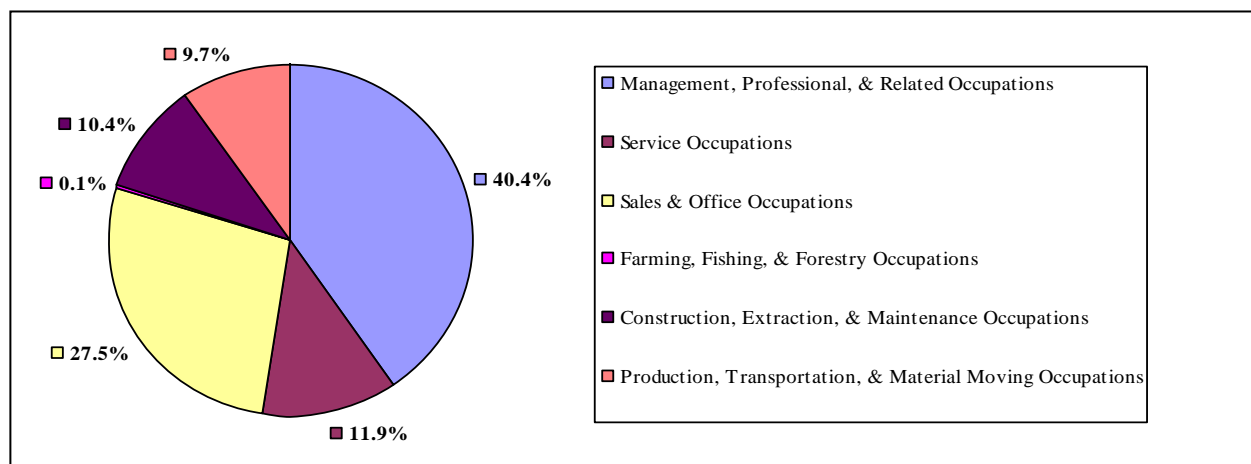
Employment and Occupations: It is well known that jobs contribute greatly to the economic vitality and stability of a community. According to the census data for 2000, over half of Schodack's total of 12,536 residents 16 years or older were employed in the industries shown in Table 3. The educational, health, and social services industry employs one-fourth of the Town's working residents. The public administration industry also attracts significant numbers of Schodack residents.

Table 3: Employment by Industry

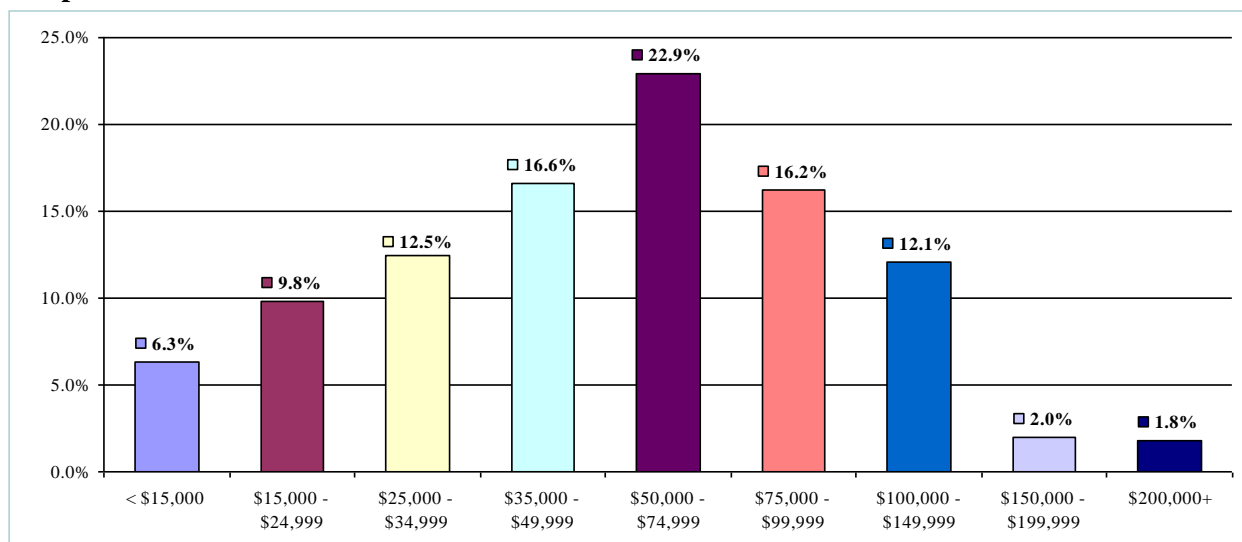
Industry	Number	Percentage
Agriculture/Forestry/Fishing/Hunting/Mining	85	1.3%
Construction	525	7.9%
Manufacturing	429	6.5%
Wholesale Trade	190	2.9%
Retail Trade	601	9.1%
Transportation/Warehousing/Utilities	339	5.1%
Information	137	2.1%
Finance/Insurance/Real Estate/Rental/Leasing	505	7.6%
Professional/Scientific/Mgmt/Admin/Waste Mgmt Services	566	8.6%
Educational/Health/Social Services	1,657	25.0%
Arts/Entertainment/Recreation/Accommodation/Food Services	331	5.0%
Other Services	308	4.7%
Public Administration	946	14.3%
Total	6619	100.0%

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

Industry describes the employer's type of business while occupation describes the type of work actually performed by a person. Over forty percent of Schodack's employed workers are employed in the management, professional and other related occupations which include legal and education professionals, healthcare practitioners, computer activities, civil and mechanical engineers, social workers and scientists.

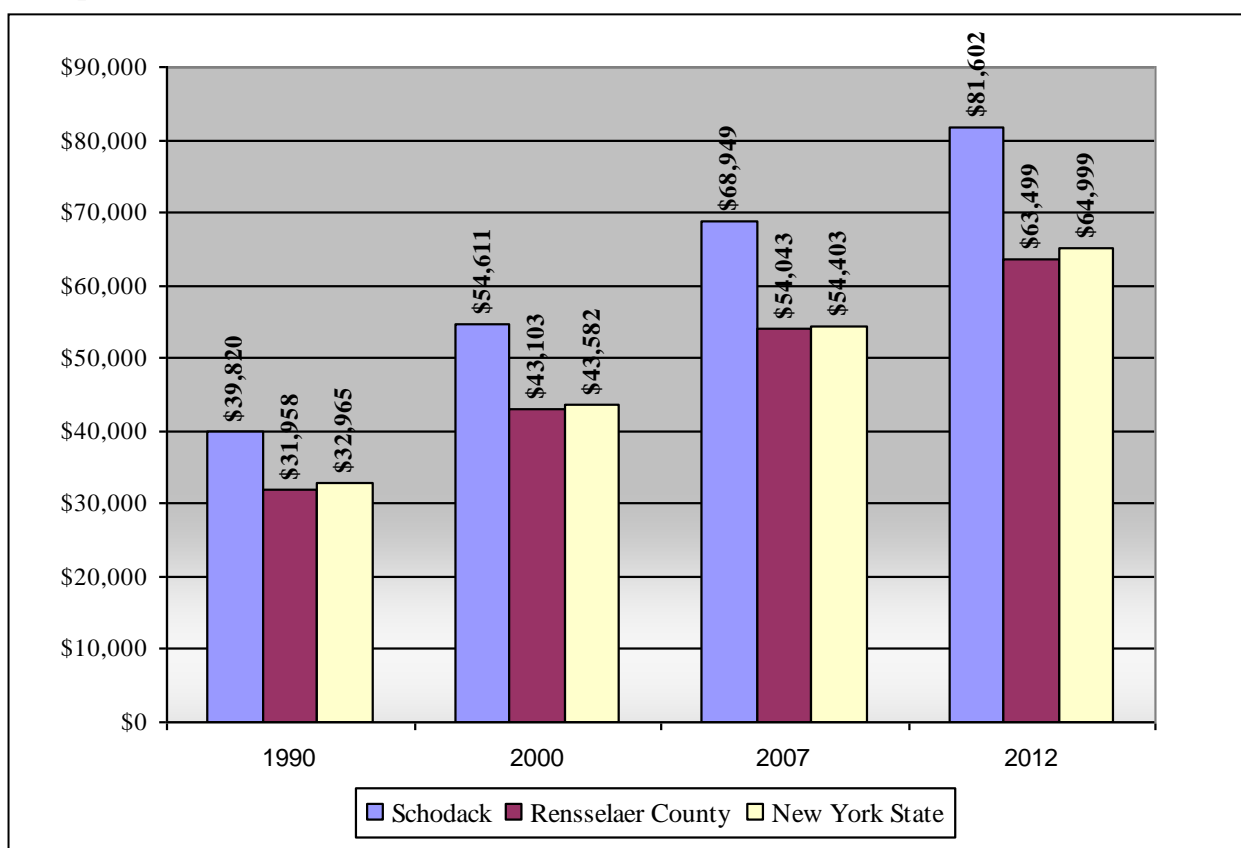
Graph 6: Jobs by Occupation

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

Graph 7: Household Income Distribution


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

Household Income: In 2000, more than half of Schodack households (55.7%) earned between \$35,000 and \$99,999 while over a quarter of the households (28.6%) earned less than \$35,000. The percentage of households that earned \$100,000 or more stood at 15.9%.

Graph 8: Median Household Income


Source: ESRI Business Information Solutions, Inc.

Comparing the median income levels for the Town, Rensselaer County, and New York State from census data in 1990 and 2000 demonstrates that Schodack's median income is considerably higher than both the county and the state. The Town's household median income was nearly 20% higher than that of Rensselaer County in 1990, and by 2000 the disparity had increased to 21%.

Looking beyond the census data, the projected data for 2007 and 2012 as shown in Graph 8, illustrates the continuing trend of higher household median income for the Town of Schodack when compared to Rensselaer County and New York State. For 2007 the Town's median income is projected to have climbed to a 27.6% difference between the County and a 21.6% difference between the State while in 2012 the gap between Schodack and the County widens slightly to 28.5% and shrinks slightly to 20.8% between Schodack and New York State.

IV. EXISTING CONDITIONS

Land Use

Planning and Zoning Department: The Planning and Zoning Department and the Planning Board are the first ones to review most development applications. The Planning Board acts within the limits of the Zoning Law, determining whether an application (for development, auxiliary building, commercial conversion, or any other proposal) conforms to the Zoning Law. If a proposal does not conform to the Town's Zoning Law (originally adopted in 1971), the matter goes before the Zoning Board of Appeals. The Zoning Board of Appeals is the body that considers and decides on requests for variances.

The Planning Board consists of seven members, while the Zoning Board of Appeals consists of five members. Planning and Zoning staff includes a Director of Planning and Zoning, a secretary, and a part-time attorney.

Existing Land Use Patterns: Existing land use patterns represent a snapshot of the current pattern of development in the Town of Schodack. Land use patterns are a result of historic settlement characteristics coupled with modern building codes, zoning laws, and subdivision regulations.

Section VI includes several maps of the Town developed using Geographical Information Systems (GIS). The Land Use Map depicts land use classifications based on the New York State Real Property System from March 2007. The major land use categories identified for Schodack include the following:

- **Agricultural** – Property used as part of an operating farm that does not have living accommodations and is used for the production of crops and/or raising of livestock. The Town, historically a rural farming community, continues to have a substantial amount of its land used for agricultural purposes. This is especially true in the western half of the Town, west of Interstate 90. The northeast quadrant, to the north and east of the Nassau Lake, also houses significantly sized parcels in agricultural use. Approximately 12,290 acres are classified as agricultural lands, comprising 22.9% of the Town's land area.
- **Residential** – Property of varying sizes, used for residential purposes, including rental agricultural property that has a house on large acreage. Residential lands are distributed throughout the Town, with the densest housing areas clustered near the Village of Castleton, near Nassau Lake, and subdivisions through the center of Town and in the northern-central area, off NYS Route 9 & 20 (Columbia Turnpike). Approximately 19,420 acres are used as residential land uses, covering 36.2% of the land area.



- Vacant Land** – Property that is not in current use or is only temporarily used, and may also be lacking any permanent improvements. Vacant lands, including forest cover, former farmland, and undeveloped lands adjacent to developed residential areas, are located throughout the Town. Approximately 16,850 acres are classified as vacant in Schodack. This totals approximately 31.4% of the Town’s land area.
- Commercial** – Property used for hotels, restaurants, automobile services, storage, retail, banks, offices, funeral homes, etc. Aside from several discrete parcels located in various areas of Schodack, most of the Town’s commercial properties are located either on or off of the Town’s major roadways, e.g., Route 9 and Route 20, and to a lesser extent, Miller Road in the vicinity of I-90. Approximately 1,184 acres are classified as commercial properties, comprising 2.2% of the Town.
- Recreation and Entertainment** – Property used for recreation, theaters, racetracks, bowling centers, health spas, beaches, campgrounds, etc. The Town houses several large sized parcels designated for recreation or entertainment. These properties include the Pheasant Hollow Golf Course and the Evergreen Golf Course, as well as the Village of Castleton-owned Schermerhorn Park. The amount of land in Schodack dedicated to these uses is 1,067 acres, or 2.0% of the land area.
- 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. Lands dedicated to community services are located throughout the Town, but are predominantly located in the northern half of the Town, closer to the more developed residential neighborhoods. These uses include churches, schools, cemeteries, conference centers, and the transfer station. More than 384 acres in Schodack are used for community services, equaling approximately 0.7% of the land area.
- Industrial** – Property used for the production and fabrication of durable and non-durable goods, mining, quarrying, etc. About a dozen industrial land uses exist within Schodack, with the largest properties located along the Hudson River waterfront north of Castleton, east of the I-90/NYS 9/20 interchange, and on Poyneer Road, south of NYS 150. These properties include Hamilton Industrial Corp. Manufacturing facility, Ebel Corrugated Box manufacturing, and active and inactive quarry sites. About 140 acres in the Town are classified as industrial or 0.3%.
- Public 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. About 2,066 acres in Schodack are used for public services purposes, totaling approximately 3.9% of the land area.



- **Wild, Forested, Conservation Lands, and Public Parks** - Includes State, Federal and privately owned forest lands, reforested lands, and preserves; Town, County, and State public parkland; and private hunting and fishing clubs. About 215 acres in the Town are classified under this land use category, comprising 0.4% of the land area. The portion of Schodack Island State Park, which lies within the Town of Schodack, is included in this figure.

Existing Zoning

The Town of Schodack currently has 13 base zoning districts to identify appropriate land uses. Of these, three (3) are dedicated for commercial and business uses, one (1) to manufacturing uses, while four (4) are dedicated for various residential types of development. The Town, in addition, has three (3) mapped Planned Development Districts and two (2) waterfront focused districts. Finally, Schodack also has in place a series of overlay districts. These include the Flood Fringe Overlay, the Transportation Overlay, and the Aquifer Protection Overlay¹.



Commercial and Business Districts: The purpose of the business/commercial districts is to provide for a variety of vehicular oriented retail and nonresidential development. These retail uses and services are designed to meet community needs and also to add to the economic base of the community. Site Plan Review is required for all developments within these districts. Some uses require Special Use Permits and Public Hearings. These districts include:

- **Highway Commercial (HC)** – The largest of these three districts, this zone is located along stretches of NYS Route 9 and NYS Route 20 in the center of Town and along its eastern edge near the Village of Nassau. The minimum lot size is 20,000 square feet. There are 1,584.7 acres zoned Highway Commercial in the Town, comprising 4.0% of the Town's land area.
- **Highway Commercial 2 (HC-2)** – This zone is located on East Schodack Road south of the I-90/NYS Route 9 interchange. The minimum lot size is 20,000 square feet. Acreage for this zone totals 24.4 acres, representing 0.1% of Schodack's land area.
- **Local Business (LB)** – This district is found on the Hudson River waterfront south of Schodack Landing Road; on Brookview Road; on East Schodack Road by Sharon Lane; on NYS Route 20 at Beaver Road; on Lape Road near NYS Route 9; and on NYS Route 9, near Business

¹ The Aquifer Protection Overlay is not included in the Zoning Ordinance (Chapter 219), but is, instead, the focus of a separate Water Quality Control Law (Chapter 223).

Boulevard. The minimum lot size is 20,000 square feet. Approximately 78.2 acres are zoned Local Business, comprising 0.2% of the land area.

- **Marine Commercial (MC)** – Located along the waterfront, the Marine Commercial District was created as a way to support the historic role played by the Town's waterfront in the development of the Town, to encourage river-oriented commercial and recreational activities consistent with sound environmental practices, and to enhance public access to the river.

Manufacturing District: The purpose of the Manufacturing District is to provide industrial needs with relatively flat land, access to transportation networks, and access to utilities, while also protecting the integrity of residential neighborhoods and commercial activity. Site Plan Review is required for all developments within these districts. Some uses require Special Use Permits and Public Hearings.

- **Manufacturing (M)** – This zone is located off NYS Route 9J, along the Hudson River waterfront at Hamilton Way and houses Hamilton Industrial Corp. The minimum lot size is 20,000 square feet. Schodack's Manufacturing District equals 93.8 acres, comprising 0.2% of the Town land area.

Residential Districts: Residential districts are designed to maintain and protect residential and neighborhood qualities while recognizing the importance of meeting changing housing needs. The districts are designed to provide for and encourage a mixture of housing types and opportunities, while also encouraging open space preservation, the planting of shade trees and gardens, and safe pedestrian and traffic circulation. In addition, by encouraging new development in areas that have sanitary sewer and water systems in place, the zones seek to protect the Town's natural resources, such as the Schodack Terrace Aquifer. These districts include the following:

- **Residential Agricultural (RA)** – This district is by far the largest zone within Schodack, as it covers 29,566.2 acres, or 74.5% of the Town land area. Single family dwellings, crops and livestock, storage or processing of farm produce, municipal buildings, and uses are all permitted uses. Special permit uses include two family homes, cemeteries, nursing homes, recreational vehicle parks, and veterinarians, among other uses. The minimum lot area is 60,000 square feet for a single family home and 75,000 square feet for a two-family home.
- **Residential 20 (R-20)** – This district, which encompasses 2,432.4 acres in the Town, covers 6.1% of the Town, is located in three large areas—on either side of Schuurman Road in the north-central area of Town; where Maple Hill Road crosses I-90 in the center of Town; and adjacent to Nassau Lake. Other smaller districts exist along Old Miller Road, East Schodack Road, Richards Road, Brookview Road, and Scott



Avenue. Permitted uses include single family dwellings and municipal uses, while other uses are allowed with a Special Use Permit. The minimum lot area is 40,000 square feet for a single family home and 75,000 square feet for a two-family home.

- **Residential 40 (R-40)** – This district covers approximately 3,109.4 acres, or 7.8% of the Town, with the largest area running between South Schodack Road and NYS Route 9, and continuing north along South Schodack Road to Western Road. Single family dwellings, crops and livestock, and municipal buildings and uses are all permitted uses, while other uses are allowed with a Special Use Permit. The minimum lot area is 40,000 square feet for a single family home and 75,000 square feet for a two-family home.
- **Multi Family Residential (RMF)** – The smallest residential zone, these three zones are located in the north-central area of Town, where water and sewer provisions are available. These areas are located by the I-90/Columbia Turnpike interchange, on both sides of Kraft Road, and north of Brown Drive. The minimum lot area for multi-family dwellings is 120,000 square feet. Single family and 3-4 family houses must be on 40,000 square foot lots, while two-family houses can be placed on 30,000 square foot lots. The minimum lot size for attached row housing is 60,000 square feet. Total lands zoned Residential Multi Family equal 131.5 acres and comprise 0.3% of the Town.
- **Mobile Home Neighborhood (MHN)** – As a floating zone, this District may be established at any location within the Town, pending approval with the Planning and Town Boards. In addition, any MHN must be consistent with the spirit and intent of the Comprehensive Plan. Currently, no MHN District has been designated within the Town.

Planned Development Districts: Planned Development Districts, permitted in Schodack since 1982, provide for flexibility in project design. While there are some exceptions, the Planning Board has discretion for determining appropriate minimum lot size, minimum lot frontage, maximum height, yard requirements, and maximum lot coverage. Developers are required to provide all infrastructures, including water and sewer facilities. The procedure was created so that the Town, through the use of performance criteria, could provide for more flexible land use and design regulations to ensure developers are sensitive to each site's unique characteristics. These performance standards replace the underlying zoning districts' area and density specifications. Conveyances, dedications, or covenants may be required to protect open spaces or other accessory uses.

While there are differences between the Town's three (3) existing mapped PD districts and its one (1) unmapped PD District, all projects must contain a minimum of five acres of contiguous land in common ownership or under unified control. Projects must be developed in a manner consistent with certain specified objectives, including preserving open space, trees, outstanding natural topography and geologic features, and historically significant structures while preventing soil erosion and uncontrolled surface water drainage.

- **Planned Development 1 (PD-1)** – Individual uses within the approved development may be developed on sites as small as 40,000 square feet and phased, as appropriate, provided that

unified control of the total development is maintained. Permitted uses (pending Site Plan Review) include: warehouses; office and retail building; manufacturing facilities; eating and drinking establishments; hotel and motels; public utilities; bus, truck or rail; passenger terminals; hospitals; shopping centers; motion picture theaters; municipal buildings; and moving companies. Additional uses such as truck and rail commercial terminals, research & testing facilities, civic centers, co-generation plants, and personal wireless telecommunications service facilities may be permitted following Site Plan Review, Special Use Permits, and Public Hearings. A large PD-1 district is located on both sides of the Berkshire Spur along NYS Route 9, while smaller districts are along Town Hall Way and Miller Road at the northern edge of Town. Approximately 736.4 acres (or 1.9%) of the Town is zoned PD-1.

- **Planned Development 2 (PD-2)** – Unlike the other three PD districts, PD-2 is a floating zone and can be placed anywhere within the Town as an overlay to the underlying zoning districts. There are currently two PD-2 districts within the Town comprising of approximately 272 acres.
- **Planned Development 3 (PD-3)** – Permitted uses (with Site Plan Review) include: office and professional parks; corporate centers; sales distribution centers; hotel and motels; theaters; health and medical facilities; hospitals; retail stores; shopping centers; and restaurants. Civic centers and personal wireless telecommunications service facilities may be permitted following a Special Use Permit and Public Hearing. The larger of the two PD-3 districts is situated between I-90 and NYS Route 9, from East Schodack Road south to Maple Hill Road. A smaller district is located along Empire State Boulevard slightly south of the East Greenbush border. Approximately 691.8 acres (or 1.7%) of the Town is zoned PD-3.
- **Planned Development 4 (PD-4)** – Permitted uses (with Site Plan Review) include: warehouses, office and retail buildings; manufacturing facilities; eating and drinking establishments; hotel and motels; public utilities; bus, truck or rail passenger terminals; hospitals; shopping centers; motion picture theaters; municipal buildings; moving companies; single family dwellings, and subdivisions for 1-family and 2-family dwellings (but these must conform to the RA Zone area and bulk requirements). Major subdivisions are excluded from PD-4 and all commercial uses require Site Plan Review. Additional uses potentially allowed within PD-4 districts include: truck and rail commercial terminals; laboratories; research & testing facilities; civic centers; co-generation plants; 2-family dwellings; accessory apartments; 2-family home conversions; and personal wireless telecommunications service facilities. All additional uses require a Special Use Permit and a Public Hearing. Two PD-4 districts are located at the southern edge of Schodack near the Columbia County line, where the Berkshire Spur intersects with I-90. Approximately 938.4 acres (or 2.4%) of the Town is zoned PD-4.

Waterfront Districts: Planned Waterfront (PW) – This district, 280.8 acres, or 0.7% of the Town, runs along the Hudson River north of the Village of Castleton. The purpose of this district, in place since 1995, is to allow for water dependent or water enhanced activities while protecting the unique and fragile natural resources of the waterfront area. The Town reviews development proposals based on the

demonstration of need for a waterfront location and evaluation of the measures proposed to protect natural resources.

Access to the Waterfront District is restricted by Amtrak rail lines that run along the east shore of the Hudson River. Permitted uses include: single family homes; agricultural uses, subject to the conditions set forth in the Residential Agriculture District; and sewage treatment facilities. Special uses, contingent upon a Special Use Permit, and consistency with coastal policies, as established in the Town's Local Waterfront Revitalization Program, are permitted and include the following:

- Marinas, boat yards, boat sales and repairs, shipbuilding and similar uses.
- Recreation facilities requiring waterfront access such as boat launches, fishing piers, swimming facilities, etc.
- Conference centers, camps, retreats and similar facilities which require large sites and utilize the waterfront for recreational or educational purposes.
- Cultural, educational or scientific uses which utilize coastal resources.
- Uses which require water transportation for transfer of: goods produced on the site; natural materials found on the site; or products requiring such transportation.
- Residential uses, including seasonal or second homes, which by site design, supporting facilities or other means, utilize the particular advantage of a waterfront site.
- Facilities which support or are accessory to one of the above uses, including retail uses or restaurants occupying less than 10% of total floor area in the completed development.

Marine Commercial (MC) – This district, located along the Hudson River and on adjacent lands south of Castleton, was created to encourage river-oriented commercial and recreational activities consistent with sound environmental practices and to enhance public access to the river.

Overlay Districts:

Flood-Fringe Overlay District (F-FO) – The Flood-Fringe Overlay District was created to protect public health and safety by prohibiting development in the overlay area unless the flood-proofing requirements of the National Flood Insurance Program and the Town are met. Such requirements include regulating uses that may contribute to increases in erosion, flood levels, or flood velocities; controlling any alteration to natural floodplains, stream channels and natural protective barriers which are involved in the accommodation of floodwaters; control filling, grading, dredging and other development which may increase erosion or flood damages; and regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands. The Hudson River, Nassau Lake, as well as numerous creeks and streams are subject to 100-year flood events, while one area is subject to 500-year flood events. The Flood Damage Prevention overlay was enacted to prevent destruction and loss of private and public property and loss of human life. The overlay district applies to special hazards areas identified by the Federal Emergency Management Agency (FEMA) on the Flood

Insurance Rate Maps. The Town's Flood Damage Prevention code, in compliance with FEMA requirements, provides regulations for construction or disturbance within certain flood hazard areas and also includes standards and requirements for special uses, such as manufactured homes, and conditions required for variances.

Transportation-Overlay District (TOD) – The Transportation-Overlay District was created to provide roadway access to landlocked parcels located in the Highway Commercial (HC) District east of NYS Route 9, north of Shufelt Road. Once a road has been constructed in this 300-foot wide district, unused portions of the district may revert back to the underlying (HC) district.

Water Quality Control District – The Water Quality Control Act (also known as Aquifer Overlay) was created in 2003 (Town of Schodack Code Chapter 223) to protect the Schodack Terrace and Valatie Kill Aquifers as well as the Town's other groundwater sources from potential contamination. The intent of this overlay is to establish, protect, preserve, and promote the safe use of the existing and potential groundwater supply (including the Moordener Kill, Valatie Kill, Vlockie Kill, and Muitzes Kill) from development activities that may adversely affect the quality or quantity of water from the aquifers. Such protection is regarded as necessary given the aquifers' location directly beneath the ground surface and the fact that most residences are not connected to public sewers. The Water Quality Control District is composed of the Wellhead Protection, Direct Recharge, and Upland Watershed Areas.

- Wellhead Protection Area: This protection zone includes an inner well zone around existing (private and municipal) or future (municipal) community systems. It also includes the portion of the Direct Recharge Area that is upgradient of the inner well zone. Within the Wellhead Protection area, any pollutants applied to the land surface would be potentially introduced into the groundwater flow path to the pumping well. This area recognizes the natural component of groundwater flow toward the well field, whether there is pumping or not. The Wellhead Protection Areas were drawn based upon a procedure presented in the NY State Source Water Assessment Program Plan, prepared by the NYSDOH in November of 1999.
- Direct Recharge Area: Includes the full lateral extent of the aquifer, as well as any land within 1,000 feet of the aquifer's edge. The purpose of this zone is to protect the aquifer from potentially harmful activities. This area is composed primarily of aquifer material.
- Upland Watershed Area: This area of protection borders the Direct Recharge Area on the upgradient side. It is typically composed of nonaquifer material, such as bedrock, glacial till, or glacial lake deposits.

The Town Board may, by resolution, adopt guidelines governing site plan review, special permits, wastewater treatment, monitoring, wells, and water supply. In addition to requiring more stringent Site Plan Review and Special Use Permit processes, a number of uses, which may be permissible on the underlying zoning, are prohibited. A sample of land uses prohibited from the Direct Recharge area include, nuclear or fossil power plants, junkyards, petroleum refineries, or chemical manufacturing. Uses prohibited from the Wellhead Protection Area include those not allowed in the Direct Recharge Area as well as others, such as dry cleaners, vehicle service stations, or recreational vehicle parks.

Streambank Protection Regulation – In addition to the Flood Fringe and Aquifer Protection Overlay zones, the Town requires development within 100 feet of the normal streambank of the Moordener Kill, the Vlockie Kill, the Muitzes Kill and the Valatie Kill, or within 100 feet of the boundary of a NYS Department of Environmental Conservation freshwater wetland, be subject to special use permit review.

Adult Business Regulation – The Town’s 2006 Adult Business regulation was adopted to provide standards for the safe provision of adult businesses and to minimize any potential adverse secondary effects which may result from a concentration of adult businesses. Such uses are permitted in the PD-1, between the Columbia County line and the Berkshire Spur of the Thruway. In addition to specific site plan and features required, owners of such businesses must also obtain special permits from the Town.

Other Land Use Regulations

Timber Harvesting Regulations - Under the Town’s zoning regulations, timber harvesting permits from the Planning Board are required by anyone intending to harvest timber in a quantity greater than 50 standard cords of wood or 4,000 cubic feet of timber.² However, if the property owner is an active operator under the New York State Cooperative Forest Management Program or the Forest Practice Act Program or if the property owner is receiving tax benefits under the provisions of § 480-a of the Real Property Tax Law, the Planning Board has the discretion to waive this permit requirement. Measures intended to prevent erosion and water contamination are required. These measures include 50-foot buffer zones along streams and 100-foot buffers along roads, 25-degree slope limitations on haul roads, immediate removal of debris from creeks and water bodies, and mandated site reclamation.

Mobile Home Neighborhood District - The Mobile Home Neighborhood District provides for planned mobile home residential developments, including related recreational and other service facilities. It also establishes appropriate locations within the Town for the placement of mobile homes, in relation both to existing and potential development areas and to other uses and community facilities.

Cluster Development - The Town of Schodack adopted a Cluster Development regulation to “enable and encourage flexibility of design and development of land in such a manner as to promote the most appropriate use of land, to facilitate the adequate and economical provision of streets and utilities, to preserve the natural and scenic qualities of open lands in order to provide larger areas of open space, both for recreational and conservational purposes.” The Planning Board has discretion to decide whether proposed projects—located within RA Residential Agricultural Zoning Districts—are suitable for cluster development.

Erosion and Sedimentation Control - The Town’s Erosion and Sedimentation Control, adopted in 2007, seeks to limit activities and conditions that contribute to erosion and groundwater contamination, such as uncontrolled drainage and runoff and the conveyance of sediment pollutants via stormwater runoff.

² As measured by the International Log Rule.

Applicants must submit a stormwater pollution prevention plan (SWPPP), which must be approved by the Town.

Subdivision of Land and Design and Construction Standards - The Town's Subdivision of Land and Design and Construction Standards (Chapter 188) guides new development. The Town requires that new sites within or adjacent to an existing or proposed future water district or located within 1,000 feet of public water mains be connected to the public water system. Likewise, the Town requires that new sites within or adjacent to an existing or proposed future sewer district or located within 1,000 feet of public sewers be connected to the public sewer system. The developer pays the costs associated with these connections. For sites not within 1,000 feet from public sewers but located within the Schodack Terrace Aquifer, and generating wastewater flows of greater than 20,000 gallons per day and serving 50 or more housing units, community sewer systems are required. While subsurface discharge is preferred over surface discharge, surface discharge may be allowed only when no alternatives are available and the assimilative capacity of the stream is considered to be under low flow conditions. In addition, four-inch thick sidewalks are required for pedestrians, and minimum 30-foot wide easements are mandated for drainage.

Agricultural District - Through Article 25-AA of the NYS Agriculture and Markets Law, NYS counties are enabled to establish Agricultural Districts. An Agricultural District is a locally initiated farm protection tool designed to preserve, protect, and encourage the development and improvement of agricultural land. Agricultural districts provide the framework to limit unreasonable local regulation of farm practices; to limit the acquisition of farmland for public purposes; and to protect farmers from nuisance suits with "Right to Farm" provisions. The Agricultural Districts Law also provides for reduced property tax bills for land in agricultural production based on production capabilities of soils. In Schodack, Rensselaer County has established one Agricultural District, Agricultural District #6, to protect farmland from non-farm development. Agricultural District #6 is depicted on the Agricultural Resources Map. The Assessor's Office reports that there are approximately 203 agricultural exemptions currently filed. A tenant, who is actively farming a rented property, as well as a farmer/owner, may file an exemption.



Environment

The Bedrock Geology Map depicts the Town of Schodack's bedrock geology. The bedrock underlying Schodack is divided into two structural provinces by a major thrust fault that runs north-south through the area, and which separates the younger Normanskill formation on the west from the older Cambrian rocks to the east. This fault is known as Logan's Line and rock units on both sides of this fault plane display

typical signs of old fault movement.³ The majority of the Town consists of Nassau Formation, which is characterized as a dark red and green soft shale, interbedded with quartzite and sandstone. Other major bedrock formations include Germantown Formation comprised of shale, conglomerate, limestone, and Normanskill Shale, characterized as dark green to black argillaceous shale containing calcareous and chert beds.

Surficial geology compositions include Kame deposits, Lacustrine beach, Lacustrine delta, Lacustrine sand, Lacustrine silt and clay, outwash sand and gravel, bedrock, and till. The Town's Water Quality Control Overlay lies over the western half of Town, which is predominantly till, outwash sand and gravel, and bedrock. Recent alluvium characterizes the eastern edge of Town (by the Hudson River) and the areas along waterways. This is depicted on the Surficial Geology Map.

The Town's topography consists of flat farmlands and rolling hills, especially in eastern Schodack. Steeper slopes can be found in western Schodack, by the Muitzes Kill, Vlockie Kill, and Schodack Creek and their tributaries. The Moordener Kill cuts across the northern portion of the Town but has lesser steep topography along its banks. The Topography Map shows this.

The Town has eight sub-watersheds within its limits. These include Schodack Creek, Muitzes Kill, Valatie Kill, Vlockie Kill, Moordener Kill, North Branch Moordener Kill, Vierda Kill, and Papscanee Creek. The Water Resources Map shows this.

Schodack is a MS4 (municipal separate storm sewer systems) community for stormwater management, but only the urbanized portion of the Town is included in this designation. Under EPA's Stormwater Phase II Rule, the MS4 stormwater management program was created to improve the Nation's waterways by reducing the quantity of pollutants that stormwater picks up and carries into storm sewer systems during storm events. Under the MS4 program, the Town is required to:



- Reduce the discharge of pollutants to the “maximum extent practicable” (MEP);
- Protect water quality; and
- Satisfy the appropriate water quality requirements of the Clean Water Act.

In March of 2003, all municipalities were required to begin developing and implementing plans that meet six minimum control measures. These include public education and outreach, public participation and involvement, eliciting discharge detection and elimination, constructing site runoff control, post-construction of stormwater management, and pollution prevention and good housekeeping.

³ Hydrology of the Schodack-Kinderhook Area, Rensselaer and Columbia Counties, New York (Open-File Report 97-639). Richard J. Reynolds for USGS and New York State Department of Environmental Conservation, Troy, NY 1999.

The Town has many—more than thirty—soil series located within its boundaries. The major ones, those that cover the largest areas within the community are summarized below.

Nassau Rock Complex – Located on the eastern side of Schodack, east of I-90, this complex consists of Nassau soil and numerous outcrops of bedrock on ridges on the glaciated uplands or on the sides of ridges on the uplands. Slopes range widely from 1 to 50 percent. The Nassau soil is shallow over bedrock and is somewhat excessively drained. In the Nassau soil, bedrock is at a depth of 10 to 20 inches. The bedrock limits rooting depth. Permeability is moderate. Available water capacity is very low, while runoff is medium to very rapid. These areas are largely wooded, with some areas used for pasture, or in the case of the more hilly areas, marginal pasture.

Nassau Manlius Complex – Located on the eastern side of Schodack, as well as in the northwest quadrant of the Town, the soils of this complex are on gently sloping ridges that are underlain by shale or slate bedrock. Slopes range from 1 to 16 percent. The Nassau soil is shallow and somewhat excessively drained, while the Manlius soil is moderately deep and well drained. Bedrock is at a depth of 10 to 20 inches in the Nassau soil and 20 to 40 inches in the Manlius soil. Rooting depth is limited by bedrock, while permeability is moderate in both soils. Available water capacity is very low in the Nassau soil and very low to moderate in the Manlius soil. Runoff is medium to rapid. Large areas are wooded or idle. Some areas are used for hay, pasture, and/or crops.

Hudson Series – This soil type is located within the western half of the Town, nearest to the Hudson River. This soil classification, which is formed in silt and clay deposits, varies from hilly (3 to 15 percent) to moderately steep (15 to 25 percent) to very steep (25 to 45 percent). Deep and moderately well drained, soil areas range in size from 3 acres to 40 acres. Early in spring, a seasonal high water table is perched 18 to 24 inches below the surface. The firm, clayey subsoil limits rooting depth. Permeability is moderate to moderately slow in the surface and subsurface layers and slow or very slow in the subsoil, while available water capacity is high. Runoff ranges from medium to very rapid. The depth to bedrock is more than 60 inches. Depending on the steepness of slopes, these areas are used for row crops, hay, pasture, and urban use, or may be used for woodland or left idle. Another important consideration of the Hudson Series is that it can liquefy easily and slump or slide. Development on the steep slopes of the Hudson Series must consider extra drainage as well as the weight of the development. Heavy structures on steep Hudson soils should have footings down to bedrock.

Rhinebeck Series – This soil type is distributed generally throughout the western half of the Town. This soil is characterized by silt loam with slopes ranging from 0 to 8 percent. Located within the Hudson River Valley, it formed in silt and clay deposits. This soil is deep and somewhat poorly drained. Most areas are broad and irregular in shape, ranging from 5 to 40 acres in size. During wet periods the water table is perched above the slowly permeable subsoil with the water table at a depth of 6 to 18 inches. During dry periods it lowers to a depth of more than 5 feet. Rooting depth is somewhat restricted by the seasonal high water table. Permeability is moderately slow in the surface and subsurface layers and slow in the subsoil. Available water capacity is moderate to high. Runoff is medium. Depth to bedrock is more than 5 feet. Many areas of this soil are used for crops, hay, and/or pasture.

Chenango Series – This soil type, along with the Hoosic Series, is widely distributed throughout the north central area of Schodack. Zero to 8 percent slopes characterizes this gently sloping soil, located in outwash plains and terraces. This soil is deep and well drained to somewhat excessively well drained. Areas are broad and generally range in size from 3 to 50 acres. This soil may be droughty for short periods during the summer months, while permeability is moderate or moderately rapid in the subsoil and rapid in the substratum. Available water capacity is very low to moderate, while runoff is medium or slow. The depth to bedrock is more than 60 inches. Much of this soil acreage is used for hay, corn, and grain for dairy farms. A considerable amount has also been developed for urban uses.

Hoosic Series – This soil type, along with the Chenango Series, is widely distributed throughout the north central area of Schodack. Ranging from level areas to steep slopes, this soil formed in glacial outwash and has a high content of sand and gravel. This soil is deep and is well drained to excessively drained. Areas range in size from 3 acres to 50 acres. Permeability is moderately rapid or rapid in the subsoil and very rapid in the substratum. Available water capacity is very low to moderate. Runoff depends on slope but can range from slow to very rapid. The depth to bedrock is more than 60 inches. Most areas are used for corn, hay, or pasture. Some areas are developed. The steeply sloped areas are left for unimproved pasture, woodland, or are idle.

Pittstown Series – This soil type is located throughout the eastern half of the Town, east of I-90 as well as in the southwest quadrant of the Town. This soil is characterized by gravelly silt loam, with slopes ranging between 3 and 15 percent. Located on hilltops, hillsides, hillcrests, and valley sides, this soil is deep and moderately well drained. During wet periods, a temporary water table is perched above the fragipan. Rooting depth is limited by the fragipan and permeability is moderate above the fragipan and slow in it. Available water capacity is moderate while runoff is medium to rapid. Bedrock is more than 60 inches. Many areas are used for crops, hay, and pasture for dairy farms. Some areas are wooded.

Housing

The Town of Schodack accounted for 6.1% of Rensselaer County's gain in housing during 1970's and 11.7% in the 1990's. Between 1986 and 1991, at the time the Longterm Planning Commission was active, the Town had 279 units under approval and another 729 pending. Overall, the Town had between 25-30 subdivisions under various stages of development throughout the Town. During a recent examination of housing in the Town, it was discovered that the majority of residents are dependent upon fuel oil for heat. The percentage of households dependent upon fuel oil for heat is 58.9%--substantially higher than the rate for Rensselaer County, 36.7%, and NYS, 33.1%.

More recently, Schodack has experienced several major subdivision developments, but the majority of new homes are developed as small subdivisions (many of these subdivisions contain only four lots). Most of the homes being developed are large and, regarded by some as not affordable to many area households including Town employees. Of note is the fact that new homes selling in the community have gone from \$250,000 in 2004, to \$400,000 in 2008. Recent residential developments in Schodack have included

Spinny at PondView. Spinny at PondView calls for 184 single story residential townhouse type apartments and a 2,500 square foot community center on approximately 27 acres.

Economy

Typically, communities look to have an adequate amount of commercial and industrial uses on the tax rolls to offset residential property taxes. Commercial and industrial uses contribute to the municipal tax base and do not demand as much in services as do residents, who require schools, parks, and other provided services. At present, there is a general need for additional commercial uses to offset the tax base (and ease residential property taxes), as well as a specific need for a supermarket and other retailers to alleviate residents' need to drive to North or East Greenbush for purchases. There are areas within Schodack, especially the Route 9 corridor and near the I-90 exits, and the hamlets, which are regarded generally as appropriate locations for additional commercial and retail uses. Development of architectural design standards and environmental standards are two mechanisms by which the Town can assure that future commercial development is constructed in a manner consistent with community character.

Farming, in many forms, represents a significant economic activity in the Town. From traditional dairying, raising "buffalo," and training riding- and race-horses to various forms of horticulture (including commercial "truck garden" vegetable production), agriculture maintains deep roots in Schodack. The majority of the farms are located on the western half of Town, west of I-90, with a second sizable cluster of farms located in the northeast corner of Town. Since 2007, the Town has had a "Right to Farm" local law that protects farmers from nuisance complaints. In accordance with the New York State Real Property Classifications, the Town of Schodack houses a variety of agricultural and farming uses. These categories include: (1) Livestock; (2) Dairy farm; (3) Cattle farm; (4) Other livestock; (5) Field crops; (6) Truck crops; (7) Orchard crops; (8) Fruit crops; (9) Nursery; and (10) Vacant farmlands. Produce grown in Schodack include apples, berries, grapes, vegetables, melons, pumpkins, sweet corn, tomatoes, and herbs. Other agricultural products grown and/or manufactured in the Town include flowers, plants, Christmas trees, cider, wine, honey, eggs, maple syrup, meat, and baked goods.

Resident Employment: Using 2000 Census data, Table 3 in Section III's Economic Profile illustrates the resident employment of Town residents while Graph 6 depicts the occupational breakdown of Town residents. The top three industrial sectors employing Town residents in 2000 were education/health/social services sectors (25.0%), public administration (14.3%), and retail trade (9.1%). The majority of Schodack's employed residents held management or professional positions (40.4%) as compared to the NYS share of 36.7%. About 27.5% of the Town's labor force held positions as sales/office and administrative support, and another 11.9% held service positions. The Town, with 0.1%, had the lowest employment rate in the field of farming/fishing/forestry.

Industrial Employment: Table 4, Industrial Employment Summary, presents ESRI BIS 2007 forecasts for employment in Schodack and Rensselaer County, breaking down the various business sectors by number of establishments and number of employees, as well as indicating their share of total employment in the area.

Table 4: Industrial Employment Summary, Schodack and Rensselaer County, 2007

Industry	Businesses				Employees			
	Town of Schodack		Rensselaer County		Town of Schodack		Rensselaer County	
Agriculture & Mining	13	3.2%	105	2.0%	70	2.1%	621	1.2%
Construction	57	14.1%	435	8.4%	610	18.6%	2,698	5.4%
Manufacturing	16	4.0%	168	3.3%	423	12.9%	3,342	6.7%
Transportation	17	4.2%	154	3.0%	83	2.5%	1,656	3.3%
Communication	1	0.2%	23	0.4%	0	0.0%	142	0.3%
Electric, Gas, Water, Sanitary Services	1	0.2%	17	0.3%	8	0.2%	75	0.1%
Wholesale Trade	16	4.0%	185	3.6%	165	5.0%	1,572	3.1%
Retail Trade, Food Stores	10	2.5%	136	2.6%	363	11.1%	1,828	3.6%
Retail Trade, All Other	66	16.4%	936	18.1%	268	8.2%	6,762	13.5%
Finance, Insurance, Real Estate Summary	23	5.7%	333	6.4%	66	2.0%	2,504	5.0%
Services, Education Institutions & Libraries	10	2.5%	140	2.7%	398	12.2%	8,219	16.4%
Services, Health	29	7.2%	326	6.3%	233	7.1%	6,265	12.5%
Services, All Other	102	25.3%	1,701	32.9%	497	15.2%	9,288	18.5%
Government	26	6.5%	331	6.4%	91	2.8%	5,219	10.4%
Other	16	4.0%	174	3.4%	0	0.0%	20	0.0%
Totals	403	100.0%	5,164	100.0%	3,275	99.8%	50,211	100.0%

Source: Business data provided by InfoUSA, Omaha NE Copyright 2007, all rights reserved. ESRI forecasts for 2007.

Several caveats should be noted about this information. ESRI obtains the information from InfoUSA, a sales leads and mailing list company. InfoUSA tracks data using a variety of sources, including telephone directories, court data, public information available from the state, annual reports, newspapers, Security Exchange Commission filings, business registrations, etc. If the accounting for an existing business is done elsewhere, such as a regional headquarters, or if an establishment is a franchise, economic data may be reflected in the data for the community housing the headquarters, instead of the local establishment.

As shown in Table 4, the Services sector contributes the largest number of jobs, 1,128 jobs to the local economy, representing 34.5% of all Schodack jobs. Of these, service jobs in the education sector contributed 12.2% (398 jobs). Table 4: Industrial Employment Summary, Schodack and Rensselaer County, 2007 jobs), health services is responsible for 7.1% (233 jobs), while all other service jobs represent 15.2% (497 jobs). The second largest sector is construction, which is responsible for 610 jobs (18.6%). Manufacturing contributes 423 jobs, or 12.9% of the Town's total jobs. Despite the amount of

farmland that continues to exist within the Town, the Agriculture and Mining sector represents only 2.1% of the Town's total employment (with an estimated 70 jobs).

As a part of the Capital District Region, many residents throughout Rensselaer County are employed in government. In fact this represents 10.4% of jobs in Rensselaer County. In contrast, it represents only 2.8% of Schodack employment. In addition, with the ongoing slowdown in the housing market, Schodack, with strong basis of employment in the construction sector (18.6%) is particularly at risk. In contrast, only 5.4% of Rensselaer County residents are employed in the construction field. Manufacturing continues to represent a significant share of employment in Schodack (12.9%), especially when compared to the county as a whole where manufacturing only contributes 6.7% of the total employment base.

Empire Zones Program: The Empire Zones Program was created by the State as part of economic revitalization efforts aiming to revitalize and expand New York's economy. Empire zones are defined as areas where businesses have access to vacant lands, existing industrial and commercial infrastructure, a skilled workforce and abundant resources such as power and water. The Zones primarily attract businesses by offering tax credits and exemptions. About 14 parcels—totaling 127.2 acres—within Schodack are included as part of Rensselaer County's Empire Zone. The Rensselaer County Industrial Development Authority owns one parcel, while the B.A. Capital Corp. LLC owns about half a dozen. The Empire Zone properties house a variety of commercial and industrial uses, and some vacant land. Businesses located on Empire Zone lands include GEM Farms, Hannaford Bros. Distribution Center, and Copeland Coating. The Town's Industrial Development Authority is no longer active.

Transportation

As is the case with other municipalities in New York, roads in Schodack are a mix of local roads, County roads, State roads, and Federal interstates. Although the Town's roads are regarded as well maintained, many of the roads under County and/or State jurisdiction are in need of maintenance and repaving. The jurisdictional differences are most noticeable in the winter months when snow plowing is needed.

The CSX Main Line to Boston runs through the lower section of Town, carrying many trains daily. CSX lines carry higher speed trains to New York City and an increasing amount of freight along the east shore of the Hudson River. Future development and public access to the riverfront is limited due to the presence of the rail lines.

Local Roads: The Schodack Highway Department provides residents with road repair, snow and ice removal, signage, drainage, tree and brush cutting and removal within the Town's right of way. Sixteen department personnel maintain slightly over 100 miles of town roads. With newly created subdivisions in previously undeveloped farmlands and forestlands, new roads are constructed on a regular basis,



presenting a challenge to existing highway resources. Also, as new developments are constructed along or off winding roads that were designed to function as minor arterials, the Town may need to identify and mitigate against possible hazards (curves, slopes, inadequate sight distances, etc.)

The Highway Department's Road Program annually identifies roads to be resurfaced. The roads are prioritized using Pavement Condition Ratings developed by the New York State Department of Transportation. While pothole patrols occur throughout the year, repairs are usually conducted between April and November, following an April Town Board meeting during which the Board approves the proposed Road Program. During the winter, the Highway Department tackles snow removal using a 10-route road system, with each route, assigned to a separate crew, taking approximately three to three-and-a-half hours to complete.

State and Federal Roads: The NYS Thruway is a major route through Town and provides an easy connection between Schodack and major cities such as Boston and New York City. The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for New York's four-county Capital Region (Albany, Rensselaer, Saratoga, and Schenectady counties). All MPOs are required every two years to adopt new multi-year comprehensive programs of federally aided highway and transit projects in the metropolitan area. Federal funding assistance for transportation projects comes primarily from the Federal Highway Administration and Federal Transit Administration and is allocated through the multi-year Transportation Improvement Program (TIP). No Schodack-based projects are currently scheduled in the 2007-2012 TIP. For several years, a \$7.2 million I-90 Welcome Center has been proposed but has failed to qualify for funding. In addition, given huge deficits currently facing the state and the limited federal discretionary funding available in the region, it is highly unlikely that the Schodack Welcome Center will be TIP-funded in the next TIP cycle or two. Recent TIP projects in the Town have included resurfacing I-90 and the Berkshire Spur; reconstructing Route 9J, and replacement of the B-1 interchange bridge over the Thruway. Sidewalk improvements were recently funded for NYS Route 150 in the Village of Castleton (known as Scott Avenue).

Table 5: Town of Schodack Traffic Volumes

Road	Segment Limits	Functional Class	Volume (AADT)	Count Year
Interstate 90 (I-90)	Bame Rd (Urban Area Boundary) to Exit 12 (US 9)	Rural Interstate	23,800	2004
	Exit 12 to Berkshire Spur (Exit B1)	Rural Interstate	14,700	1998
	Berkshire Spur to Columbia County Line	Rural Interstate	24,100	2005
County Route 5 (Brookview Road)	CR 58 (Hays Rd) to Schodack Town Line	Urban Collector	500	1997
	Schodack Town Line to NY 150	Urban Collector	500	1997
NYS Route 150	NY 9J to CR 6 (Maple Hill Rd)	Minor Rural Collector	2,900	2005
	CR 6 to CR 5 (Brookview Rd)	Urban Collector	2,400	2005
	CR 5 to US 9/20	Urban Collector	1,100	2004
	US 9/20 to Payne Rd	Major Rural Collector	4,000	2006
	Payne Rd to CR 7 (East Hoage Corners Rd)	Major Rural Collector	4,500	2006
	CR 7 to NY 151	Major Rural Collector	3,300	2005
	NY 151 to CR 50 (Millers Corners Rd)	Major Rural Collector	4,300	2005
NYS Route 912M (Berkshire Spur)	Albany County Line to I-90 (East-West Arterial)	Rural Interstate	13,200	2002
NYS Route 9J	Columbia County Line to CR 2 (Schodack Landing Rd)	Major Rural Collector	1,100	2002
	CR 2 to Brickyard Rd (Urban Area Boundary)	Major Rural Collector	3,200	2006
	Brickyard Rd (Urban Area Boundary) to NY 150	Urban Collector	3,200	2006
	NY 150 to CR 6 (Seamen Ave)	Urban Collector	3,700	2006
	CR 6 to Western Rd (Urban Area Boundary)	Urban Collector	4,500	2006
	Western Rd to CR 58 (Hays Rd)	Major Rural Collector	4,500	2006
U.S. Route 9	Columbia County Line to I-90	Minor Rural Arterial	14,300	2002
	I-90 to Schodack Dr	Minor Rural Arterial	8,400	2005
	Schodack Dr to US 20 (start overlap)	Minor Urban Arterial	8,400	2005
	US 20 (start overlap) to NY 150	Principal Rural Arterial	17,300	2005
	NY 150 to I-90	Principal Urban Arterial	19,500	2003
	I-90 to Miller Rd (NY 912F)	Principal Urban Arterial	12,400	2000

Source: Capital District Transportation committee, Traffic Volume Report for Capital District Roadways, May 2007.

As one of its ongoing planning activities, CDTC maintains a summary of traffic volume data for Capital District roadways, referred to as the Traffic Volume Report. The Traffic Volume Report represents a summary of traffic volume data for the major non-state roadways and NYSDOT's latest traffic volume data for all state highways in the four-county Capital District region. The most recent traffic count data available is listed in the table above. In addition, the table identifies the functional classification of each road examined. The functional classification assigned to a road or highway best represents the character of service the facility provides in the road network hierarchy. The Town of Schodack's dual nature of rural and suburban is belied by the fact that it exists on the edge of the Urban Area Boundary, as defined by NYSDOT.

Regional Connections: For regional commuting, CDTA commuter buses serve the Routes 9 & 20 corridor. A commuter parking lot for bus commuters on the Columbia County bus line is located on Route 150 at the intersection of 150 with 9 & 20. The NYS Thruway is also a major route through Town that provides an easy connection between Schodack and destinations such as Boston and New York City. For further travel options, major and commuter airlines provide convenient nationwide and international connections from Albany International Airport. Additionally, the Capital Region is a major junction for passenger rail service by Amtrak to and from New York City & Washington D.C., Chicago, Boston, and Montreal.



Bike Routes: New York State has an established system of bicycle routes for both short and long trips. Regional Metropolitan Planning Organizations (including CDTC), NYSDOT, and various non-profit organizations produce bicycle maps. The three official NYSDOT-maintained bicycle routes are NYS Bicycle Routes 5, 9, and 17. These signed, on-road bicycle facilities are designed for long distance riding for experienced cyclists. NYSDOT notes that users of these bike routes should be comfortable sharing the roadway with vehicles and with traveling at higher speeds.

Despite the fact that there are only three such routes throughout New York State, the Town of Schodack is unique in that two of the routes converge within its borders-- State Bike Route 9 and State Bike Route 5. The only other community where this occurs is the Village of Beacon, in Westchester County.

Tech Valley Trails: A Greenways Concept Plan for the Capital Region was completed in January 2007 by Alta Planning + Design with funding and support from the Capital District Transportation Committee (CDTC). This concept plan was developed to provide a vision for the Tech Valley Trails system. The plan shows a potential regional network of greenways and trails that, once constructed, would provide residents, visitors, businesses, and communities with transportation, recreation, health, and quality of life benefits. Included in this plan is the Albany Hudson Electric Trail, a proposed trail that would link the Erie Canal Trail System and the New York City Greenway Trails of the Lower Hudson Valley. The

proposed route would follow a 37-mile utility right of way/former trolley line owned entirely by the National Grid (formerly Niagara Mohawk). The Rensselaer County segment of this proposed trail system is 15.5 miles and runs through the Towns of Schodack, Nassau, and East Greenbush, as well as the City of Rensselaer.

Infrastructure

The Town Highway Department is responsible not only for maintaining the Town's local roads, but also its seven public water districts and three public sewer districts. In addition, the department is responsible for maintaining the grounds in historical cemeteries, the Town Park, and the Town Hall.

Water provided by the Town meets or exceeds all standards established under the Safe Drinking Water Act. As indicated previously, a local Water Quality Act has been in place since 2003 to protect Schodack's water sources. All water is chlorinated and tested per New York State Department of Health requirements. The Schodack Terrace Aquifer, under the Towns of East Greenbush and Schodack, provides area residents with groundwater. It is also the water source for the Village of Castleton, the Hampton Manor Water District in East Greenbush, and a number of smaller Schodack-based public water systems. The area of the Town that has access to the Town's public water supply is primarily in the north-central part of Town, west of the I-90/NYS Route 9/20 interchange (Exit 11). In addition, some property owners purchase water through the Town of East Greenbush, while the Village of Castleton's water system supplies water to areas on the outskirts of the Village.

A capital improvement project scheduled for 2009-2010 will see the construction of a water tower that will facilitate the expansion of water provision from the Route 9/20 split south along Route 9 to I-90, exit 12.

Many single-family homes in Schodack have a well and septic system. The Town of Schodack's sewer districts are the result of inter-municipal agreements with the Village of Castleton and the Town of East Greenbush. The Village of Castleton's sewer plant provides service to areas just outside the Village. As a result, service is limited to the sections of Town immediately adjacent to those communities. A portion of East Schodack also has sewer service.



National Grid provides electric power and natural gas. Both Schodack and the Village of Castleton are within the local telephone calling area for Albany. Taconic Telephone and Verizon provide telephone service. Taconic's territory generally includes the part of town east of Route 9. Verizon covers Castleton and other westerly sections of Schodack. Cable television service from Time Warner is available in most areas.

Historic and Cultural Resources

The Town Historian has an office located on the second floor of the town hall. In addition to the Town's historic documents, the historian also maintains the files of the Historical Society of Esquatak which includes the Town of Schodack and neighboring Nassau. Visitors can view the historian's resources either during office hours or by appointment. The Highway Department maintains the grounds of the Town's historical cemeteries, including the Log Meetinghouse Cemetery.

The meeting room/courtroom in Town Hall has a large display of historic photographs from several localities within the Town including East Schodack, South Schodack, Schodack Center, Castleton, Muitzeskill, Schodack Depot (Brookview) and Schodack Landing. Each photomontage is centered on reproductions of 1876 Beers Atlas maps depicting the Town and Rensselaer County. Other historic photographs, depicting early one-room schoolhouses, the interurban Albany Southern Railroad that once ran through Town, as well as country life in simpler times, are located in Town Hall.

The Town of Schodack is rich in historic resources. Four properties and two historic districts are listed on the State and National Registers of Historic Places. These registers recognize properties significant in American history, architecture, archeology, engineering, and culture. The four properties listed are the Joachim Staats House and Gerrit Staats Ruin (added in 1978), School District No. 3 Building also called Clove Road School (added in 1998), Blink Bonnie Building (added in 2000) and Elmbrook Farm Building (added in 2001). The two historic districts include Muitzes Kill Historic District also known as Muitzeskill (added in 1974) and Schodack Landing Historic District (added in 1977).

Joachim Staats House and Gerrit Staats Ruin: The Joachim Staats House built before 1700 is one of the oldest stone houses in Rensselaer County. It sits beside the Hudson River south of a knoll where the old graveyard of the Staats family is located. The earliest known burial in the cemetery dates to 1707. The farm containing the house is called Hooageberg on the Hudson or farm "on the high hill" because of the presence of a prominent knoll.

The two-story, rectangular stone building has been remarkably preserved. It has a brick addition built around 1790 and a wood addition from about 1880. The Staats family has resided in the house since 1696 and it is still jointly owned by family members.

The Gerrit Staats house was a one and one-half story brick gambrel roofed Dutch house, which stood north of the Staats cemetery. The house was unusual due to its full timber frame typically associated with clapboard houses. The date of its original 1758 construction was reported to have been set into the wall that faced the Hudson River. The roof and back wall were rebuilt with cinder blocks during the twentieth century. The house burned in 1973.

The adjacent farm land on Papscanee Island also has historic significance since it was purchased from the Mohican Indians for Rensselaerswyck in 1637. By 1640 farms were established on the flat rich soil. Portions of the farm land were purchased by the Staats family in 1696 and have remained in the family in the years since.

School District No. 3 Building: The school house known as Clove Road School was built in 1870 by the residents of School District 3 and remains a unique example of a rural school structure in the Town of Schodack due to its design and architectural integrity. The farming community surrounding the school was centered around South Schodack, also known as Mastens' and Van Hoesen Corners and evolved to provide services for the local farming community. The community was willing to tax its members to build this better than average school building.

The school is a rectangular structure about 20 feet by 40 feet with a gabled roof. The weight bearing walls are brick resting on a stone foundation. The walls are 12 inches thick, solid, lathed and plastered on the inside. The interior layout consists of an entry vestibule with two doorways into the classroom and coat rooms on either side. Later removal of more recent flooring showed where student desks were secured to the floor, the location of the platform for the teacher's desk, the protective shield beneath the stove and the library bookcase. Profiles of the benches, located on the side and back walls, are evident on the walls.

Handwritten minutes of the Clove Road School's annual and special meetings exist from 1855 until 1951. These minutes detail the construction and subsequent improvements made to the property and offer a glimpse of the old school house over time.

Elmbrook Farm Building: This property on Brookview Road in the Town of Schodack was originally owned by the Lansing family who immigrated to the area from Holland. A Lansing family graveyard remains on the property. The house was built in three stages with the final additions being constructed in the 1830's. There have only been five owners of the property since the Lansings in 1830. The earliest use of the 52 acre property is unknown, but subsequently the property has been used as a dairy farm and later a beef cattle farm.

The historical significance of the property is the Federal and Greek Revival architecture of the house. Notable features include the two-story, five bay frame construction with hip roof and brackets. There is a full-width porch with flush siding on the front and clapboards on the sides with French windows in the second story central bay.

Blink Bonnie Building: Blink Bonnie is historically significant for its Greek Revival architecture and notable for being the home of former New York State Historian, Dr. Albert Corey.

The house, on Sunset Road, was built around 1850 by Stephen I. Miller as part of a 150 acre farm. The land was leased first then purchased outright in 1854. Edgar Miller who inherited the property upon his father's death in 1888 was the first to use the name Blink Bonnie although the origin of the name is unknown.

Blink Bonnie is two stories high above a low stone foundation with a medium pitched gable roof. The rectangular building has a symmetrical five bay façade with two bay side elevations. On the rear of the main house is a large two-story wing projecting from the southern half of the rear of the home. It is likely the first story of the wing is original to the house and contained a kitchen.

The property is no longer a farm but still covers five acres. The house was extensively remodeled in 1915 when purchased by Frank B. Gilbert, a prominent Albany attorney. He contracted with well known Albany architects Fuller and Robinson to remodel the house by adding a Colonial Revival porch, enlarging the rear wing in a more open interior plan, probably with bathrooms and central heat. Extensive landscaping was also undertaken at this time.

Blink Bonnie is also historically significant as the home of Dr. Albert Corey. Dr. Corey and his wife Inez purchased Blink Bonnie in 1944 at the time of his appointment as New York State Historian. The family lived there until his death in 1963. Local residents continue to associate “the Coreys” with this house.

Muitzeskill Historic District: Muitzeskill is located in the Town of Schodack two miles east of the Hudson River in southwestern Rensselaer County. The Muitzeskill Historic District was listed on the National Register of Historic Places on July 25, 1974 in recognition of the cultural and historic significance of the area’s modest but authentic early nineteenth century structures and of its valuable archeological sites.

In the early 1800’s Muitzeskill was a thriving, small milling center, which developed between a county crossroads and the local creek called Muitzes Kill. By the end of the nineteenth century Muitzeskill’s mills and trades had fallen into decline. What sets this community apart from other similar nineteenth century communities is that land ownership, economics, and the rural character combined to preserve the historic community. Many of the early buildings are still standing and maintain their historic relationship to each other along a narrow winding road.

Muitzeskill also served as a social center with its church, school, Masonic rooms, Grange Hall and taverns. Today the farm houses and a few barns, the shops, cooperage, blacksmith shop, church and the residences and open fields are all visible evidence of an early nineteenth century community.

Schodack Landing Historic District: The Hamlet of Schodack Landing is a Hudson riverfront community whose buildings are located along both sides of State Route 9J in southwestern Rensselaer County. Because of successive waves of development, Schodack Landing buildings were constructed during every historic period from the late eighteenth century onward. There are about 86 buildings in the district and almost half of them were constructed before 1830. There is even an early Dutch barn in the district. Very few barns of this type remain in Rensselaer County.

The earliest development in the district occurred in the early 1700’s with settlement by Dutch families. The early farms included five families, all closely interrelated – Schermerhorn, Van Valkenburgh, Barheyt, Van Alstyne and Jansen. By the 1760’s the hamlet was firmly established, and many of these early farmers became traders and merchants. Later in the eighteenth century extensive inland development occurred in the Town of Schodack, and Schodack Landing became an important export center for farm products. By the mid nineteenth century, with changes in transportation brought on by the railroads, Schodack Landing became a quiet, local freight depot. The sale of river ice to large population centers in the late 1880’s and early 1900’s brought a brief burst of prosperity. When the need for ice

dwindled, Schodack Landing became primarily residential with very little new building occurring in the twentieth century.

The special character of Schodack Landing derives partly from the absence of modern intrusions, such as gas stations, partly from its strong relationship with the Hudson River and partly from the large number of early structures that retain their original simplicity.

Other Historic Structures: While the historic significance of the above properties has been well documented, there are many other properties in the Town of Schodack not on the Historic Registers that are important to the history of the town. Many are scattered along the State Routes 9 & 20 corridor with others located in North Schodack, East Schodack, Castleton, and Brookview. Documentation of some of these structures was undertaken in the 1970's by the Historical Society of Esquatak, but more work needs to be done to identify additional historically significant properties in the Town of Schodack.



During the 1970's, the Historical Society completed a 12-volume survey of historic homes in the Town. Although the Town has a Historic Preservation Commission, it is not active. It may be advisable to consider reactivating the Commission to ensure the integrity of the Town's historic resources is protected.

Recently, the Schodack Town Board appointed a Library Advisory Committee to make recommendations on the best method for providing library services to the residents. This committee – following a thorough review of existing data on Schodack library use patterns, practices in neighboring communities, and the financial and demographic characteristics of those communities and public outreach –released a findings report on June 18, 2007. The findings recommended that Schodack assume responsibility over library provision by chartering a town-wide library and moving to create a town-wide library district. The preferred alternative identified included re-chartering the Castleton library –the only service library within town borders – retaining much of its operation within the village, but using part of its collection to "seed" a new location in Town Hall.

Recreation and Open Space

Volunteers created Schodack's Town Park during the 1990's with support from the Town and local business. Located about a mile from Town Hall on Poyneer Road, the Town Park offers a variety of settings, from meadows to streamside trails. A pavilion is available for event use, while birdwatchers find the park an exceptional viewing area for species ranging from common eastern forest- and open-space birds to the occasional bald eagle. It should be noted that the Town's park is not dedicated parkland; it is in fact, classified by the Town as industrial and vacant properties.

Another major local resource within the Town is the Schodack Island State Park located on the east banks of the Hudson River at Schodack Island, just south of Albany. At this time, the park is being kept open by volunteers from the Town and Village. With its entrance on Route 9-J in Schodack Landing,

approximately seven miles of Hudson River and Schodack Creek shoreline bound this 1,052-acre site. A day-use facility, the park has been designated a State Estuary, and a portion of the park shelters a Bird Conservation Area (BCA) that is, according to the NYS Office of Parks, Recreation, and Historic Preservation, home to bald eagles, cerulean warblers and blue herons that nest in the cottonwood trees. Eight miles of multi-use trails wind through a variety of ecological communities. In addition, the park has an improved bike trail, volleyball nets, horseshoe pits, a kayak/canoe launch site on the east side, and a boat launch on the west side. Interpretive signage highlights the park's historic and environmental significance. Other amenities available at the park include picnic facilities (tables and grills), playing fields, ice skating facilities, and nature trails. Much of the park is wheel chair accessible, and park visitors are able to hunt, fish, and bike in designated areas of the park. Open year round, a fee is charged each day during the high season (Memorial Day through Labor Day), and a fee is charged weekends between Labor Day and Columbus Day. No fee is charged between Columbus Day and May.

Residents of Schodack and other nearby communities dominate visitation at the State Park, especially during the off-season. During peak season, fishing at the park attracts visitors from all over the region. At other times of the year, the State Park's scheduled special programs attract visitors to the park. The State Park's highest visitation month is typically May—May 2007 saw 9,500 visitors. The month with the least number of visitors is February—February 2007 saw 1,900 visitors. During the summer months (June through September) average visitation is about 4,300 each month.

The Town's athletic facilities include tennis courts and ball fields at the Schodack Central School Complex and at the Castleton Elementary School. Castleton also provides a lighted hockey rink during winter months. Fishing is an ongoing recreational activity, as local fishermen have been known to find abundant catches in trout streams and the Hudson River. In addition, with property owner permission, hunters are permitted on farmland and woodlots throughout the town.

Recreational activities available to Town residents include:

- Pee wee Wrestling (covering grades 1 through 12) is held twice weekly at the Maple Hill High School.
- Junior Wrestling is available at Columbia (in the East Greenbush School District) but is open to all Schodack residents.
- The Town of Schodack Day Camp for resident children is a four (4) week program that runs from July 7, 2008 through August 1, 2008. The camp runs Monday through Friday from 9:30 a.m. to 2:30 p.m. The program includes bus service. Campers participate in a Learn-to Swim Program, music, arts and crafts, science/nature class, games, contests, sports, and field trips.

Many Town residents residing on the outskirts of the Village of Castleton use the Village's Schermerhorn Park, located on Chestnut Street and Hillview Terrace in the Town. The 45-acre park contains numerous recreational resources.

Although the Town Park presents opportunities for passive enjoyment, the Town's active recreation resources are limited. The Town Park does not have any active recreation resources (fields, courts, etc.) Many residents use facilities--tennis courts, basketball courts-- available through the local school districts.

Potential funding for enhanced park and recreation resources include local pursuit of grants and increasing the amount of parkland fees required from developers.

Solid Waste Management

The Town of Schodack Transfer/Recycling Station, located on Poyneer Road, is open to residents Tuesdays through Saturdays. No commercial or industrial materials are accepted. As the Town strongly encourages recycling, many recyclables are accepted without charge. The Town imposes a modest fee to cover disposal costs associated with non-recyclables and bulky or difficult recyclables. Residents must contract with private haulers for curbside pick up services.

Education

While public education is a priority in Schodack, it is not a function of town government. School districts – many of which in New York include portions of several towns – are governed by elected School Boards, whose members are responsible for setting school budgets, levying taxes, and oversight of the administration and educational process in their districts. Depending on the neighborhood in which they live, children in Schodack may attend public schools in one of four such districts.



The Schodack Central, Averill Park, Ichabod Crane and East Greenbush Central School Districts provide public, K-12 education in schools that are among New York's most highly rated. At all grade levels, student achievement--as reflected in standardized testing directed by the NYS Board of Regents--is well above the median. High school graduation rates are high and most graduates attend either two or four year colleges or universities.

There are several private schools and academies located nearby that offer additional educational opportunities. Choices in the immediate area span day care and pre-kindergarten through primary and high school and range from denominational, religiously-focused institutions to military academies to traditional, independent, college preparatory schools and include both residential- and day-programs.

Public Safety

The delineation of the Town's various fire districts as well as the location of all police and court facilities are depicted on the Community Resources Map. In addition to the local Town of Schodack Police, the Town is also home to a New York State Police facility.

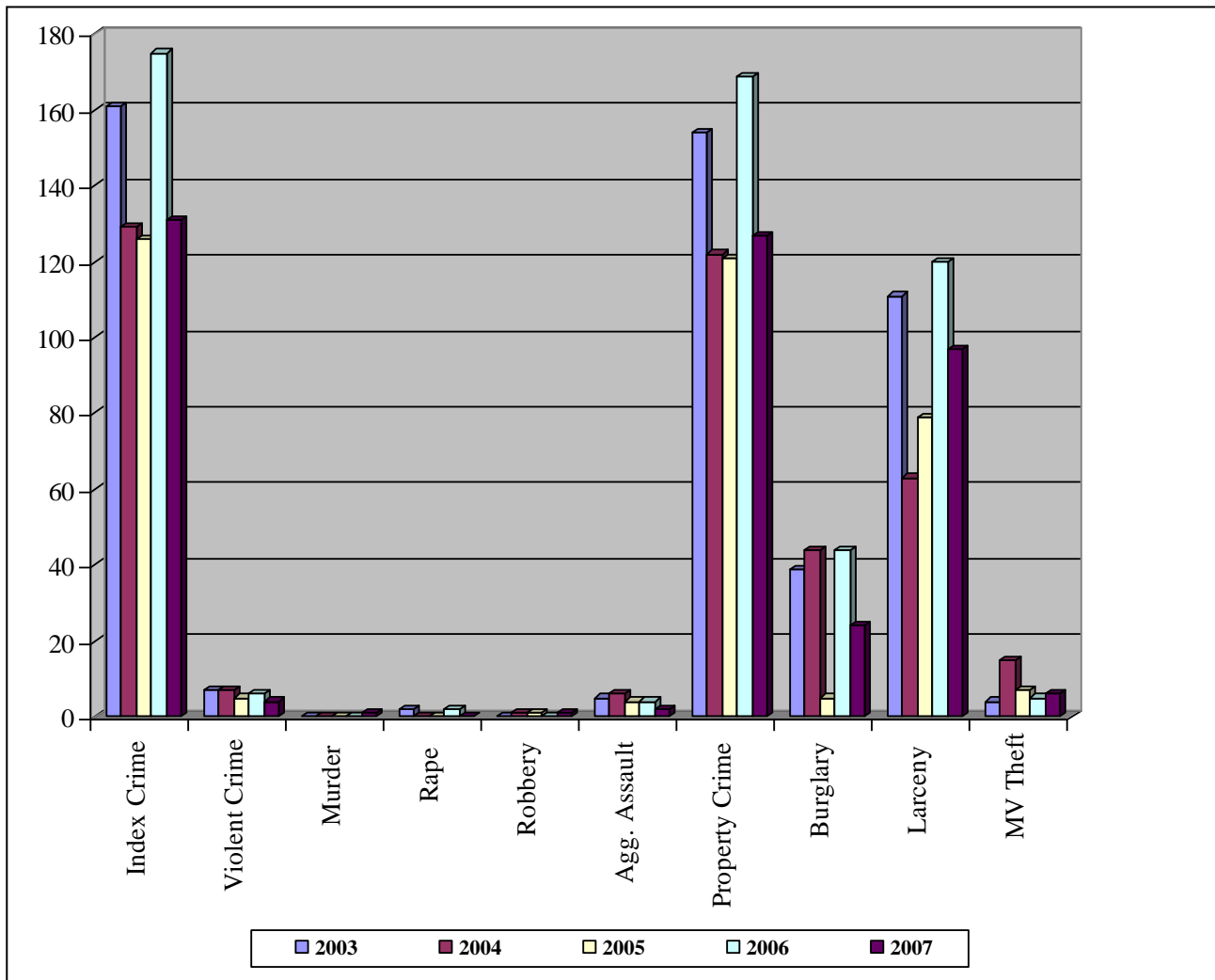


Police and Court System: The Town of Schodack has its own police department. Police Headquarters is located on Columbia Turnpike (adjacent to the former Town Hall), between the intersection of Routes 9 & 20 and State Route 150. In addition to their role in protecting the public, Schodack Police provides fingerprinting service for job applications, adoptions, etc.

The Town of Schodack Justice Court is responsible for traffic and parking, criminal, civil, environmental conservation, local law and small claims matters occurring in the Town of Schodack. The court, which is located in the Schodack Town Hall, has two Town Justices. The Justice Court is open Monday through Friday (except holidays), with Court sessions held on Wednesday evenings.

As indicated in Graph 9 that follows, Property Crime, Larceny, and Burglary are the primary criminal activities occurring within Schodack. Violent crimes occur very infrequently within the community.

Graph 9: Crime Trends in Schodack, 2003-2007



Source: Town of Schodack.

Fire Companies: The Town of Schodack is protected by a total of eight (8) fire companies, with five (5) located within the town. Most of these fire departments hold ISO PPC ratings of 6 or better. A town-wide mutual aid agreement is augmented by mutual aid agreements with neighboring municipalities and fire departments.

For example, East Greenbush contracts to protect an area along Route 9 & 20 near Schodack's northern border, while the Nassau Fire Department contracts coverage for an area along McClellan and Bunker Hill Roads, on the easternmost reaches of Schodack. North Chatham provides mutual aid routinely for that area and throughout the southeastern part of town. Dispatching and other "911" services are provided by the Rensselaer County Emergency Communications Center.

The five Schodack-based fire departments include:

- Castleton Volunteer Fire Department
- East Schodack Volunteer Fire Department
- Schodack Landing Fire Department
- Schodack Valley Fire Department
- South Schodack Fire Department

The Castleton Fire Company was formed in 1871. The station is located on Green Avenue in Castleton. CFC provides fire protection and EMS response for the Village of Castleton and the Schodack Protective district and assists its mutual aid neighbors. Major Equipment owned by the company includes, 3 Pumper tankers and 1 EMS/utility vehicle.

The East Schodack Fire Department, another all volunteer department, is located in East Schodack and provides coverage to the northeast quadrant of the Town. The fire company, which has been around since the 1930's, has 34 active volunteers. As day coverage is often difficult, the company could use additional volunteers. Equipment includes 3 Pumper tankers (all with 1,000 gallon tanks), a 4-wheel drive emergency response vehicle, a 4-wheel drive brush vehicle, a 12-foot inflatable Zodiac, and a Polaris Ranger 4 X 4. In addition to money received through the district, the company also runs occasional fundraisers including a pizza night. Annual calls number around 200-250, with an approximate split between emergency response and fire response. Although cramped, the station, which was constructed in 1970, is presently adequate for the department's needs.

The Schodack Landing Fire Department provides coverage to the southwest portion of the Town, including Route 9J south of Castleton. Located at 350 Firehouse Lane, the fire station's property includes 10+ acres, a pavilion, a pond, and custom-built stage where fundraiser concerts are regularly held. The station currently has 31 active members, including 12 that regularly turn out during the day. Major equipment includes two pumper-tankers (1,250 gallons each), a Chevy Tahoe first-response vehicle, an all-terrain amphibious vehicle for on-land and in-water, an inflatable, 6-passenger Zodiac boat, and a 20-person passenger bus. The fire house gets about 100 calls per year, and recently, April 2008, was a particularly busy month with 14 calls, mostly for emergency medical service. With a fire districts area

that houses only 240 houses and no businesses, the fire district puts considerable time and effort into fundraising, hosting softball games, barbeques, and concerts.

The Schodack Valley Fire Company, which owns its fire station and grounds, is governed by a Board of Directors. The company charges the district for rental of the apparatus bays and property owners are taxed to cover the cost of supplying and maintaining fire equipment. The Schodack Valley Fire Company is comprised of approximately 35 volunteer professionals who live and work within or around the district. Presently the fire department answers on the average of 250-300 calls per year. Firefighting apparatus includes one tanker, three pumper/tankers and an EMS vehicle.

The South Schodack Fire Department, since 1957, has been providing fire protection services for the southern portion of Town. Their jurisdiction includes some 1,700 residences of approximately 13 square miles and approximately 10 miles of interstate highway along I-90 and the Berkshire Spur of the New York State Thruway. The South Schodack Fire District is also home to about 45 commercial and industrial facilities.

SSFD's apparatus includes two engines, an engine-tanker, a tanker, and a rescue truck. The department still owns a retired truck, built ca. 1949 for the Air Force and acquired by the department in the 1960's, which it brings out for parades and ceremonies. The department's primary engine, a 1997 Spartan, has a 1,250-gallon tank, w/ 1,500-gpm Hale pump. Its main water tanker, a 1990 International, has a 3,850-gallon tank w/ 1500gpm Darley fire-rated pump. The department has about 30 active firefighters, all volunteers. SSFD trains ("drills") on Wednesday evenings at 7:15 PM, except on the first Wednesday of each month, when the South Schodack Fire Company, SSFD's social and fund-raising element, hold its' monthly meetings.

Emergency Response/Ambulance Services: There are several ambulance squads that service different areas of the Town. These include the Castleton Ambulance Squad, which responds to the Town of Schodack; the Schodack Valley Fire Department, which provides services in the greater Schodack Valley area; and the Nassau Ambulance Company, which covers outlying rural areas of Schodack.

The Castleton Ambulance Squad has responded to calls for emergency medical response and treatment throughout the Town of Schodack since 1956. Located on Brookview Road in Castleton, the squad has 24 active/riding members, most of whom are also Schodack residents. During 2003, the squad answered 799 calls, most of which were for illness or injury. Additionally, they respond to fire calls to care for both occupants and firefighters. In recent years, due to low volunteer availability, the squad has had to rely on a paid day staff of two.

The Schodack Valley Fire Department has, since the late 1980's, also provided EMS service. The Schodack Valley Emergency Medical Service works in cooperation with the Castleton Volunteer Ambulance Service and the Nassau Ambulance Squad. Presently the fire department answers on the average of 100-120 EMS calls annually.

The Nassau Ambulance Company provides ambulance services to geographic areas that fall within the lands covered by the Nassau Fire Department and the East Schodack Fire Department. Founded in 1953, the service regularly has two paid emergency responders during the day, but is covered by volunteers at night. For the entire area (inclusive of the service area within the Town of Nassau), the company handles approximately 550-600 EMS calls annually. Currently located in a new facility on a 15-acre site on McClelland Road. The facility is jointly owned by both the Village of Nassau and the Town of Schodack.

V. PRIOR COMPREHENSIVE PLAN REPORTS

Town of Schodack Corridor Plan.

With its 2002 designation as one of the State's 12 pilot Quality Communities, the Town of Schodack received funding from the NYS Department of State to develop this plan. Completed in July 2006, this plan was developed to help the Town foster market-based community revitalization along Routes 9 7 20, and extending from Exit 10 of I-90 to the B-1 exit area of the Berkshire Spur. One of the primary factors prompting Schodack to develop this plan was the construction of new residential developments, which had resulted in a tremendous financial strain on local schools and local taxpayers. The Town of Schodack hired a project team comprised of Blueberry Ridge Stewardship Services, Camoin Associates, CLA SITE Landscape Architecture, Engineering & Planning, P.C., and DBS Planning Consultants to create the plan.

Town of Schodack Proposed Water System Improvements.

Prepared by J. Kenneth Fraser and Associates, this April 2005 report, *Town of Schodack Proposed Water System Improvements: Existing Water District #2A and Proposed Water District #8*, was intended, according to its authors, to form the basis for legal proceedings and other procedures required to upgrade the existing water system of the Town of Schodack Water District # 2A. The report was also intended to provide a workable plan designed to facilitate future consolidation of selected existing water districts within the Town, as well as future Town districts yet to be formed, into a comprehensive Town of Schodack Water System. Once created, this Town water system would then employ a uniform method for financing and amortization of future water projects and a uniform operation and maintenance plan designed to provide equitable costs and uniform meter rates throughout the water system.

Town of Schodack Comprehensive Master Plan Draft.

To address a variety of issues impacting the community, the Town of Schodack began working on a Comprehensive Master Plan. Although the plan was never completed, several committees were formed and presented their findings to the Town Board. These committees addressed the following areas: (1) Growth Analysis; (2) Economic Development; and (3) Infrastructure. A final draft of these committees' research efforts and recommendations was furnished to the Town Board on March 24, 2003.

As part of this study, the Growth Analysis committee examined five (5) specific issues. These were: (1) Public transportation; (2) Child care facilities; (3) Senior housing; (4) Affordable housing; (5) School enrollment; (6) Centralized postal services; and (7) Waterfront growth.

Given the fact that 95% of employed Town residents commute to work by car, expanding public transportation in the Town was identified as "unwarranted" by the Growth Analysis committee. However, it was determined that scheduling and route changes might provide better services for residents. Examples included improving service to Castleton, introducing Route 9 travel to Kinderhook and Valatie, and restoring previously offered weekend service.

At the time of the study, child care services were provided by Happy Day Care Center, which offered infant care (for 40 infants), and three school age programs – Castleton Kids, Greenbush Child Caring, and Boys and Girls Club in Castleton – total capacity of 125. Preschool programs were offered at the Maple Hill preschool and the publicly funded preschool that serves Schodack. A number of private facilities were also identified as being available in adjacent communities. The Growth Analysis committee found that, short of conducting a survey to identify needs, it was impossible to evaluate the unmet child care needs, as so many residents use facilities close to their workplace or use informal or relative care. No recommendations were made.

The Growth Analysis committee found that the Town may be in a position to encourage affordable senior housing in the future due to the fact that the median age rose considerably during the 1990's; more than 70% of Town residents in 2000 were living in the house as they were in 1995 (demonstrating community "attachment"); and the fact that there was little rental housing located within the Town beyond the Village of Castleton. The study also outlined several factors that should be considered in any future senior housing development endeavors. These included: accessibility to public transportation and public roads; proximity (within walking distance) to essential services; compact and flat site development; and cost effective water and septic (or sewer) provision.

The Growth Analysis committee listed both the advantages and disadvantages associated with allowing the free market to continue to influence Schodack's residential development, in the absence of any stated preference from the Town. Potential positives identified included the growing proliferation of "high end" housing resulting in both higher tax assessments and residents with more disposable income. Potential negatives included the fact that long time residents may be precluded from finding affordable housing in the Town, a possible lack of affordable entry level housing, and "higher end" residents may be adverse to additional commercial development.



It was observed that the number of parcels in the Town served in school districts outside Town is nearly equal to the number of residents enrolled in the Schodack school district. No recommendations were made.

The Growth Analysis committee approached the U.S. Postal Service with the idea of consolidating the Town's areas currently served by six zip codes/post offices under one Schodack name and zip code. The main reason for the proposed consolidation was to help provide a uniform identity for the Town. Unfortunately, the Postal Service indicated that in addition to great expense, the logistics and the precedent made it unfeasible. One change the Postal Service would possibly consider would be to allow

more than one community to use the same zip code. This was identified as a change that would be considered during the 2004-2005 fiscal year.

The study identified three areas along the Schodack Hudson River waterfront that could be considered for development. These included Cow Island, portions of Campbell Island, and the area between the Village of Castleton and Schodack Island State Park.

The Economic Development subcommittee was charged with studying current commercial development, identifying businesses located in and adjacent to Schodack, and analyzing the Town's current and future economic needs. With this, the group was to develop strategies to create a successful business atmosphere and research the positives and negatives of maintaining a local industrial development agency.

Using previous studies and GIS data, the Infrastructure committee was to map all existing public sewer and water districts, services available from adjacent municipal systems and private systems. With this, the group was to assess future needs, as well as identify major roadways in close proximity to major water and sewer lines. Using information provided by NYS Department of Transportation, the group was to assess and analyze traffic count surveys and traffic patterns. The committee was also to identify the location of all utilities (e.g., natural gas, fiber optics) and sites of likely future expansion.

Water and Sewerage Needs Study.

Authorized by the Rensselaer County Water and Sewer Authority (RCWSA) and prepared by Malcolm Pirnie, Inc., this plan was completed for the Towns of North Greenbush, East Greenbush and Schodack, City of Rensselaer and the Village of Castleton. The purpose behind this May 2002 study was to identify present and future requirements for water and sewerage infrastructure improvements in southwestern Rensselaer County.

According to the study, the Castleton-on-Hudson wastewater treatment plant treats the wastewaters collected from some Schodack sewer districts while one pumps wastewater to the Town of East Greenbush sewer system. Subsurface disposal systems used to treat some wastewater have been faced with ongoing problems, including excessive infiltration and inflow. At the time of the study, plans were underway to replace or line one aging subsurface disposal system in Sewer District No. 5 to reduce wet weather flows. In addition, Schodack was considering forming a new sewer district (that would pump water to the Castleton wastewater treatment plant) to service the Schodack Landing area. The study indicates that the Village of Castleton-on-Hudson's sewers and wastewater treatment facility were constructed in the late 1980's and, at the time of the study, were regarded as being in good condition with no immediate improvement needs.

Due to growth trends identified in Schodack at the time, the report identified a likelihood that much more extensive sewerage coverage would be needed within a 20-year period (by 2022).

The City of Troy Water System (through its Tomhannock Reservoir) and groundwater are identified as the primary sources of water within the plan's study area. The Schodack Terrace Aquifer, under the

Towns of East Greenbush and Schodack, provides area residents with groundwater. It is also the water source for the Village of Castleton, the Hampton Manor Water District in East Greenbush, the Clearview Water District, and a number of smaller Schodack-based public water systems. The 2002 study cited several past studies that examined this aquifer as a potential source of groundwater for growing southwestern Rensselaer County. The plan also noted the fact that several areas in Schodack purchase water from East Greenbush and Rensselaer.

Town of Schodack Water Study and Report.

Completed by Percy B. Cotton, Associates in June 2000, the purpose of *The Town of Schodack Water Study and Report: Proposed Extension to Water District #5* was to investigate the formation of a Water Supply and Distribution System which would use the Schodack Aquifer through the Town wellfield. This system would provide a central source of water, uniting several water districts in the Town, between the newly constructed District No. 5 on the north and Water District No. 3 on the south. The study also examined the extension of water provision to the area around the I-90, Exit B-1/ NYS Thruway Berkshire Spur interchange. In addition to providing service to several areas experiencing water quality problems (portions of Byers Estate and Sunset Hills), the proposed extension, it was indicated, would provide a strong basis for future expansions and set the stage for possible inter-municipal agreements between Schodack and neighbors such as the Village of Castleton and the Town of East Greenbush.

Schodack Long Term Planning Commission Strategic Plan.

Prepared by Kenneth A. Gifford, ASLA for the Schodack Town Board and Schodack Planning Board, this March 1994 planning effort, identified alternative development scenarios. These scenarios were created by developing a composite of the Town's natural and cultural resources with a variety of open space and farmland preservation techniques. In an interim report, the Town was presented with four main alternatives to guide future land use development. These included: (1) existing regulations; (2) agricultural zoning techniques; (3) "high tech" development controls; and (4) neo-traditional zoning.

Groundwater/Wellhead Protection Program.

Funded by a pass-through grant disbursed under Section 205(j) of the Federal Water Quality Act, the State Department of Environmental Conservation enlisted the Capital District Regional Planning Commission (CDRPC) to work with local government entities to identify environmentally sensitive areas appropriate for the implementation of wellhead protection measures. This 1993 study, in Phase I of this effort, examined southwestern Rensselaer County where the primary source of drinking water is the Schodack aquifer.

As part of the study, CDRPC evaluated the Town's (11) well systems and conducted an inventory of potentially hazardous land uses within the wellhead areas. The report also included a synopsis of existing land use and watershed regulations for the communities, including Schodack and the Village of Nassau. The report identified a variety of management techniques and strategies used to establish wellhead

protection programs. The techniques fell into three general categories: (1) Regulatory; (2) Non-regulatory; and (3) Legislative.

Underground Injection Control and Wellhead Protection Demonstration Project.

According to the report's introduction, this March 1993 study, *Underground Injection Control and Wellhead Protection Demonstration Project: Schodack Aquifer Hydrogeological Report*, conducted by Robert G. LaFleur of RPI's Department of Earth and Environmental Sciences, was funded as part of a U.S. Environmental Protection Agency (EPA) Underground Injection Control and Wellhead Protection Demonstration Project. The purpose of the hydrogeological investigation was to assemble and organize existing groundwater information so that protection options for public water supplies could be formulated and suggested to local communities.

The Town of Schodack was selected as the study area because it has an extensive aquifer, an available historical groundwater database, and it is part of a well-known and mapped glaciated terrain. An acknowledged challenge to the project was identifying the adequacy of available data for forming technically appropriate and defensible protective regulations.

The study identified the various drawbacks associated with several potential approaches to groundwater resource protection. While restricting potentially hazardous land uses can be done and may be effective, delineating the radius-of-influence zone can pose difficulties, including the fact that it may result in boundary disputes. Further, the author indicates that in order to protect the aquifer, one must "consider all sources of recharge, which invariably includes land and waters not a part of the aquifer."

A more targeted approach would be to restrict the use of actual contaminants. One highlighted contaminant is DNAPLs, chlorinated organic solvents that are denser than water, e.g., degreasers and cleaning fluids, as they are regarded as "nearly impossible" to purge from groundwater.

Route 9 Corridor Study: Draft Proposed Recommendations.

Prepared by Rensselaer County Planning Office in August 1992, this study was completed in recognition of the fact that the majority of commercial and industrial growth in Schodack was occurring along the Route 9 corridor. As a result, Town officials identified a need to balance this economic development with sound land use and environmental planning principles. Through a close examination of the Corridor, studying available information on land use and natural resources and constraints such as steep slopes, soil septic limitations, poor filters, shallow bedrock, wetlands, agricultural soils, and the aquifer, Rensselaer County provided the Town with a number of recommendations on how to guide future growth.

Town of Schodack Service Extension Evaluation.

Prepared by Clough, Harbour & Associates for the Rensselaer County Water and Sewer Authority in December 1990, the full title of this report is *Town of Schodack Service Extension Evaluation from the Castleton-on-Hudson Water Pollution Control Plant and Wastewater Conveyance System*. The purpose behind this study was to examine the feasibility of extending existing sanitary sewer service within the Village of Castleton to adjacent portions of the Town of Schodack that overlay the Village's water supply aquifer.

Two study areas were examined, one larger 6.4 square mile area east of the Village and a smaller sub-area concentrated along NYS Route 9. The study evaluated the anticipated service area based, in part, on population projections for both the Town and the Village. The study forecasted a 1990 population for the Town of 11,900; a 2000 population of 13,635; and a 2040 population of 20,578. The study forecasted a 1990 population for the Village of 1,662; a 2000 population of 1,673; and a 2040 population of 1,671.

Draft Rensselaer County Master Plan.

At the behest of then-County Executive John L. Buono, a committee was formed to develop a basis for a County-wide Master Plan. This report was released in 1988, circulated widely among the public and interested stakeholders, and the County Planning Office presented the Master Plan to County Executive Buono the following year on July 17, 1989. The purpose of the County Master Plan was identified as two-fold: (1) it was to provide information to those in County and local governments and the public at large; and (2) it was to serve as a guide for future actions that would shape the County over the next decade. The Master Plan outlines a number of recommended policies in the following areas: Land Use, Economic Development, Environment, Transportation, Community Issues, and Recreation and Open Space.

As general guidelines, all are potentially applicable to the Town of Schodack. For example, the Use policies advocate locally adopted master plans, performance standards, zoning for commercial/industrial uses, and using clustering and Planned Unit Development to encourage provision of open space. Other policies more directly affecting Schodack include a call for waterfront communities to adopt Local Waterfront Revitalization Programs; development of a Rensselaer County master plan for sewer and water; maintenance of traditional community centers – cities, villages, hamlets; minimization of the negative impacts of strip development; and discouraging residential uses near the I-90 interchanges.

Additional policies identified that are potentially applicable to Schodack include preserving areas of prime and important farmland soils, implementing and enforcing measures (such as overlay districts) to protect watersheds and public water supplies (including the Vlockie Kill). Other policies were designed to encourage and preserve affordable housing; support education; provide for health and medical facilities; support efforts to foster new involvement in voluntary organizations (fire departments, ambulance corps); and support historic and cultural resources. The Master Plan also outlined several policies aimed at preserving open space for both active and passive recreational uses.

Report of the Rensselaer County Master Plan Steering Committee.

At the behest of then-County Executive John L. Buono, 32 individuals were selected to serve as a steering committee to formulate a report of ideas on how Rensselaer County ought to prepare itself for the 21st century. This document, not a master plan in itself, was described as a “provocative and thoughtful survey of what issues and matters should be considered by the County.” The work of the steering committee was divided into five task forces: Land Use, Economic Development, Environment, Transportation, and Community Facilities. This summary was presented to County Executive Buono on June 13, 1988.

The report identified specific goals associated with each of the five topic areas – Land Use, Economic Development, Environment, Transportation, and Community Facilities – and policies to advance each goal. The major themes of the report were that growth is inevitable and it is up to the County to guide where it goes by planning its infrastructure accordingly. New growth will also result in more demands on community facilities and care must be taken to preserve natural resources. Municipalities were encouraged to become more active in decision-making and to adopt and enforce regulations to more effectively manage growth. Information sharing among all areas of government would be important, as would the role of the Rensselaer County Planning Office, and it should be strengthened.

Comprehensive Water Supply Plan for the Town of Schodack.

Completed by Clough, Harbour & Associates in September 1988, the Town authorized this water study to evaluate existing conditions and several water supply/quality “problem” in anticipation of significant development trends.

This plan not only sought to identify how the Town might best provide supply, transmission, and storage facilities supportive of Town-wide water needs, it also sought to provide a framework upon which future water planning, including implementation strategies such as water district formation reports, could be based.

At the time of the study (1988), existing water demands were estimated to be approximately 750,000 gallons per day (GPD) based on a per capita consumption rate of 75 GPD. Using a population projection of 15,000 by 2000, the report anticipated a Town-wide (excluding the Village of Castleton-on-Hudson) water demand of 1.4 million GPD, based on a per capita consumption rate of 100 GPD, inclusive of a 25 GPD per capita for light industrial and commercial development. The maximum daily demand was forecasted to be 2.8 million GPD.

Town of Schodack Engineering Report.

Completed by Smith and Mahoney, P.C. in May 1987, *The Town of Schodack Engineering Report: Generic Cost Opinions for Solid Waste Disposal Alternatives*, was commissioned by the Town to investigate three possible solid waste disposal options. The study included generic cost opinions for three possible alternatives: (1) Town owned and operated landfill; (2) Town owned and operated convenience

facility for resident use only; and (3) Town owned and operated transfer station for resident and commercial use. Caveats to the cost estimates included the fact that they were “generic” and were not tailored to any specific conditions. The study also did not include the cost of more specialized and costly items, such as hydraulic push pits or compactors.

Table 6: Cost Analysis Summary 1998

Option	Size (Tons Per Day)	Capital Cost	Total Disposal Cost (\$/Ton)
Landfill	25	\$2,200,000	\$66
	50	\$4,000,000	\$52
	300	\$9,900,000	\$19
Resident Convenience Facility	5 - 10	\$235,000	\$130,000*
Transfer Station	25	\$680,000	\$29
	50	\$680,000	\$21
	300	\$900,000	\$12

Source: Town of Schodack Engineering Report, Smith & Mahoney, P.C. 1987.

*(Total Annual Cost Assuming 120 mi round trip).

The study identified total disposal cost estimates based on cost per ton. The table above summarizes the 1988 cost analysis. The report points to the importance of considering the effects of variables such as disposal fees and haul distance when comparing the landfill and transfer options.

I-90 Impact Study: Town of Schodack.

Prepared by Rensselaer County Bureau of Planning, this March 1975 study was completed to evaluate the impact Interstate 90 would have on the Town of Schodack. Based upon an analysis of the Town’s ability to provide essential services and the environment’s ability to support intensive development, recommendations were made for revisions to local land use codes. Specific recommendations spoke to the issues of access control on the existing highway system, and protection of the visual environment through revisions to the Town’s sign controls.

These recommendations consisted of three (3) general categories, with some sub-categories. These were the following: (1) Suggested revisions to the zoning regulations; (2) Development of subdivision regulations that include performance criteria; and (3) Development corridor. The appendices included a Planned Community Development article and supplemental sample regulations on signs.

Schodack Development Plan.

Prepared by Raymond, Parish & Pine, Inc., the Town's March 1971 Development Plan was the final document of a series of five documents this firm prepared for the Town of Schodack during this time. This report set forth planning proposals to guide future development. Strategies for implementation were identified as well. According to the report's authors, the Plan was designed as a flexible guide to the future of Schodack. This document provided recommendations related to Housing, Economic Development, Community Facilities, Open Space, Land Use and Zoning, Transportation, Wastewater Treatment, and Water Treatment and Supply.

Basis for Comprehensive Planning.

The full title of this November 1970 document is *Basis for Comprehensive Planning: An analysis of overall development patterns and conditions*. Consultants Raymond, Parish & Pine, Inc. prepared this report for both the Village of Castleton-on-Hudson and the Town.

This report presented an analysis of background data collected as a basis for the Town and Village Comprehensive Plan. Special attention was given to the impact that regional influences, environmental conditions and anticipated population growth would have on the two communities. Where applicable, the report uses four basic community functions – housing, transportation, economic development, and facilities and services – for detailed analyses of development patterns and conditions.

The report makes recommendations related to the four basic community functions. It should be noted that the planning consultants that conducted the study were very much proponents of communities developed at the “neighborhood scale.” That being said, they evaluated each neighborhood's development pattern in contrast to its divergence from their preferred alternative. Then, they evaluated each neighborhood on the basis of whether or not there were adequate parks, community resources, transportation access, etc. for the area's residents. Aside from the Village of Castleton and the hamlets of Brookview, East Schodack, and Schodack Landing, much of the Town lacked complete neighborhoods where residents had easy access to neighborhood level community facilities closely related to daily living.

Adult Business Study Town of Schodack, New York.

Lawrence E. Howard, Esq. submitted this study to the Town on June 8, 2005. The study was completed, according to the author, as part of the Town's Comprehensive Route 9 Corridor Study. The study's scope was to identify possible negative secondary effects that the Town might reasonably expect as a result of the location of an adult business within its borders and how these effects could be addressed. The study was triggered by concern over possible negative secondary effects, and not the materials and services provided by such establishments. This report examined the negative secondary effects of adult businesses documented by other communities and applied them to Schodack.

Town of Schodack and Village of Castleton on Hudson LWRP.

Funded in part by a grant from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, this Local Waterfront Revitalization Program was prepared by Shuster Associates during the late 1980's and adopted on May 15, 1995. This plan was adopted and approved in accordance with the provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Following the template established by the NYS Department of State, Division of Coastal Resources, this plan documented existing and proposed conditions along the Hudson River Schodack/Castleton coastline. In addition to recommendations related to land and water uses along the Town's coastline, the study examined the study area's topography, soil conditions, bedrock and surficial geology, agriculture, wildlife, hydrology, water quality, wetlands, air quality, and transportation.

VI. MAPS

As part of this Comprehensive Plan process, the following maps were created and are attached. Larger versions of these maps are also available in the Town of Schodack Planning Office:

(1) Zoning Districts

(2) Land Use (2007)

(3) Community Resources

(4) Aerial Map

(5) Water Resources

(6) Agricultural Resources

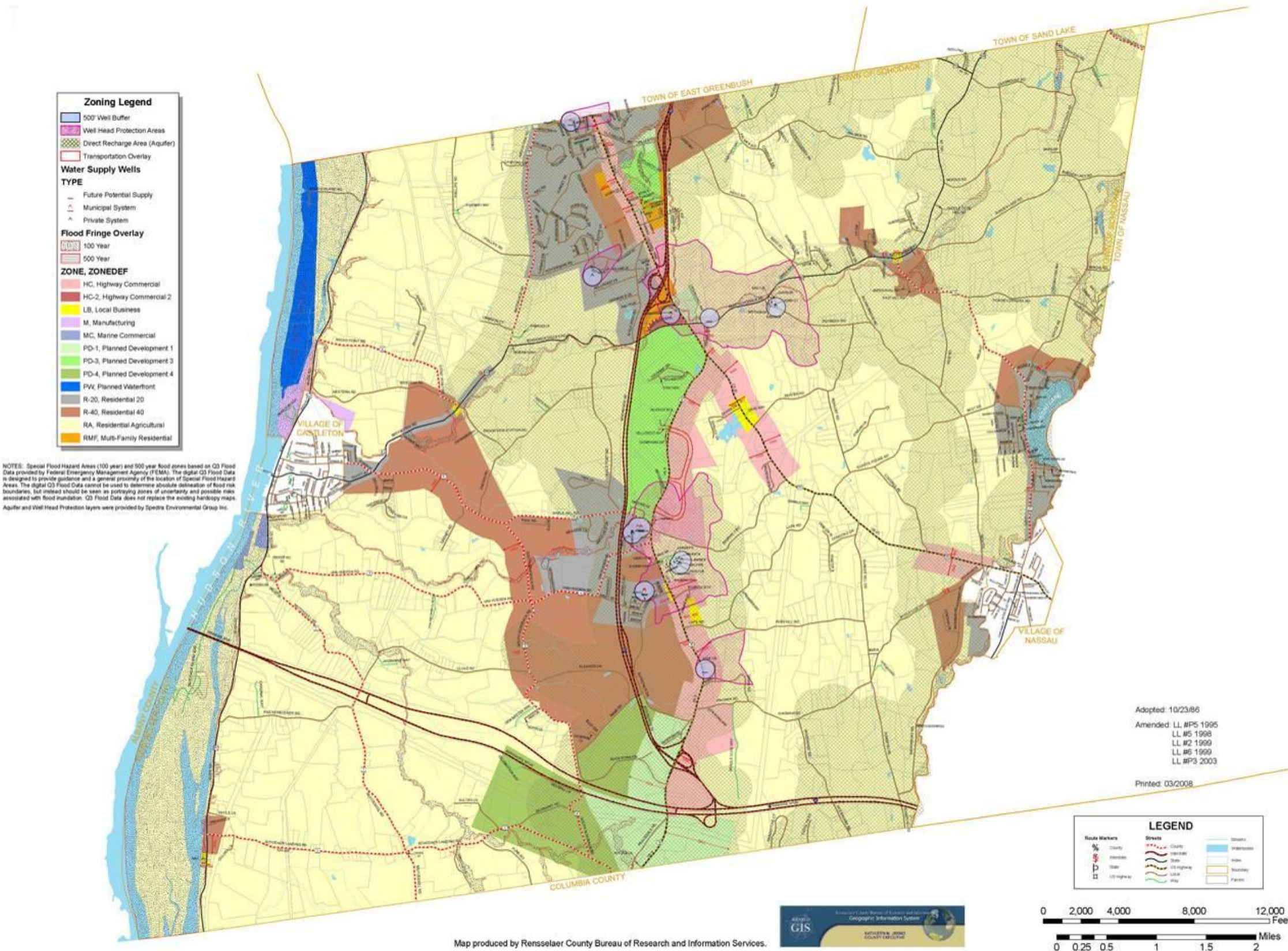
(7) Soils

(8) Bedrock Geology

(9) Surficial Geology

(10) Topography

(1) Zoning Districts



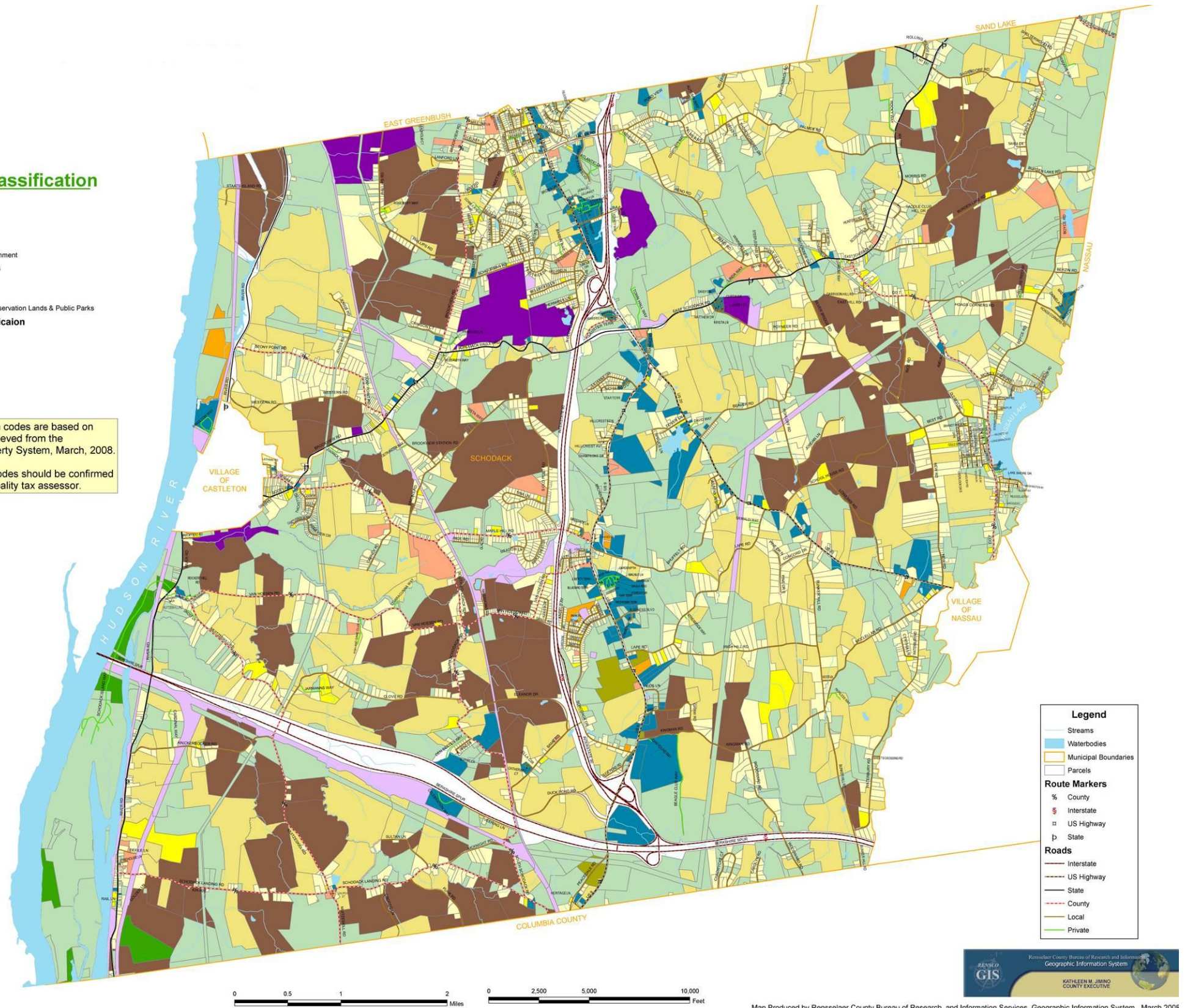
(2) Land Use (2007)

Land Use Classification

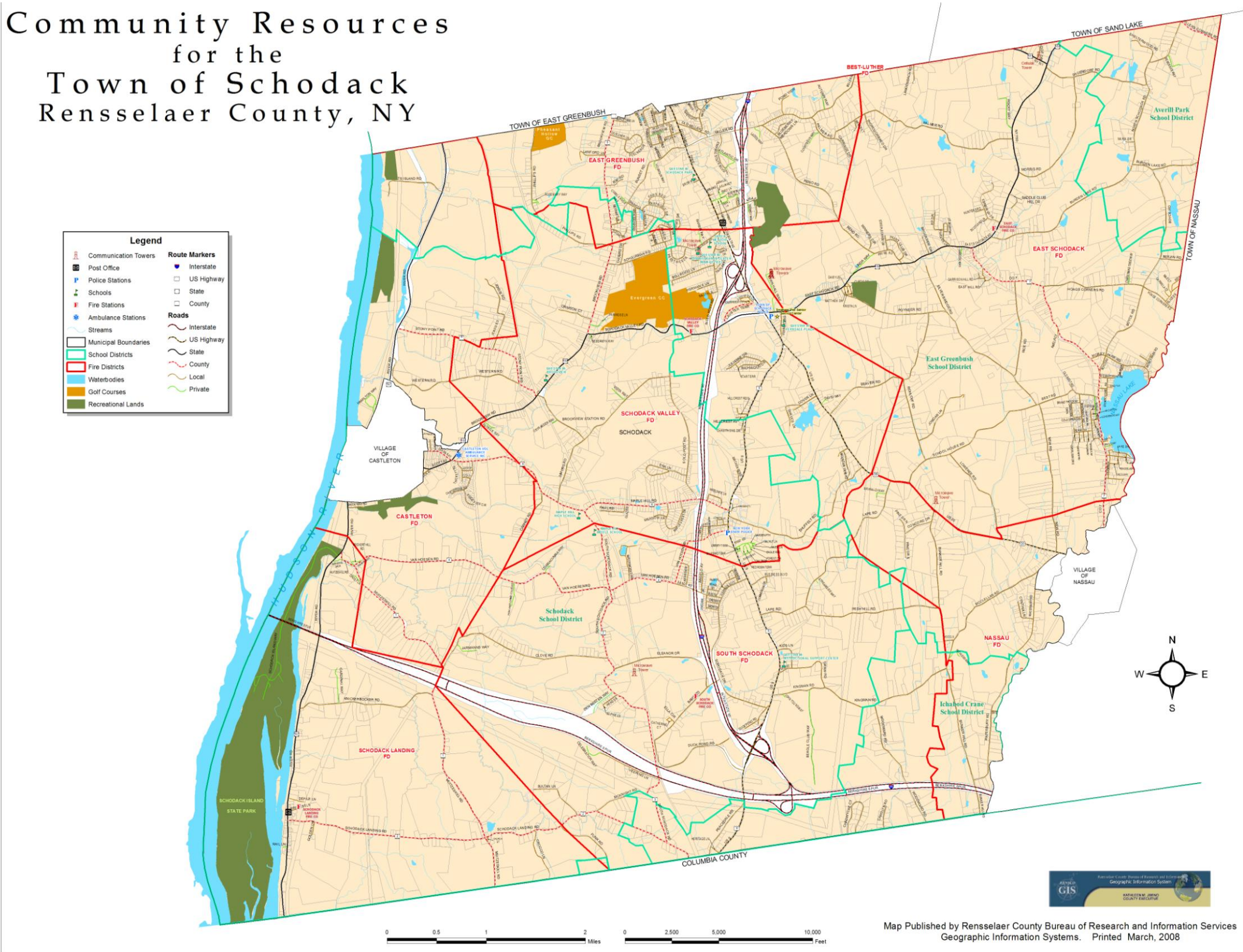
- Category, Description**
- 100, Agricultural
 - 300, Vacant Land
 - 400, Commercial
 - 500, Recreation_Entertainment
 - 600, Community Services
 - 700, Industrial
 - 800, Public Services
 - 900, Wild_Forested_Conservation Lands & Public Parks
- Residential Subclassification**
- 200, Residential
 - Single Family
 - Multi Family
 - Rural Residential
 - Residential/Commercial

Land Use classification codes are based on information retrieved from the New York State Real Property System, March, 2008.

Land Use classifications codes should be confirmed through the municipality tax assessor.



(3) Community Resources



(4) Aerial Map

1 FT Natural Color Imagery
2 Ft Color Infrared Imagery

Aerial photography provided by the NYS Office of
Cyber Security and Critical Infrastructure Coordination.
Orthorectification was done in Spring 2004 for the NYS
Statewide Digital Orthorectification Program (DOP).
Orthorectification for Remond County is 2 ft resolution
color infrared for rural areas with an accuracy of +/- 10 and 1 ft
resolution natural color for urban areas with an accuracy of +/- 4 ft.

Legend

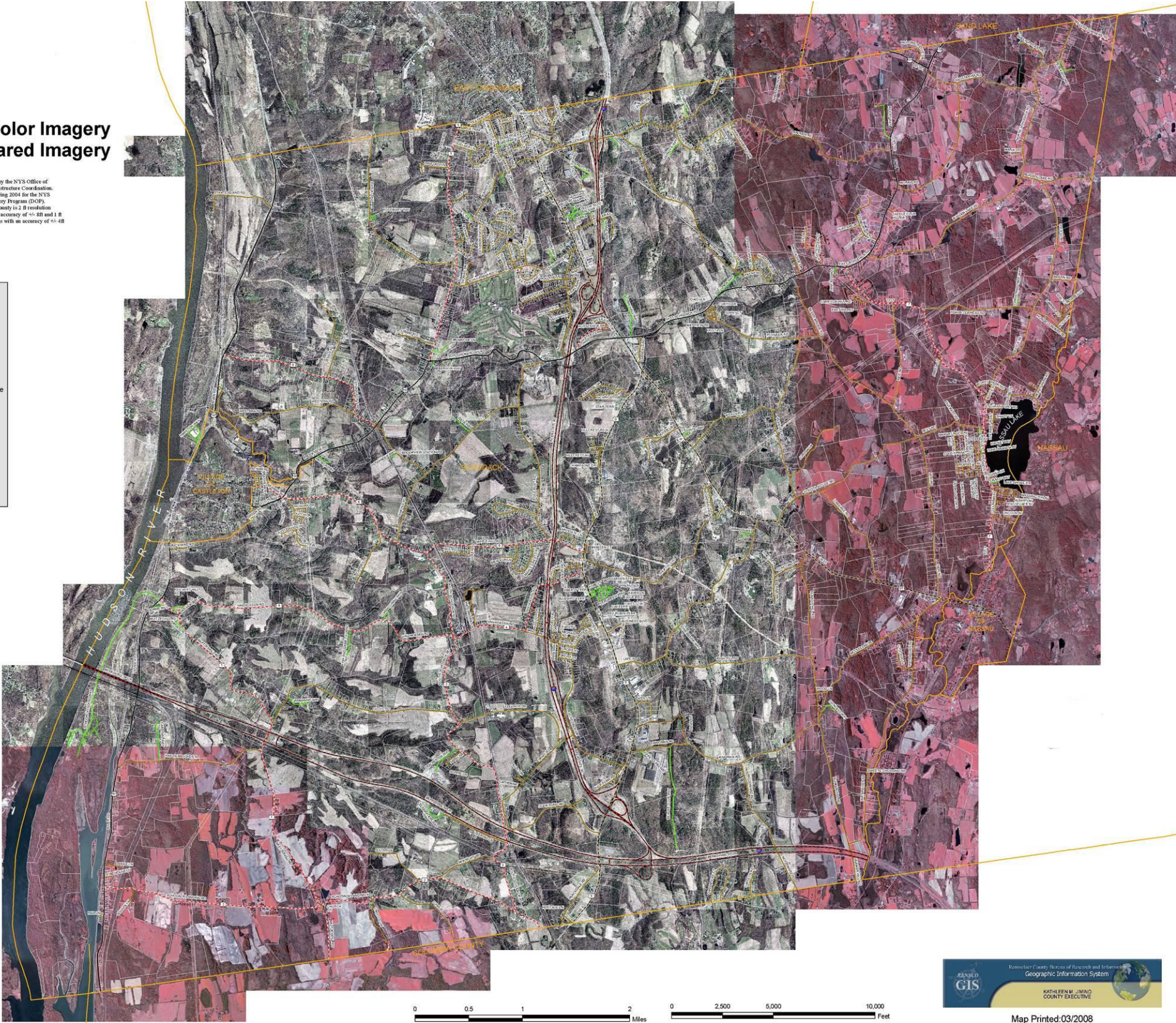
Schodack
Municipal Boundaries

Route Markers

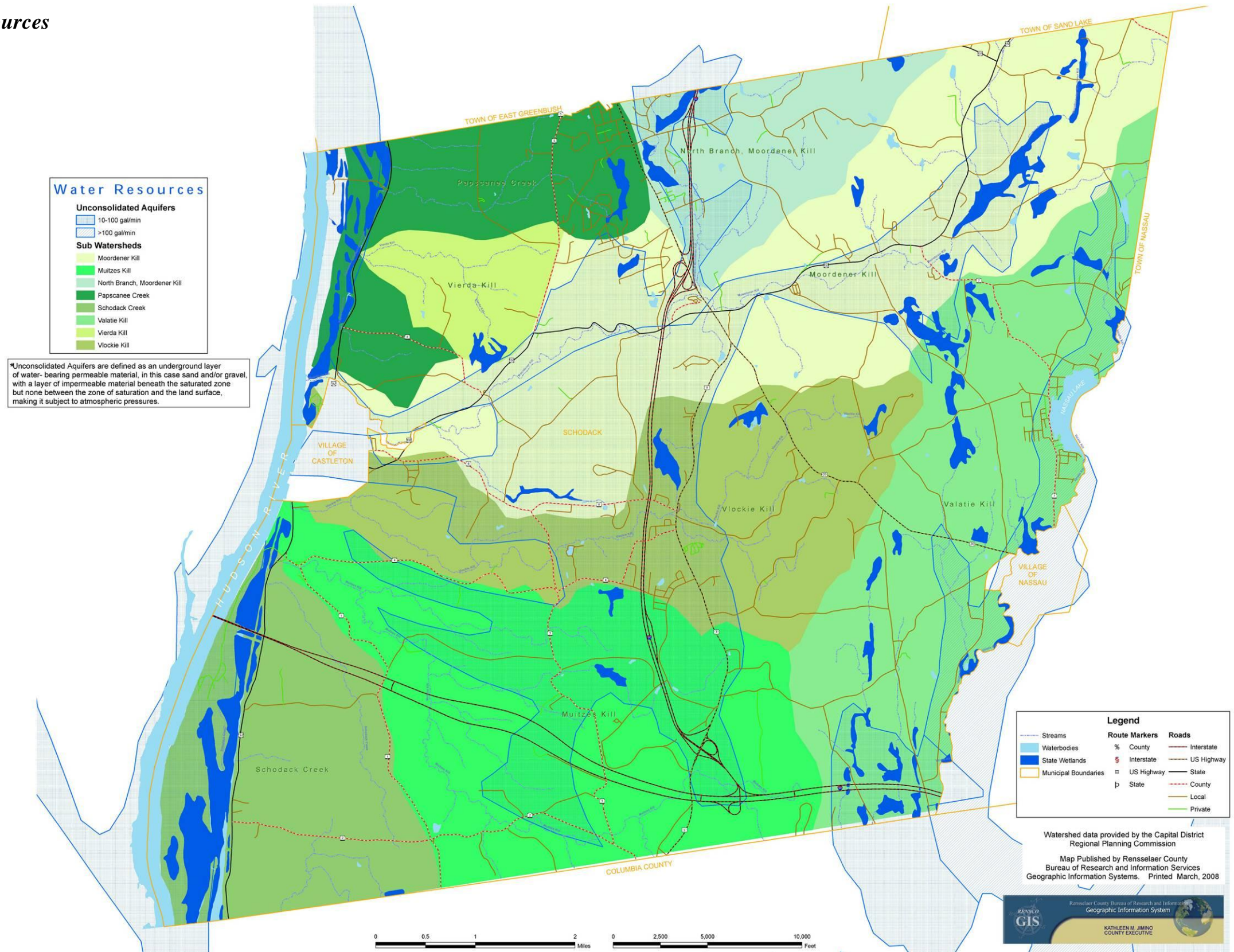
% Schodack, County
\$ Schodack, Interstate
□ Schodack, US Highway
p Village of Castleton, State
p Schodack, State

Roads

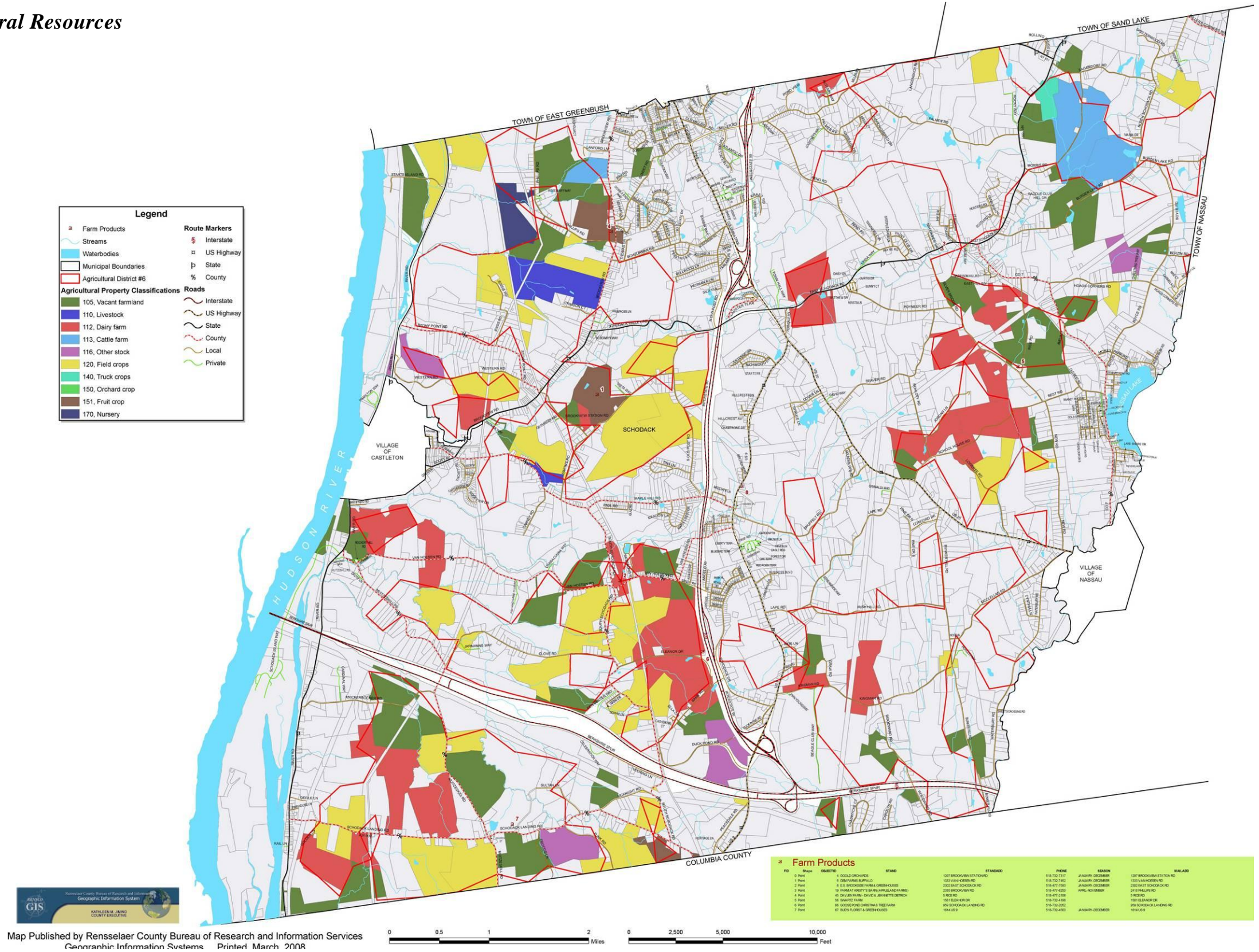
Interstate
US Highway
State
County
Local
Private



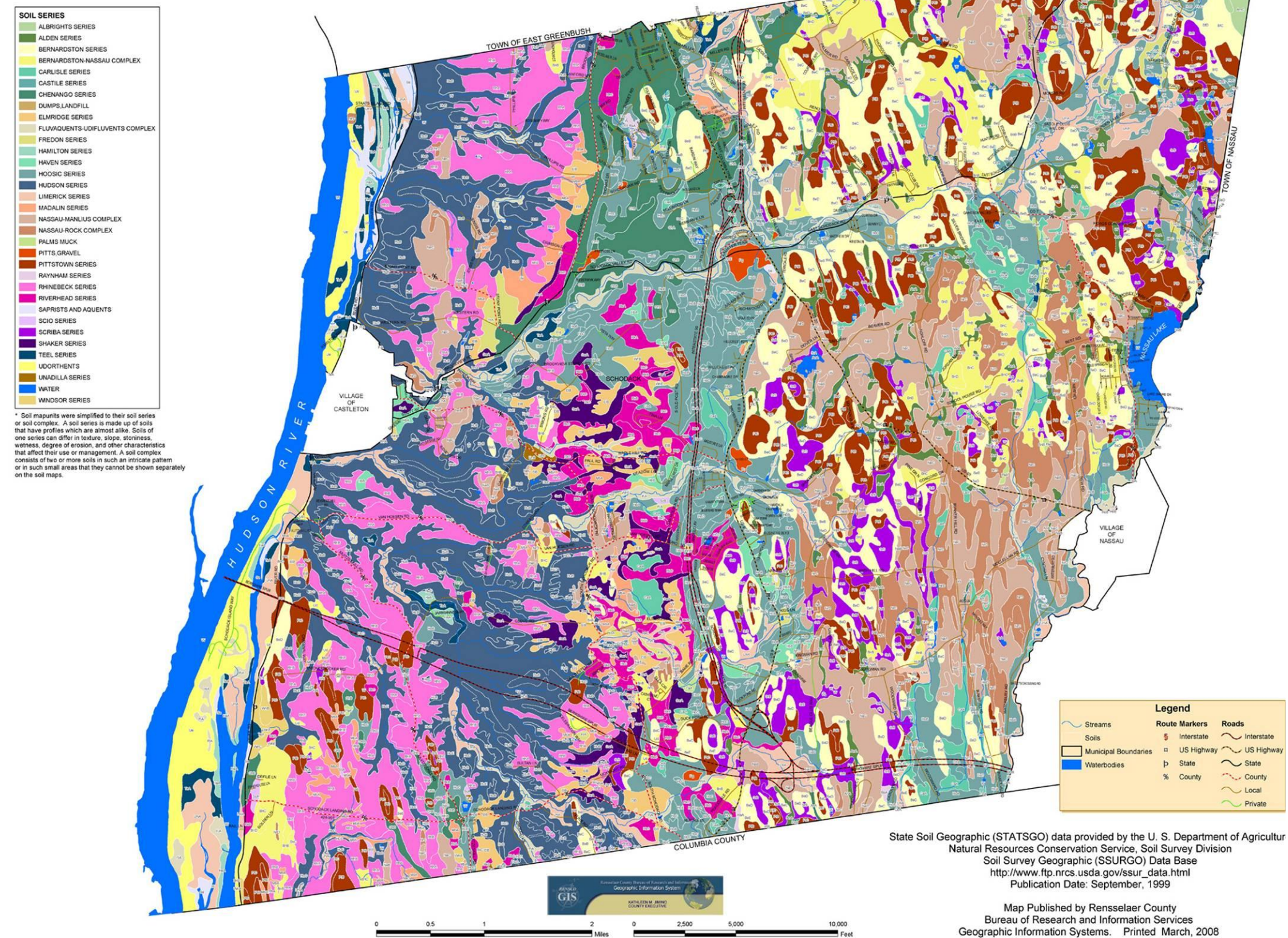
(5) Water Resources



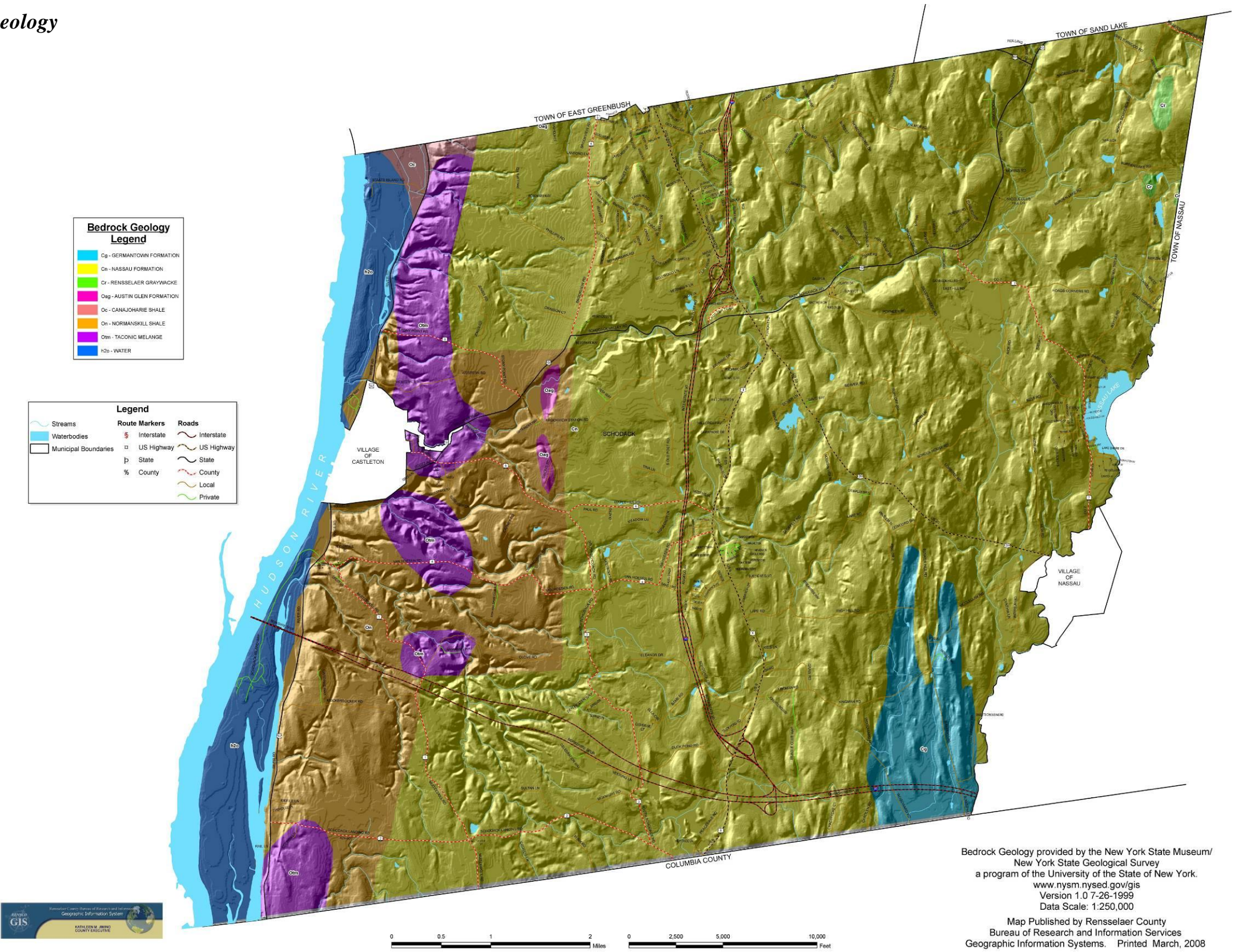
(6) Agricultural Resources



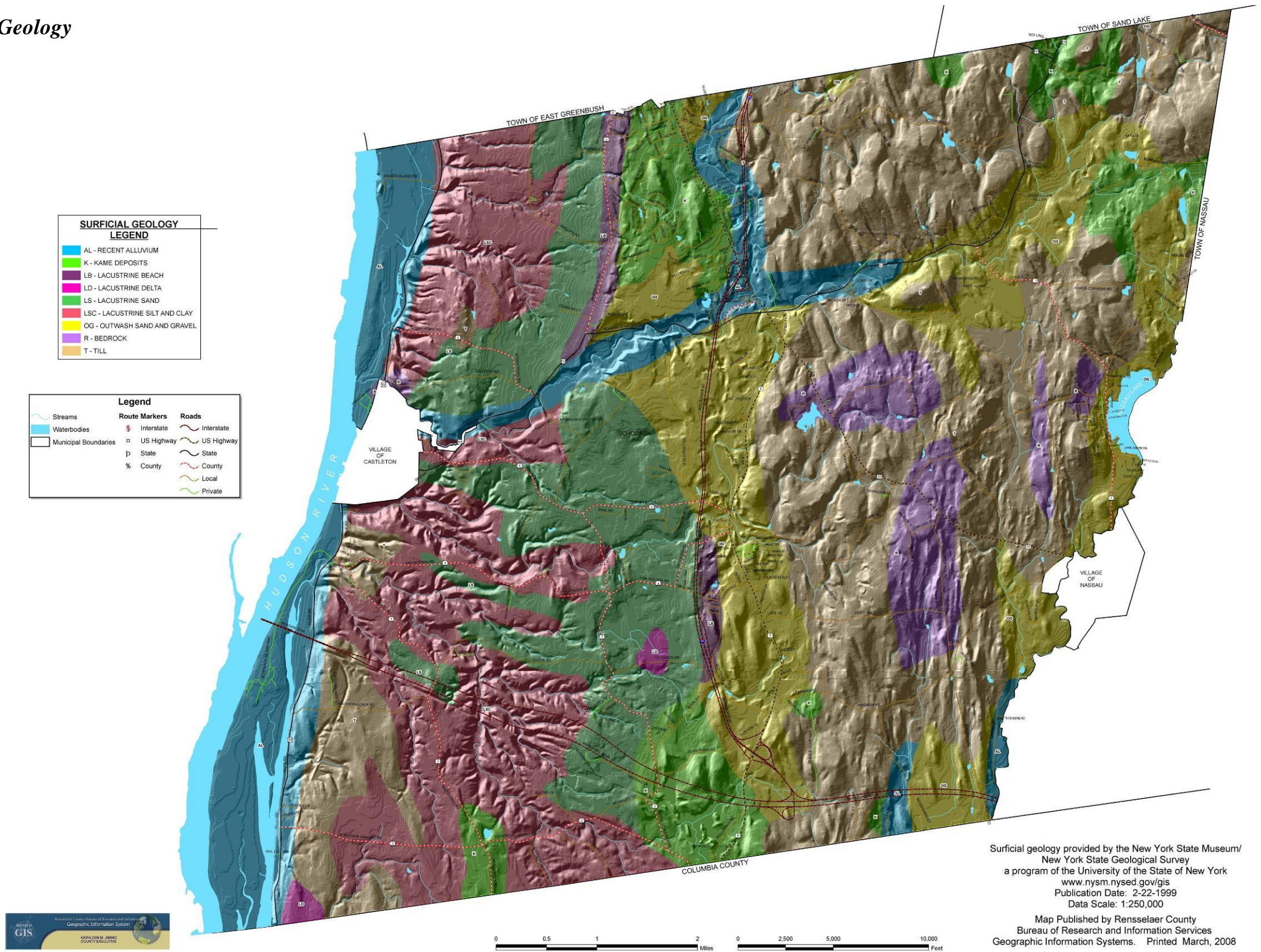
(7) Soils



(8) *Bedrock Geology*



(9) Surficial Geology



(10) Topography

