

## Appendix A

### Environmental Justice and Environmental Mitigation

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## *Environmental Justice*

Increased attention has been given to the National Environmental Policy Act (NEPA) related to its ability to balance overall transportation project mobility benefits against quality of life protection for low-income and minority residents of a community. President Clinton issued Executive Order 12898 to bring attention to the environmental and human health impacts of low-income and minority communities - referred to as environmental justice - when federal funding is involved. The goal of environmental justice review is to ensure that any adverse human health or environmental effects of a government action, such as a federally-supported roadway or transit project, does not disproportionately affect minority or low-income residents of a community or neighborhood. Environmental justice is a public policy objective that can help improve the quality of life for those whose interests have traditionally been overlooked.

The CDTC staff has completed a review of the civil rights/environmental justice impacts of transportation actions proposed under this study. Based on a review of the latest socioeconomic data available, the CDTC staff has determined that there is one traffic analysis zone (TAZ) in the Clifton Park Town Center Linkage Study Area identified as an Environmental Justice Target Population Area. All of the transportation recommendations for this study would provide fair access and do not result in negative impacts to any minority or low-income residents. However, additional information gathered through the public review process could suggest a different outcome. In addition, examination of regional equity impacts would be necessary if any transportation action is considered for inclusion in CDTC's Transportation Improvement Program at the time of the project proposal.

Equitable access to, consideration within, and effects of the design and implementation of federally assisted projects is also a key aspect of environmental justice. However, design and construction is the responsibility of implementing agencies in the region. For projects identified in this study, implementing agencies would either be the New York State Department of Transportation, Capital District Transportation Authority, Saratoga County, or the Town of Clifton Park.

Environmental Justice Target Population Areas are defined as any TAZ with low income, minority, or Hispanic populations equal to or greater than the regional average.

The regional averages are as follows:

|                       |       |
|-----------------------|-------|
| Minority Population   | 11.2% |
| Hispanic Population   | 2.6%  |
| Low Income Population | 8.9%  |

## *Environmental Mitigation*

In 2005, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was enacted representing the largest surface transportation investment in U.S. history. Several separate planning factors were added along with an expansion of existing planning factors that must be addressed in the development of long-range metropolitan transportation plans. One such planning factor requires that the projects, strategies and services considered and provided for in the long-range plan must not only promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns, but also work to protect and enhance the environment.

In regards to environmental protection, SAFETEA-LU placed several new requirements both on the content and process of developing long-range regional transportation plans:

- There must be a discussion of the types of potential environmental mitigation activities, and potential areas in which to carry out these activities, that may have the greatest potential to restore and maintain the environmental functions affected by the long-range regional transportation plan. This may focus on the plan's policies, programs, or strategies, rather than at a project-specific level and must be developed in consultation with federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.
- Development of the plan shall involve, as appropriate, comparison of the transportation plan with state conservation plans or maps, and inventories and maps of natural or historic resources if available.

The Community and Transportation Linkage Planning Program, through which the Clifton Park Town Center plan was funded, is an implementation activity related to the regional transportation plan. As such, a procedure was put in place to meet the federal environmental requirements. A mapping exercise was undertaken to identify any environmental resources that are within a 0.25 mile buffer of the project study area. If key resources are identified within the buffered study area, a discussion is then included in the final report highlighting items that may need additional review or evaluation as plan implementation actions are undertaken. This broad analysis is not designed to explore detailed design alternatives or impacts at a project level; detailed environmental analysis takes place during project development by the implementing agency. This exercise is a broad brush attempt to examine plan policies, strategies and actions to support regional environmental quality and to identify both opportunities and gaps.

In the case of the Clifton Park Town Center plan, two significant resources were identified within the study area: aquifers and wetlands. Streams are also present in the study area. The concepts identified within this plan will need to further consider these resources as projects are designed and land use regulations are amended. Stormwater management, green infrastructure and green building techniques are all tools that could reduce the overall environmental impacts of this plan and are discussed in the final report.

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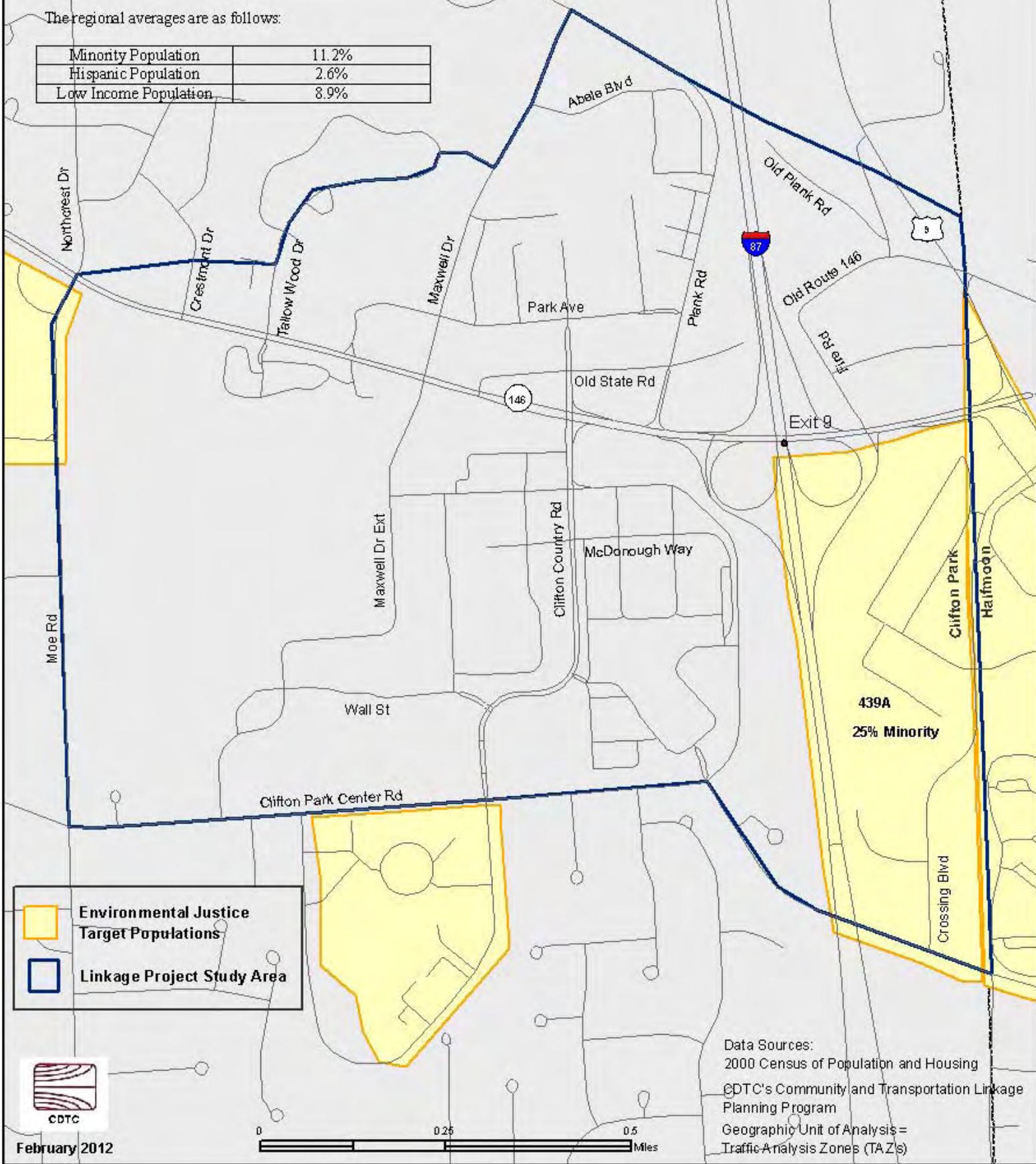
# Environmental Justice Populations within the Clifton Park Town Center Linkage Project Study Area



There are a total of 1 TAZ's in the Clifton Park Town Center Linkage Study Area that are identified as Environmental Justice Target Population Areas. EJ Target Population Areas are defined as any TAZ with low income, minority, or Hispanic populations equal to or greater than the regional average.

The regional averages are as follows:

|                       |       |
|-----------------------|-------|
| Minority Population   | 11.2% |
| Hispanic Population   | 2.6%  |
| Low Income Population | 8.9%  |

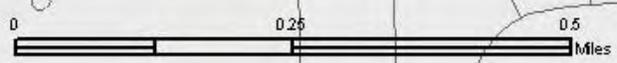


 Environmental Justice Target Populations

 Linkage Project Study Area



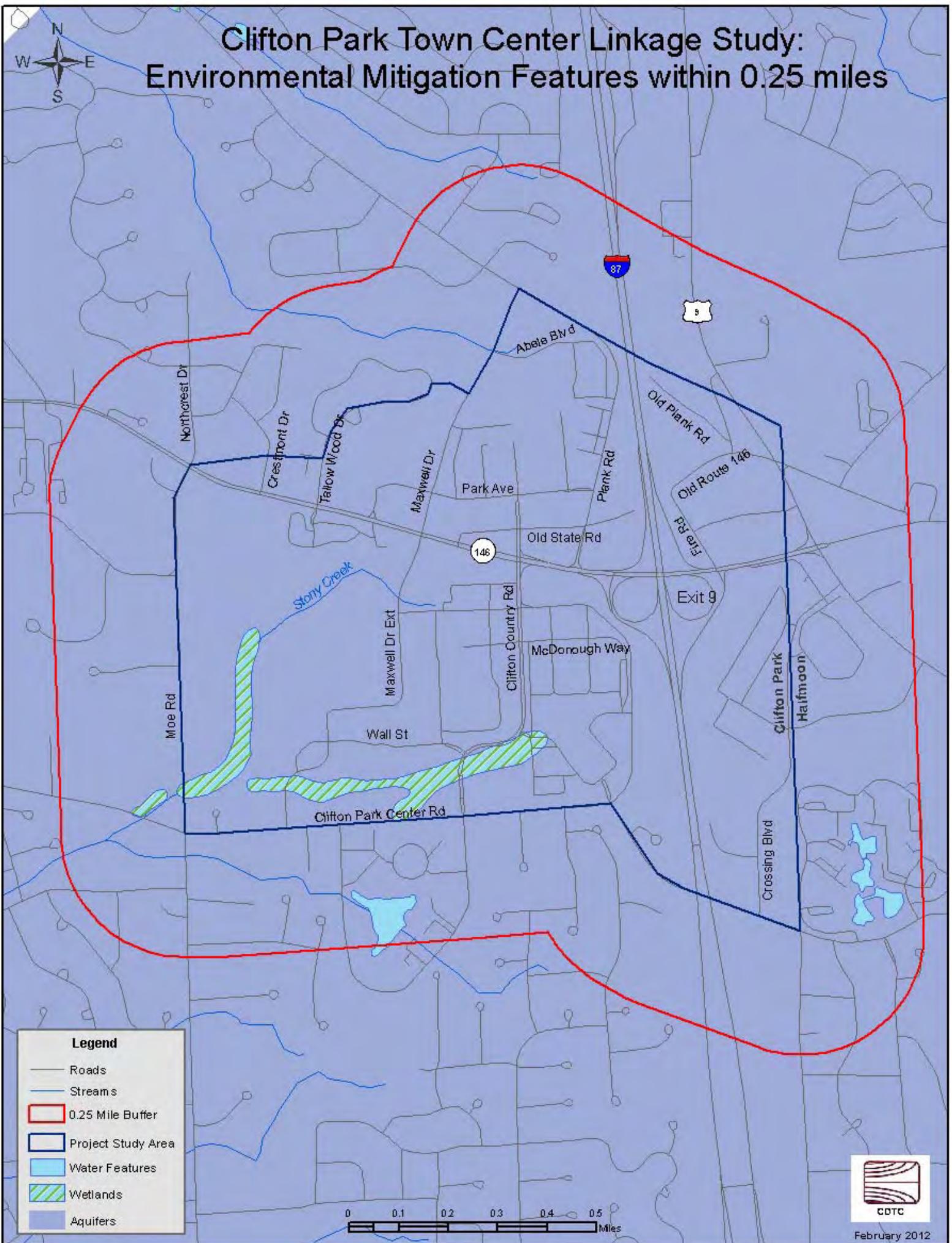
February 2012



Data Sources:  
 2000 Census of Population and Housing  
 CDTC's Community and Transportation Linkage Planning Program  
 Geographic Unit of Analysis = Traffic Analysis Zones (TAZs)

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# Clifton Park Town Center Linkage Study: Environmental Mitigation Features within 0.25 miles



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## Appendix B

### Pictometry Book - Town Center Study Area

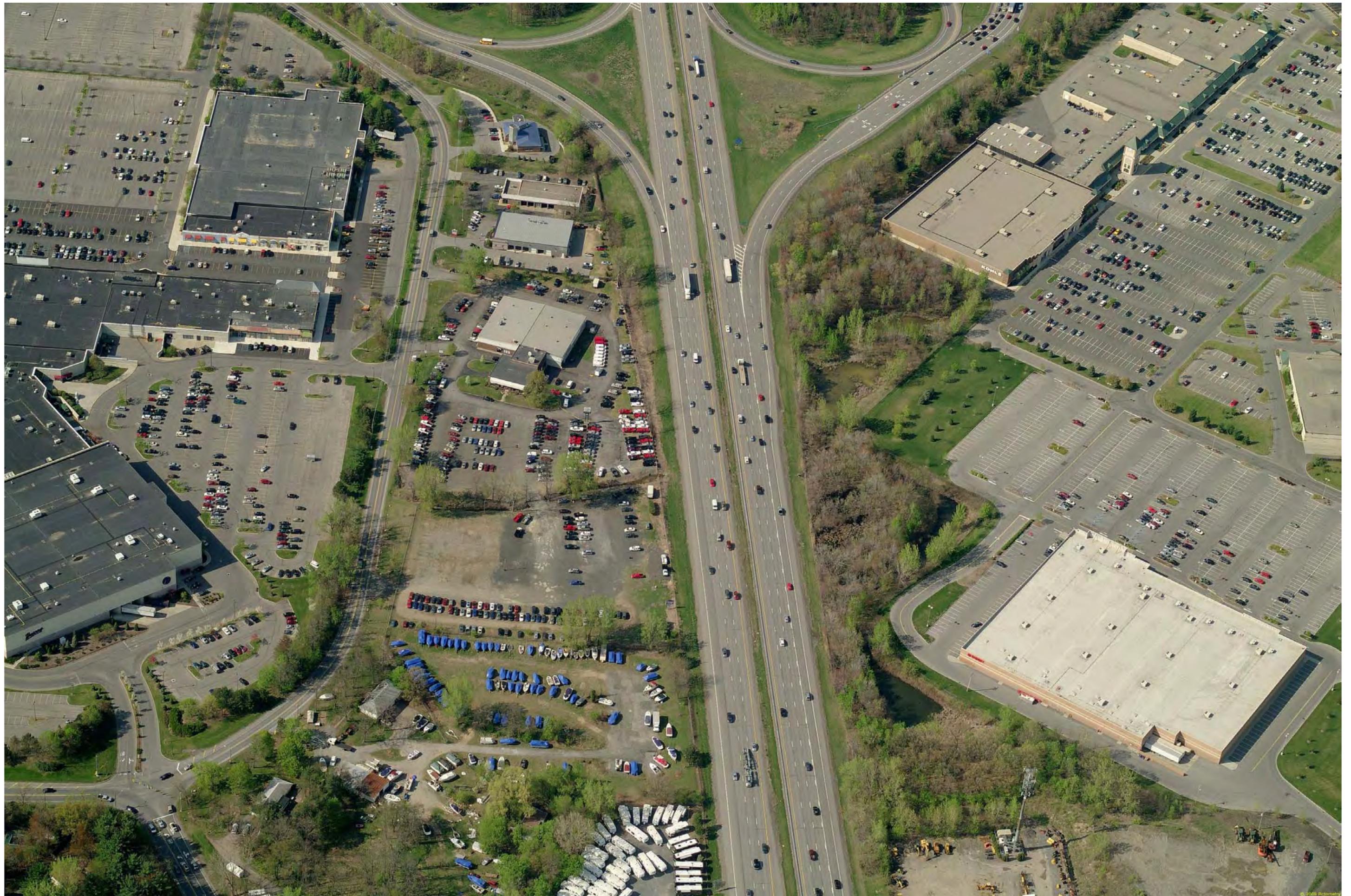
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Image scale varies: Along long edge ~ 1" = 150' at top of page, and ~1" = 110' at bottom of page. Average scale along short edge is ~1" = 200'



























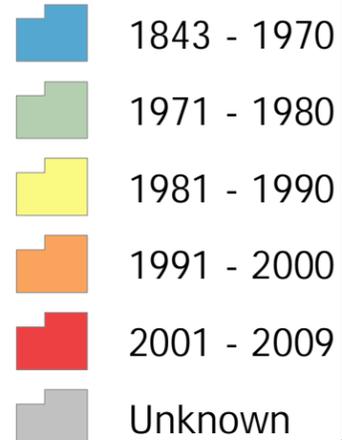
Appendix C  
Study Area Maps

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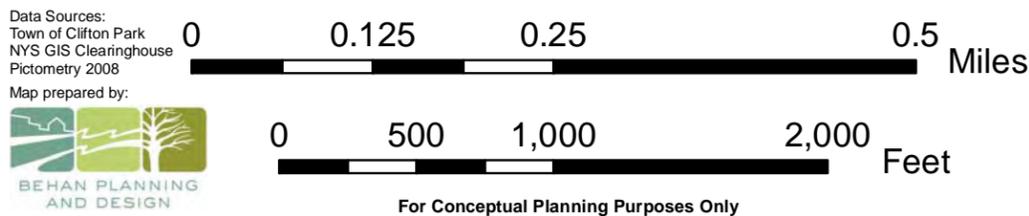
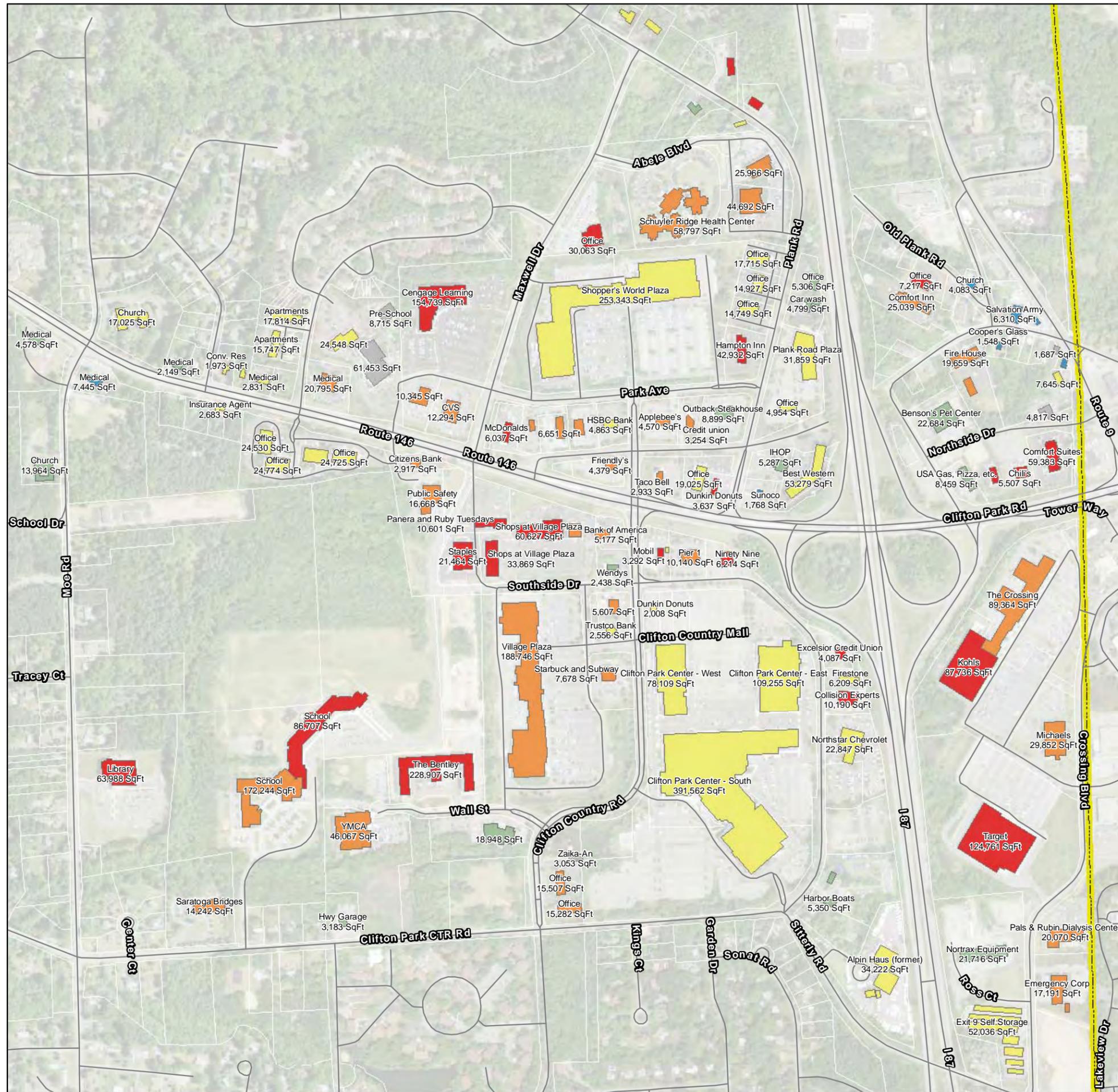


# Clifton Park Town Center Plan Non-Residential Building Data

## Year Built



**Non-residential within the study area:**  
**Approx. 3,529,000 total square feet**  
**Approx. 2,713,500 square feet footprint**  
**Median size approx. 9,000 square feet**  
**Median age approx. 20 years old**  
**Approx. 120 buildings**  
**26 2-story buildings**  
**One 3-story building**  
**Three 4-story building**  
*as of 2009*





# Clifton Park Town Center Plan Non-Residential Ownership

## Legend

- Shenendehowa Central
- Green, Donald C / CCM Associates of Clifton Park / Maxwell Drive LLC
- 18 Park Avenue LLC / Clifton Country Road / Northside, Partnership / Southside LLC / Two Clifton Country Road LLC
- Hollander, Sophie J
- The Crossing LLC / Exit 9 Self-Storage Inc
- Target Corporation
- Ymca Of Capital District
- Clifton Park Development, LLC / Phillips, Robert L / RSPJ Holding Company LLC
- SPV Properties LLC / Vinciguerra, Beatrice
- Town of Clifton Park
- Hollander, Barry

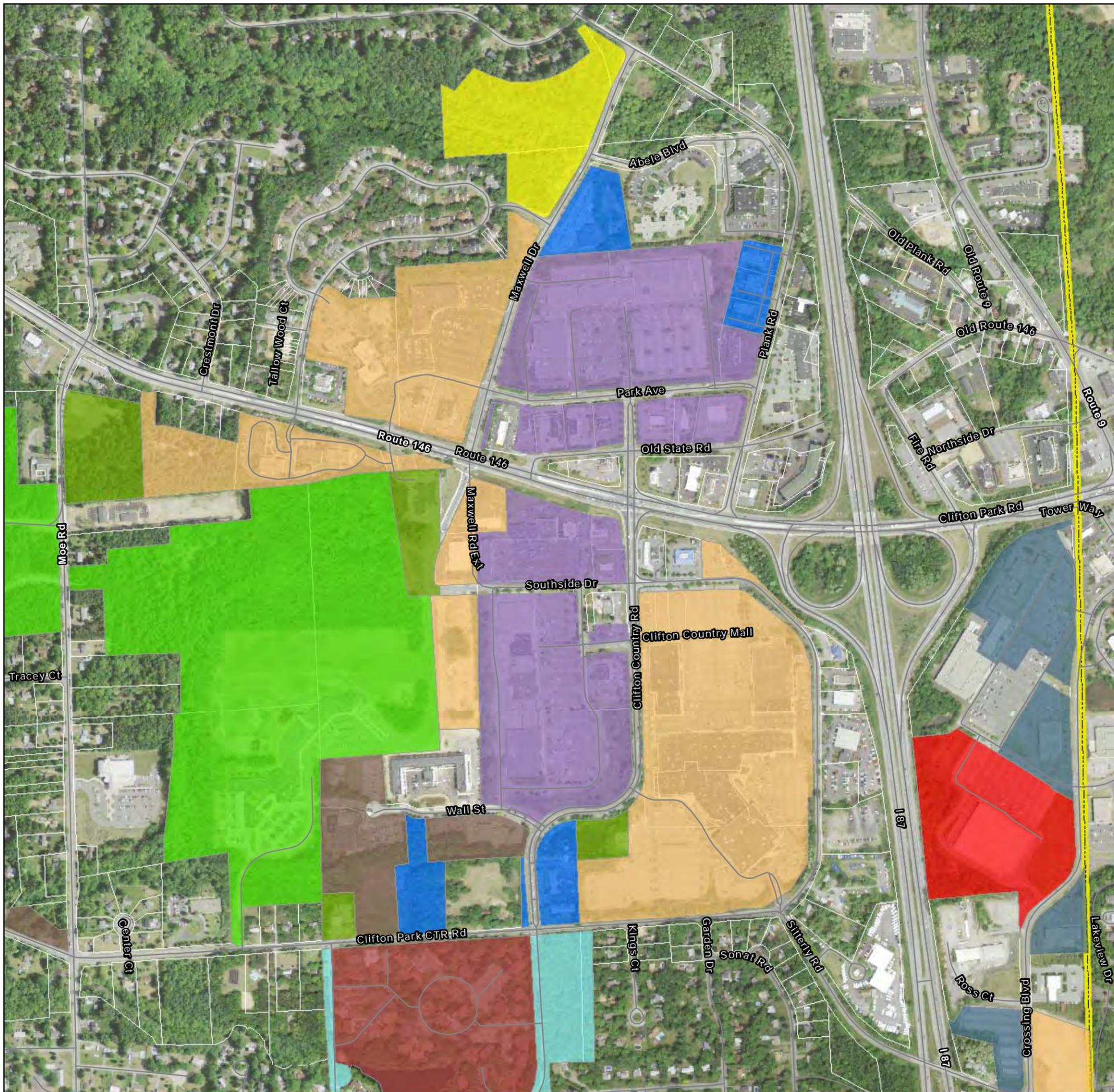
*Top 10 (plus Town) Landholders by acres  
- grouped by common mailing address*

Data Sources:  
Town of Clifton Park  
NYS GIS Clearinghouse  
Pictometry 2008

Map prepared by:



For Conceptual Planning Purposes Only



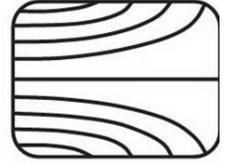
## Appendix D

Meeting notes - Public Design Workshop - June 7-9, 2011

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# Clifton Park Town Center Public Design Workshop



June 7<sup>th</sup> – June 9<sup>th</sup>, 2011



## Meeting Notes



DOVER, KOHL & PARTNERS  
town planning

**Tuesday, June 7<sup>th</sup>, 2011**  
**6:30- 8:30 PM**  
**Public Workshop - Part 1**  
**Introductory Presentation and Discussion**

Supervisor Phil Barrett welcomed everyone to the meeting and thanked them for their time. After a few brief introductory remarks he turned the meeting over to John Scavo, Director of Planning. Mr. Scavo provided some background information about the study and its partners, then introduced John Behan, Principal of Behan Planning and Design. Mr. Behan thanked the Town for selecting the Behan Planning and Design Team to work once again with the Clifton Park community on this important study.

Following the introductory remarks, Michael Welti from Behan Planning and Design and Andrew Zitofsky from Dover, Kohl & Partners presented information about the study area and some “food for thought” from elsewhere in the state and the nation related to the retrofitting of suburban retail areas into mixed-use, walkable town centers. The presentation, and in particular the images and examples from elsewhere, were intended to stimulate thinking about the future of this area of Clifton Park in advance of the Hands-On Design Exercise that was to take place the following night.

Following the presentation, Mr. Welti and Mr. Zitofsky asked the audience to think about the future of the Clifton Park Town Center Study Area and answer two questions:

*What issues and concerns do you have?*

*What opportunities do you see?*

Public comments from this facilitated discussion included the following:

- Plans must reflect the character of our community and help create an identity for Clifton Park
- Architecture and details should have an appropriate aesthetic and fit within the identity of the Town Center.
  - Lighting and signs
  - Overhangs and other features to provide pedestrians with protection from elements and a sense of comfort
- What is the function of a Town Center?
  - What are we trying to achieve?
- Coordinate with the development community
  - Need cooperation to achieve complete streets and continuous sidewalks
  - Public/private partnership
- Clifton Park / Halfmoon – think of as one whole for planning
- Difficult to cross streets (not just 146)
  - Moe
  - Push-button pedestrian traffic signals
- Consider area west of study area
- NY 146 has a sidewalk on the south, more walking on the north
  - Address the north side

- Parking
  - Carefully designed
  - Underneath? Behind buildings?
  - Park-once environment – people still drive to the area but don't need to drive within the area
  - Sharing parking between different uses
  - Don't provide excessive parking but provide realistic amounts
  - On-street parking – teaser spaces
  - Can it be consolidated to free up opportunity sites?
- Climate – will people walk?
  - If streets and spaces are designed right, people will walk. Learn from study of examples in similar climate
- Long term passes or membership for transit
- Transit should be supported by community form – walkability helps
- Logical straightforward walking paths from parking to destination
  - Continuous pedestrian paths on north side of NY 146
- Walkability – people may arrive by car, but should be able to get around on foot once they are here. Make it pedestrian-friendly, park-once environment
- Bike racks, trail head parking
- Plan for teenagers
- Mom and pop stores. Neighborhood commercial closer to home can shorten distances travelled
- Focus on variety and diversity in stores. Not too much of the same thing
- How do we pay for this?
- Change – how do we achieve all this?
  - Change can happen in small steps, but focus on building complete spaces
  - Zoning changes needed
  - Specific implementation steps needed
- Ecosystem services – let nature do some of the work for us: air quality, keeping sidewalks free of snow
  - Stormwater management needs to be improved; runoff needs to be managed to protect streams, water bodies and prevent erosion and damage to the communities infrastructure
  - Look at springs / hydrology. Bear Brook Stream
- Exit 9 Linkage Study

Following the facilitated discussion, Mr. Welti and Mr. Zitofsky encouraged the audience to attend the Hands-On Design Exercise the following night and to remind or bring friends and neighbors. Before adjourning participants were also asked to provide additional written comments on note cards if they had more to say. The note cards contained the same two questions that we used to frame the facilitated discussion above.

Grouped into topical categories, additional written responses turned in on the note cards included the following:

*What issues and concerns do you have about the town center area?*

### Pedestrian Connections

- Walkability- it is very challenging to walk or bike across Route 146
  - sidewalks on the north side of Route 146
  - connections over the Northway (I-87)
  - connection from Crescent Road to Route 146
- Provide bike racks near businesses
- Connection to the library

### Vehicular transportation

- Speed issues
- Roundabouts- do they belong here?
- Congestion- especially traffic coming off Northway
- Traffic lights and signs impede traffic flow- takes too long to get through the study area
- New East- West vehicular connections are needed to lighten congestion on Route 146
- Busing to nearby housing and apartments

### Public Space

- Reclaim public space
- Gardens
- More public spaces
- Small green spaces/pocket parks
- Event space
- Benches

### Buildings

- Reduce chain store use
- Include a teen center
- Buildings should be more Victorian or 'village' look- no 'salt box' stores
- More specialty/ unique businesses
- Mixed use buildings
- Buildings should face the road

### Parking

- Too many parking lots
- Green space should be included in parking lots
- Parking garages – do they belong or are they too unsafe and costly
- Underutilized parking

## Environmental

- Sustainability
- Excess removal of mature trees
- More trees
- Stormwater management

## Other

- How are the private business owners going to be persuaded to support this initiative?
- “Mobility challenged” how will they be considered in the overall design?
  - Individual motorized vehicles such as scooters for these people to get around more easily
  - Trolley system
  - Specialized street crossing systems
- Winter weather- snow removal
- What is the time frame on this project?
- People need a reason to STAY in the area
- Incorporate history and art into design

*What do you see as opportunities to make the town center area a better place?*

## Pedestrian Connections

- Create a more enjoyable walking space
- Connect surrounding neighborhoods and communities
- Pedestrian overpasses
- Connect library to the Town Center

## Vehicular transportation

- Local bus memberships
- Roundabouts:
  - Creates challenges for pedestrian crossings
  - Improve traffic flow

## Public Space

- Create pedestrian zones- look at Ithaca
- Farmers market with local produce
- Well-designed green open spaces

## Buildings

- Relocate the town hall as an anchor in the Town Center
- Height limits on buildings
- Mixed use buildings
- More housing options

- Diversity in businesses to attract more people
- A Clifton Park history museum

### Parking

- Parking garages to reduce the number of surface parking lots
- Turn current parking lots into landscape pedestrian zones or other uses
- Centralize parking
- Shared parking between different types businesses

### Environmental

- Reinforce the stream that goes through the site
- Efficient lighting codes
- Green infrastructure
- Nature Reserves

### Other

- Historic connections to help create and identity in the Town Center
- Create a rural feel
- Children and teens need to be included
- Provide more services in the town center- post office, town hall etc.
- Take advantage of the development in the area due to Global Foundries

**Wednesday, June 8th, 2011**

**9:30 AM – 4:00 PM**

**Drop-in / Observation**

During the course of the day, the planning and design team (Behan Planning and Design and Dover, Kohl & Partners) along with Town Planning Department staff worked in the library meeting room. Members of the community dropped-in to share ideas while the design team tested some preliminary concepts for the study area in consideration of the public comments from Tuesday night and their walking tour of the study area completed Tuesday afternoon. Also during the course of the day, members of the planning and design team and town staff met with several stakeholders to discuss their ideas for the study area. These stakeholders were primarily landowners and developers who had some direct interest (investment) in the study area. The meetings provided an opportunity for these stakeholders to share their ideas and visions for their properties and for the planning and design team to learn more about their specific issues or concerns. It also gave the town and the consultant team an opportunity to explain the purpose and goals of this study to the stakeholders in person so that they could understand and ask questions, and hopefully view this effort as a mutually beneficial one.

**Wednesday, June 8th, 2011**

**4:30- 8:30 PM**

**Public Workshop - Part 2**

**Hands-On Design Exercise**

From 4:30 to 5:30 members of the community arrived for a small reception that provided an opportunity to mingle and discuss the study area informally with town staff and the consultant team. At 5:30, the evening workshop began with an introductory presentation by Mr. Welti and Mr. Zitofsky. For the benefit of those who were unable to attend the previous night, this shortened presentation followed the same general outline as Tuesday evening's presentation - background about the study and the study area as well as "food for thought" from elsewhere to inspire creative thinking about the future of the Clifton Park Town Center.

Following the presentation participants were provided with instructions for the Hands-on Design Exercise. Divided into small groups with facilitators from the consultant team, participants spent the next 75 to 90 minutes discussing, writing, and drawing their ideas on maps of the study area.

At the conclusion of the Hands-On Design Exercise, a representative from each group was asked to summarize the main ideas from their group's discussion. Grouped into topical categories, the main ideas generated from all the groups included the following:

Pedestrian Connections

- Some sidewalks just end
- Extend pathways from Clifton Country Road to connect the YMCA, the Library the Bentley and the elementary schools.
- Connect library to the retail environment
- Connect the trail along Moe Rd. from Engelmores Rd. to Crescent Rd.
- Pedestrian bridges across the Northway and possibly over Route 146

- Pedestrian crossings under Route 146
- Improve the YMCA trail
  - It is not safe at night
  - Swampy and hard to walk
  - The trail should become more formal and more known
- Bike lanes should have stop signs at all street crossings
- Bike racks
- Tree lined walks from building to building and through parking lots
- Walkable for seniors and disabled

### Streets / Transportation

- Create a 'main street'
  - Clifton Country Rd. north/south spine; across Route 146?
  - Route 146
- Break up Route 146 into a multi-way boulevard
  - Higher volumes in the middle lanes with slower speed local traffic on the side streets (physically separated parallel one-way auxiliary or collector-distributor lanes flanking thru lanes of Route 146)
  - The side streets are more pedestrian friendly – slow traffic, probably on-street parking, with new buildings facing the “street”
  - Having medians and this traffic break up makes it easy and safer to cross the street
- Create a grid network to provide more east/west connections to reduce congestion on Route 146
- Energy efficient shuttle or jitney service to get people around the Town Center and other nearby locations
- Purchase the unused land from Shenendehowa and build a road to connect the Town Center at Southside Dr. with Moe Road.
- Close off Old Route 146 median behind the Friendly's to make it safer for drivers going to Price Chopper Plaza
- Roundabouts- do they belong? Include one on Sitterly Road
- A possible Northway exit at Sitterly Road (Exit 8B)
- Line Route 146 with trees
- Connection between Maxwell Dr. Extension and Wall St.
- Connection between Southside Drive on the east to Clifton Country Road through the mall plaza
- Revisit the highway on-ramps (configuration of Exit 9)
- Provide visual clues for drivers to slow down

### Public Space

- Year round farmers market
- A town green or passive green space- for movies, picnics, walking
- Cultural uses needed- museums, community theater, etc.
- Pocket parks for passive recreation
- A small concert venue, like Northern Lights
- A place for teens to hang out- a juice bar, a club
- Create an arts district
  - Old State Road near Old Route 9 and Old Plank Roads

- Community garden
- Turn the unused land currently owned by Shenendehowa into a park (like the Crossings in Colonie)
  - This space could also have hiking trails and could connect to Collin's Park
- Large park near pond
- A public greenway with benches and other amenities

### Buildings

- Dense residential, 3-4 story condos (Like those in Saratoga); how dense?
- Residential buildings- increase the number of residential areas
  - In the mall area
  - Shoppers World plaza
  - Along the north side of Clifton Park Center Rd.
- LEED certified structures
- Relocate the Town Hall and the Post Office
  - At the terminus of Clifton Country Rd on either the north or the south side
  - Along the south side Route 146 near the intersection with Maxwell Dr.
- Architectural standards and guidelines
- Architecture should reflect the farming history of Clifton Park
- Mixed use- residential and offices above retail
- Avoid big box stores
- Stores should face streets
- Use the old Steven's Tavern on Route 9
- Mix of residential types
  - Such as condos, townhouses, single family etc.
  - Transition zone improvements ( where the Town Center meets the neighborhood)

### Parking

- Condense parking near new hotel and theater
- Keep parking close to stores (because the population is aging)
- Infill many of the parking lots with mixed use buildings and pocket parks
- Shared parking lots
- Multi- purpose parking lots
- Parking garages
- Decrease parking requirements

### Environmental

- Sustainability principles- Bike share or car share, green roofs, solar panels, storm water management, pervious parking lots, solar panels, LEED Certified buildings
- Reestablish the draining area
- More green, and trees to reduce runoff, and heat island effect
- Uncover the stream in certain parts of the study area
- Preserve the green space between Village Plaza and the elementary school complex
- Reestablish drainage areas

## Other ideas

- Create a gateway and identify a main street focal point; sense of arrival
- Arts and science programs for after school activities (especially for teens)
- Create interesting destinations for all ages
- Town zoning needs to follow the vision for the Town Center
- More tourist friendly
- Make Clifton Park a place people want to stay; provide opportunities for visitors and residents alike
- Create complete streets
  - With sidewalks, green space, medians, etc.
  - Pedestrian friendly street wall
  - Make it safer and easier for pedestrians
  - More like a small “downtown” street, which is safer for pedestrians

Following the summary reports from each of the groups the meeting was adjourned for the evening. Participants also had an opportunity to provide additional written comments or suggestions on a worksheet that was handed out at the end of the session. Though not many people had the remaining energy to provide additional written ideas, the following thoughts were collected:

*Of the many ideas you heard tonight which ones seem most exciting to you?*

- Accessibility to walk/bike
- Public green space/pocket parks
- Establishing architectural standards for the Town Center
- Mixed use buildings
- Storm water management
- Green infrastructure- green roofs

*What is the ultimate future for the Clifton Park Town Center?*

- Walkability
- Connections to the public spaces, businesses, and services
- Greener
- Gathering spaces for public events
- Cultural center
- Mixed use buildings with shopping/businesses and housing all in the Town Center
- A destination with a variety of activities for people to do
- Farmers market

*Additional Comments*

- Making Route 146 a boulevard near the mall with trees down the center
- Trees in the medians- near Shoppers World Plaza and Clifton Country Road
- Need to consider the older community members and those that are less mobile

**Thursday, June 9th, 2011**

**9:30 AM - Noon**

**Wrap-Up**

**Drop-in / Observation**

The consultant team, Town planning staff, and members of the Study Advisory Committee convened to review ideas generated from Wednesday evening's Hands-On Design Exercise. Members of the team that participated in the stakeholder meetings during the day Wednesday also shared some of the main findings from those meetings. For example, it was noted that only limited expansion of new buildings into parking lots would be possible (in the short-term) as most existing parking is protected and restricted by lease agreements with tenants. Many of these agreements are of a long-term nature and should be taken into consideration as we think of realistic opportunities for the short-term.

To conclude the three-day Public Design Workshop, the group tried to identify the **"Big Ideas"** generated from the community. The **"Big Ideas"** were:

1. The north and south side of Route 146 are two distinct areas and needed to be treated as such at least for the short-term (unless and until something different happens to Route 146)
2. The north- south spine of Clifton Country Road has the opportunity of being the "main street" for the Town Center - wide sidewalks, keep the big street trees
3. Add residential
4. Complete pathway and sidewalk systems
5. More east-west roadway connections to alleviate congestion on Route 146
6. Clifton Park character is unique - pathways and trees – figure out how to incorporate this into design of Town Center
7. Include civic components such as town hall and parks
8. Walkability and public transportation

Expanding on these **"Big Ideas"**, other thoughts/suggestions related to each included the following:

1. The north and south side of Route 146 are two distinct areas and needed to be treated as such
  - Route 146 is the long term question; can it ever be a boulevard pedestrian friendly road that connects the north and south sides?
  - Perhaps there should be as radical redesign of the big intersection- the roundabout, over or under the lanes, or buildings spanning over the highway to create a pedestrian space
  - Most of the focus is on the south side of Route 146
  - Expand one complete space a time; these spaces will expand into more dynamic public spaces and streetscapes as you expand away from the initial 'seed'. This could eventually help bridge the gap between the north and south sides of Route 146
    - Temporary businesses such as food carts, they can be the initial 'seed'
2. The north- south spine of Clifton Country Road has the opportunity of being the 'main street.' Wide sidewalks, keep the big street trees
  - Terminating the view at the south and north ends of Clifton Country Road with a public / civic buildings

3. Residential
  - on the south end of Clifton Country Road
  - Include public park space – need this to make residential livable
  - Keep mix of housing types
  - Mixed uses- offices and residential over retail, 2-5 story buildings about the right fit
  - Greater density
4. Complete pathways and sidewalks
  - Sitterly Road needs pedestrian accommodations
  - Complete the bike paths on Moe Road to Exit 8 area
5. More east-west roadway connections to alleviate congestion on Route 146
  - Complete the grid to distribute traffic more evenly
  - School district parcel has a lot of opportunity for east/west trail system to connect to Maxwell Drive as well as north/south connections from Collins Park and the YMCA
  - East/West connections from Southside Drive to Moe Road. However there is concern about speed (students in particular), the design of the road is important
  - Maxwell Road south has options to go around the Bentley, west toward the YMCA and/or east to the back of the plaza
  - Create an Exit 8B or a 9A at Kinns Road
6. Clifton Park character
  - pathways and trees
  - Replace a row of parking with tree lined walkways (across some larger parking lots)
  - Design guidelines for architecture and signage to create an identity for Clifton Park. Is there an architectural style for Clifton Park already?
  - Take advantage of the history
  - There is currently a lot of redundancy in the types of stores- create more diversity
7. Civic components such as town hall and parks
  - Both passive and active recreation needed- sports fields, a park like the Crossings on Colonie
  - Institutional uses such as a town hall, post office and nursery in the Town Center
    - The town hall could be located by the new park on school district land
8. Walkability and public transportation
  - Jitney or shuttle bus- loop through the commercial area and down Moe Road
  - Focus on getting pedestrians in existing neighborhoods (west of the study area) safely to the east
  - Complete Streets- which streets have bike lanes and which have bike paths

Some additional thoughts identified by the group during the course of conversation included:

- Things for young people to do afterschool- both indoor and outdoor venue- a teen center, a club/juice bar
- Places for both residents and visitors to go- public spaces
  - Permanent Farmer's Market
  - Museum/arts and sciences center
  - Parks, public green
  - Place for summer movies
  - Arts district - in the northeast quadrant - this area includes smaller more historic buildings, like Beekman Street
- There are a number of environmental constraints and opportunities that need to be addressed:
  - Green infrastructure
    - Porous paving
    - Solar panels
    - Shade trees
    - Green roofs
    - Appropriate Storm water management
  - Possible incentives for businesses that include green infrastructure. Create a tool kit for sustainable techniques and incentives in this area
  - Karner Blue Butterflies
  - 35% greenspace per parcel is not a requirement but a recommendation standard with some planning board discretion- perhaps they could revisit this recommendation to include providing the public with usable, functional green spaces and landscapes. Could this include green roofs?
  - Perhaps get developers to buy into the town park at the school property for transferring open space requirements
- Roundabouts- there is an interest in smaller ones on local roads, there are questions about larger ones
- Want more junior anchor stores- 40,000-50,000 square feet
- Reconfigure parking to look like a street
- Integration/transition policies:
  - Get first movers to do it right
  - Get developers get retailers to break the retail prototype
  - Angled parking
  - Sidewalks
- There is only limited expansion of new buildings into parking lots due to restricting lease agreements

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## Appendix E

Meeting notes - Public Workshop - October 24, 2011

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# Clifton Park Town Center Public Workshop



October 24, 2011  
Meeting Notes



Shenendehowa Adult Community Center, Clifton Common

6:30 PM to 8:30 PM



DOVER, KOHL & PARTNERS  
town planning

Michael Welti, AICP of Behan Planning and Design welcomed everyone and thanked them for attending the workshop. He told the audience that the primary purposes of the meeting were to present the draft plan concepts that have been developed by the Study Advisory Committee, Town staff, and the consulting team in the weeks since the three-day Public Design Workshop in June; and to solicit feedback from those in attendance tonight about the concepts presented. Public input provided this evening would be used to refine these ideas as the *Clifton Park Town Center Plan* is completed later this year.

Mr. Welti began with a PowerPoint presentation that covered several topics:

- Project introduction – a review of background information about the project
- Planning process – a synopsis of the three-day public design workshop held at the library in June
- Plan concepts – ideas about the future of the Town Center Study Area. This was the main topic of the presentation.

Following the presentation, Supervisor Phil Barrett took a few moments to thank the committee, town staff, and the consultant team (Behan Planning and Design along with Dover, Kohl & Partners) for their efforts and the community for their continued engagement in the process. After providing a few comments in general support of this vision for the Town Center, Supervisor Barrett turned the meeting back over to Mr. Welti so that he could lead a facilitated discussion with the audience.

The facilitated discussion was organized around two (2) questions:

- What do you like about the ideas / recommendations that were presented this evening?
- What concerns do you have regarding the ideas / recommendations that were presented this evening?  
Additional suggestions?

Starting with the first question, Mr. Welti asked the audience for their thoughts while he and his partner, John Behan AICP, recorded the feedback on a large notepad. Responses are summarized below.

### ***What do you like about the ideas / recommendations that were presented this evening?***

- The idea about an Arts District in the northeast quadrant of the study area. This would take advantage of the historic nature of this part of town (historic Clifton Park Hotel).
- Emphasis on walkability viewed very favorably
  - Safe crossings- it was noted that this is something the town should work on right now. It can be very dangerous walking in this area. A specific suggestion was to eliminate the ability to make right turns on red in certain places where this conflicts with pedestrians in the crosswalk.
- Sidewalks are positive – make sure to consider wheelchair accessibility in their design. Rochester, Minnesota was identified as a very good example.
- Utilities - it would be nice if they could be underground
- Multi-story buildings with residential on the upper floors - this would be positive – offer housing options for young people, seniors, and others
- The idea of focusing on Clifton Country Road as “Main Street”- this would be a good place to start (something that the town and landowners can get done)
- Look to complete streets - designed for all users (pedestrians, bicyclists, motorists, transit) – don’t forget bike parking in the Town Center

- The idea of two nodes of development – one north and one south of Route 146 – in the short-term. Focus on improving each of these nodes and the connections to them from adjoining neighborhoods
- The large, undeveloped school district property – this is a unique opportunity – could be a “game changer” for the community in terms of creating a special civic space as part of the Town Center.
- Bring civic uses to town center – the Town Hall and other community spaces should be here
- The notion of adherence to an overall design (via an illustrated code or design guidelines) is positive.
- Greenery – maintaining existing and adding new street trees
- Idea of a form based code to implement this vision – direct relationship to the design ideas in the plan
- Reduced surface parking
  - Eliminating large parking lots makes walking environment better
  - Also - think about the use of porous pavers for surplus parking areas
- Idea of establishing a network of streets
  - Increase connectivity – good for vehicles and good for bikes/peds
- Vertical density – this is the right area of town for increased density - need to go vertical to add density here
- The concept is good because it emphasizes infill development (this area is already developed)
- The idea of creating useable public space makes sense
  - banking the open space associated with individual sites to develop meaningful open space in key locations throughout the town center (pocket parks, plazas, etc.)
- Long term ideas for the future of Route 146 – change to a boulevard is a good idea (and still works for cars)
  - Include bike lanes

***What concerns do you have regarding the ideas / recommendations that were presented this evening?  
Additional suggestions?***

- Concern about vertical or structured parking - many parking garages are not successful, not full
  - Why?
    - Not everyone is comfortable (concerned about their safety)
    - Cost - will parking still be free? People are not used to paying for parking in the suburbs
- Concept doesn't go far enough – doesn't really create a “focal point” for the town
  - Need to move town hall here – create a town green (heading east) lined with civic uses – the town green would then be the focal point
  - Go to the school district - talk about availability of the large parcel it owns immediately north of the elementary schools
- Regarding the school district property – this is the only area that remains forested- concern that the idea for a park here would remove the forest cover – instead, keep some of that natural but make it more accessible
- If we add more trees and more ponds we will get more mosquitoes – need to mitigate this
- Traffic- what are we going to do with all of the traffic here now? Additional development will bring more traffic
- Funding: maintenance of spaces (boulevards etc.) – plantings, snow removal, etc.
  - Could get some funding from developers

- The Town Center does need a focal point... but it does not need to be huge (such as The Crossings in Colonie) - maybe consider alternatives/examples from elsewhere (e.g. like an Italian piazza – see Rome)
- Town center – perhaps a courthouse square concept. What ingredients do you want to put in it (“I’m going to go ‘to town’...where’s town?”)
- The sign code needs to be coordinated and clear- should not need so many variances. This is very important to real estate owners and retail tenants
- Should have places to sit (benches, a place to read)
- What happened to the idea (from the June meetings) of a new exit or entrance to I-87 at Sitterly Road? This will be discussed in the report in the context of an overall study of Exit 9.
- Seems that it should be pretty easy to spruce up the back sides of some of the retail buildings (e.g. the mall/Clifton Country Road) – hide the dumpsters, etc.
- Focal point for the Town Center could be a public amphitheater (like in Mizner Park example from Florida)
- Concern that things will not get done – the community has been waiting since 1979 for a community/arts center – would like to see this happen sooner (rather than later)
- Need a new name for this area - a BRAND (some were calling it downtown Clifton Park)
- There should be a park and ride on this side of the Northway
- Take advantage of this opportunity! Especially the 60 acres of open land owned by the school district

Following the facilitated discussion, Mr. Welti concluded the meeting by noting that a final report will be prepared by the end of the year. The Town of Clifton Park will post meeting notes from this evening and other updated information about the study on the project website. The Town’s website - [www.CliftonPark.org](http://www.CliftonPark.org) – now includes a prominent link to the project website. Any additional comments or suggestions are welcome. These should be directed to the Town’s Planning Department ([planning@cliftonpark.org](mailto:planning@cliftonpark.org)). The meeting was then adjourned.

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During and immediately after the meeting, audience members were also given the opportunity to write down comments and suggestions on index cards (provided). Written comments collected at the end of the meeting included the following:

- Town focal point could be retail rather than civic. We have some interesting shops coming in and some unique shops in the area – Wits End, Ambiance and other home furnishing shops - SHE, Mooradians, Ethan Allen. The town could encourage more specialty home retail type businesses to complement what is here to draw not only local people, but also people from the growing communities around the Malta Tech Park. More retail draws more retail, restaurants, clubs etc. That supports the arts & entertainment requested. The shopping supports the sales tax base the town loves.
- Pedestrian walkway over 146 with large sign “Welcome to Clifton Park”
- Transportation connecting plazas, hotels, senior housing
- Outside eateries that are unique, not chains. Cafes, coffee shops, pizza shops, ice cream shops
- Utilize proximity to movie theatre/new hotel. Have people stick around before and after movie.
- Large park like The Crossings with public building that could be used for gatherings (concerts, weddings, company functions, charity events, farmer’s market, craft fairs, Clifton Park Idol, meeting place for moms with children)

- Promote walking from neighborhoods
- Something very strong to anchor new main street (town hall) - not just a gazebo
- Preserve/enhance green space/woods/stream
- Don't be timid great opportunity
- Perfect (conceptually)
- Bike parking
- Winter-friendly outdoor gathering space
- More multi-story
- Small rental apartments
- Promote the use of kick-sleds in winter on sidewalks and pathways
- Need to stop sprawl as soon as possible - i.e. new Walgreens on 146
- Need to attract local, non chain, non corporate businesses
- Restaurant (non chain) district – bars – clubs - pubs
- Affordable local taxi
- Feature the architecture and public spaces, hide or blend in the parking
- Need a café next to the library
- Please have safer crossings
- Roundabouts at Sitterly and Clifton Park Center Road; Clifton County Road at the entrance to the mall and Hannaford shopping area; and Sitterly Road and Woddin Road/Crossings Boulevard
- Realign certain roads such as Maxwell Drive and the entrance to the mall from Sitterly Road to allow for the smoother flow of traffic
- Work with DOT to eventually build a boulevard type of entrance on Route 146 from the Northway to at least Maxwell Road

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