Burdeck Street, I-88 & NYS Thruway Exit 25A Land Use & Transportation Study

FINAL REPORT

Submitted by:

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in association with
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I. INTRODUCTION

A. OVERVIEW

The Burdeck Street, I-88 & NYS Thruway Exit 25A Land Use & Transportation Study focuses on an area in the Town of Rotterdam, New York, which includes about 1,000 acres along Burdeck Street and Duanesburg Road. The area presently contains a mix of commercial, light industrial and residential uses and, due to its strategic location, represents an economic development opportunity for the Town.

A significant portion of the Study Area has been identified in the Town of Rotterdam Comprehensive Plan as appropriate for commercial and industrial growth. The Town is currently examining the potential benefits and costs of bringing a new sewer line along Burdeck Street to Duanesburg Road, with potential extensions along Duanesburg Road towards Duanesburg. The potential looks good, and if such a sewer line is constructed, it will increase the development pressure in this area.

The Town wants to ensure that future growth in this area:

- Attracts appropriate development;
- Is planned to minimize impacts to the transportation system; and
- Compliments the surrounding residential neighborhoods.

Consequently, the Town of Rotterdam (Town) with the assistance of the Capital District Transportation Committee (CDTC) has undertaken this study to examine future land use options for the area and examine the implications the options may have for the local transportation system and surrounding land uses.

To provide the Town with the most flexibility as development proceeds in this area, three new possible land use options were developed as part of this study. Together with the existing zoning, they provide four options for the Town to consider.

B. STUDY AREA

The Burdeck Street Study Area is located within the Town of Rotterdam, in the vicinity of Exit 25A of the New York State Thruway. As **Map 1** shows, the Study Area stretches eastward from Duanesburg Road at the Town boundary with Princetown, to encompass Burdeck Street in its entirety, terminating at Campbell Road. Pangburn Road, Currybush Road, the Poentic Kill and the D & H Railroad define the northern boundary of the Study Area. The Pangburn/Mariaville Roads area were included in the Study Area, due to their close proximity to Exit 25A and the relative large, undeveloped parcels in the area. The eastern and southern limits of the Study Area are irregularly defined by an underground gas line and a mix of large parcel boundaries, including the Schalmont School property

south of Duanesburg Road. **Map 2** provides an aerial photographic view of the Study Area.

C. STUDY ORGANIZATION

After this **INTRODUCTION**, the remainder of this report is divided into two additional sections, with Appendices and Maps attached.

Section II. RECOMMENDED ALTERNATIVES discusses the three land use development options that resulted from this Study. It includes descriptions of each of the options, highlighting the general intention of each, the existing or new types of land uses or zoning districts that may be needed for each, and the potential impacts to the surrounding transportation systems, land uses and other Town aspects. This discussion also considers the option of taking no action at this time.

Section III. IMPLEMENTATION provides information on what needs to be done to implement each of the three options, as well as information on how to go about the general process of changing the overall direction of land use in the Town, no matter which option, if any, is chosen.

The Appendices provide detailed information on background conditions, the process of conducting the study and other information used to complete the work.

D. STUDY APPROACH

The Town and the CDTC selected the Wilbur Smith Associates (WSA) Team to assist them in the preparation of the Study. They also assembled a Study Advisory Committee (SAC) to help direct the Study and provide input from other agencies. In addition to representatives from the Town and CDTC, the SAC included representatives from the New York State Department of Transportation, the New York State Thruway Authority, and Schenectady County Planning Department.

The work on the Study began by an analysis of the existing conditions in and around the Study Area. **Appendix A** contains the complete Existing Conditions report. The SAC supplemented the WSA Team's document research and field analysis with a public work session, at which the WSA Team presented the existing condition data for verification and correction and then asked for comments, concerns and recommendations from the public. **Appendix B** contains a copy of the presentation at the first public work session as well as notes from the evening.

Work continued with the development of various future development scenarios that could potentially emerge in the Study Area. For this analysis, the Study Team broke the Study Area into four "Analysis Areas." They developed several alternate future land use schemes for each analysis area. **Appendix C** contains figures showing the various alternate schemes. The WSA Team projected the potential impacts, benefits, and other consequences of the different possible scenarios to help in the analysis. The public

provided input on the different scenarios at a second public work session. **Appendix D** contains a copy of the presentation at the second public work session as well as notes from the meeting.

The WSA Team used this input, as well as comments from the SAC to build five more detailed future development scenarios which WSA again presented to the public at a third work session for comments. **Appendix E** contains descriptions and maps of the five alternatives while **Appendix F** contains the presentation and notes from the third public work session.

Following the third public work session, the WSA Team, working with the SAC, refined the five future development scenarios to four alternatives and finalized the implementation recommendations. The final four alternate future land use schemes, three new schemes as well as the existing zoning, are discussed later in this report.

E. EXISTING CONDITIONS

1. Overview

The existing conditions in the Study Area play a significant role in directing the way development will occur if regulations are left as they are. They also influence what other potential development may be viable for the area. **Maps 1 and 3** provide a compilation of the various factors that can influence development within the Study Area. **Map 1** highlights the various significant factors affecting future development. The constraints, as described below and explained in more detail in **Appendix A: Existing Conditions**, in some way limit the amount of development that could occur on the parcels in the Study Area. **Map 3** provides a summary of those parts of the Study Area that are unsuitable for development for some reason.

Appendix A provides much more detail on the existing conditions in the Study Area.

2. Town Plan of Development

The majority of the Study Area has been generally designated for future industrial growth. The "Development Plan Map" from the Town Plan of Development, included in **Appendix H**, shows most of the Study Area designated as "Industrial." This represents the Town's current position as to the highest and best use for this area. There is no specific definition on what this designation means, however, which leaves the area open to a multitude of future development potentials.

Because the current zoning districts for much of the Study Area are not in line with the current Plan of Development for the area, the land can and has been the subject of rezoning requests. As long as the requests are in line with the general recommendation for industrial use, the Town has little justification to deny the request. Thus, large scale, "big box" retail stores, more industrial uses, shopping centers, or office buildings are all possible under the current designation.

Defining the potential uses in more detail will help the Town be proactive regarding future development in the Study Area. It can define in more detail the specific types of uses envisioned for the area out of the many varied types of potential land uses now possible under the broad umbrella of the "industrial" designation for the area.

3. Land Use

The Burdeck Street Study Area features a mix of vacant, commercial, industrial, public services and residential land uses, although there are few residential neighborhoods within the Study Area. **Map 4. Existing Land Use**, summarizes the existing land use within the Study Area.

Most of the southwestern portion of the Study Area is currently used for low intensity agricultural activities with residences along the roadways. Industrial uses are located in the northern portion of the Study Area. William M. Larned and Sons Inc. owns one of the large parcels used for mining purposes. Von Roll Isola Inc. owns an additional large parcel, for the purpose of the manufacture of insulating products. The third parcel in industrial use in the Study Area is owned by the Opus Business Park and currently leases space to Tomra Recycling, Mastroianni Bakery, and Yale Material Handling.

Single-family units largely define residential uses within the Study Area. Housing types are primarily bungalow and ranch units, typically with one or two stories. North of the Thruway interchange, these units are located on small lots, clustered in various locations of the Study Area while residential units south of the interchange are dispersed and located on larger lots, or line the major roadways. The most pronounced concentration of residential uses occurs in the vicinity of Mary Lane. Multi-family developments within the Study Area include Carefree Village Luxury Apartments, Burdeck Apartments, and Lent Court Apartments, all north of the Thruway.

Commercial uses are primarily concentrated north of the Thruway interchange, along Burdeck Street and Mariaville Road. Commercial uses are largely comprised of construction and automotive related businesses. In general, commercial uses are located in warehouse buildings on large parcels such as Ryder Truck Rental near Opus Business Park. Parking is typically along the front lot line with the building setback significantly. A lack of sidewalks and sufficient pedestrian amenities throughout the corridor reinforce the separation between commercial and residential uses.

Vacant lands are located throughout the Study Area on large parcels. The largest concentration of vacant lands occurs in the northwestern portion of the Study Area in the Currybush Road/Pangburn Road area. This area is currently rural in nature with several large agricultural parcels with smaller single family lots along the roadway.

4. Utilities

Map 5. Existing Utilities, shows utility lines and right-of-ways in the Study Area that provide services to the Town and surrounding region. The Study Area is traversed by a variety of public service right-of-ways providing services to the Study Area and surrounding region. Flanking the Interstate 90 (I-90) interchange are utility right-of-ways owned by Niagara Mohawk. These right-of-ways primarily consist of high-tension towers and transmission lines. Traveling in an east-west direction are rail lines owned by the Delaware and Hudson Railway Company. Traveling in a north-south direction at the northern potion of the Study Area are rail lines owned by CSX. The remaining public service uses are a large parcel owned by Clear Channel Broadcasting for transmission tower and associated features, and a smaller parcel belonging to the Town of Rotterdam. This smaller parcel is home to the Rotterdam Fire Chief's Training Center. A Consolidated Gas Transmission Corp. gas line also runs through the Study Area.

There are several surrounding land uses to the Burdeck Street Study Area that impact the corridor. Although the land to the east of the corridor, towards the center of Rotterdam is relatively built out, secondary growth could come into this area. The Rotterdam Industrial Park and Golub Distribution Center on Duanesburg Road are major traffic generators for tractor-trailers. The location is ideal due to the proximity to I-88 and CSX rail tracks; therefore it is probable that other types of industrial/distribution facilities will continue to locate in the Industrial Park or on land nearby.

Rotterdam Square Mall is located near the northwest corner of the Study Area off West Campbell Road. Land across from the Mall has been developed with large chain retail uses. Access to the area around Rotterdam Square Mall is limited from the east by a low railroad bridge over Campbell Road.

5. Zoning

The zoning within the Study Area is largely agricultural and light industrial, as **Map 6. Existing Zoning**, shows. The current allowable uses in the Study Area have the potential to generate significant amounts of additional traffic as the undeveloped or open agricultural land in the area is developed. Because of the wide range of potential land uses, there is a significant range in the amount of traffic typically generated by the different uses.

The southern portion of the corridor is currently zoned for agriculture, however single-family homes are allowed on one-acre lots. This area has seen large residential development with subdivisions such as Eldorado Acres, Becker's Crossing, Sunrise Estates, and County Walk Estates.

6. Transportation

Roadways in the Study Area do not feature sidewalks, pedestrian amenities, designated bicycle lanes, and are generally not conducive to walking or bicycling. Duanesburg Road (Route 7), running in an east-west direction through the area, is a two-lane highway with

wide shoulders. Between the Exit 25A intersection with Duanesburg Road and the entrance to the Schalmont Schools (Sabre Drive) the road has a wide eight-foot shoulder on the south side and a four foot shoulder with a curb on the north side. From Sabre Drive to the intersection with Old Duanesburg Road, there is a center turning lane; the paved shoulders are four feet wide and curbed. From Old Duanesburg Road to the intersection with Burdeck Street, the center turning lane continues with shoulders greater than eight-feet wide. Contrasting this corridor is Burdeck Street which is narrower than Duanesburg Road, consisting of travel lanes from 10 to 11 feet wide. The paved shoulders are three feet wide from the Duanesburg Road intersection to the intersection with Mariaville Road and four-feet wide north of Mariaville Road. Mariaville Road also has 11-foot wide travel lanes with four-foot paved shoulders, while Princetown Road has travel lanes of the same width but three-foot wide paved shoulders.

There are six signalized intersections in the Study Area:

- Duanesburg Route and the I-88 exit/entrance ramp/Becker Street;
- Duanesburg Road and Sabre Drive (the entrance to the Schalmont Campus);
- Duanesburg Road and Burdeck Street;
- Burdeck Street and Mariaville Road;
- Burdeck Street and Princetown Road; and
- Burdeck Street and Campbell Road.

The CDTC has traffic data for five of these intersections:

- Duanesburg Road/I-88 Exit/Entrance Ramp/Becker Street – 2004 PM Peak hour;
- Duanesburg Road /Burdeck Street – 1997 PM Peak Hour;
- Burdeck Street /Mariaville Road – 1997 PM Peak Hour;
- Burdeck Street /Princetown Road – 2000 PM Peak Hour; and
- Burdeck Street/Campbell Road – 2000 PM Peak Hour.

The WSA Team conducted a level of service analysis with SYNCHRO software at the five Study Area intersections for which there are traffic counts from CDTC. A two percent per year growth factor was used to project 1997 volumes to 2004.

Level of service (LOS) is the standard measure used to quantify the operational performance of highway facilities as perceived by the user. The grades A, B, C, D, E and F are the five possible LOS ratings where "A" indicates excellent conditions with free flow, "E" indicates intolerable conditions with unstable flow, and "F" indicates that demand exceeds capacity. **Table I-1** summarizes the qualitative differences between the LOS ratings

Table I-1. Qualitative Level of Service Descriptions

Level of Service	Traffic Operations
LOS A	Free flow conditions, vehicles are completely unimpeded, and minimal delay at intersections
LOS B	The ability to maneuver in a traffic stream is only slightly restricted and there are insignificant delays at intersections.
LOS C	Traffic flow is stable but the ability to maneuver and change lanes is more restricted than LOS B. Vehicles begin to back-up at intersections.
LOS D	A small increase in traffic may cause substantial increases in delay at intersections and decreases of travel speeds on road segments.
LOS E	Significant delays at intersections with road segment travel speeds at approximately 1/3 of the posted speed.
LOS F	Extremely slow travel speeds, high delays, and extensive vehicle back-ups at intersections

Level of service for both signalized and stop-controlled intersections is measured in terms of average delay per vehicle.

Appendix G contains the traffic information used in the analysis. **Table I-2** shows the LOS at the five Study Area intersections under existing (2004) P.M. peak hour conditions.

Table I-2: Existing (2004) P.M. Peak Hour Level of Service

Intersection	LOS
Duanesburg Road/I-88 Ramp/Becker Street	B
Duanesburg Road/Burdeck Street	B
Burdeck Street/Mariaville Road	B
Burdeck Street/Princetown Road	A
Burdeck Street/Campbell Road	A

Source: Wilbur Smith Associates

This information indicates that all of the intersections have the ability to absorb more vehicular traffic before they will begin to have unacceptable levels of service.

The speed limit on Duanesburg Road is 40 miles per hour (MPH). On the other main roads in the Study Area, including Burdeck Street, the speed limit is 35 MPH.

Burdeck Street crosses the CSX railroad tracks. These tracks are very busy and the rail crossing is closed several times a day as trains pass. The railroad has said in other forums that rail yards east of the crossing are near capacity, so a significant increase in the

number or length of trains that cross Burdeck Street is unlikely. Mariaville Road bridges over the railroad tracks at the east end of the Study Area.

Crash data for the Study Area from 1998 through 2000 do not reveal significant patterns or trends. The data indicates that snowy or icy conditions are not a significant factor in causing accidents, nor does darkness seem to be important. Rear end collisions account for approximately half of the mid block crashes on Duanesburg Road while left turn accidents account for half of the crashes at the intersection of the Duanesburg Road/I-88 Exit Entrance Ramp. Table A-6 provides further analysis of the crash data.

7. Hydrology

Three water bodies traverse the Study Area as indicated in Map 1. The most significant of these water bodies is the Poentic Kill, which passes along the northern boundary and into the northern portion of the Study Area. The Poentic Kill has a single Class C tributary passing through the northeastern portion of the Study Area. An additional water body, entering the Study Area from the south, is a Class C(T) tributary of the Normans Kill. While the main branch of the Normans Kill does not enter the Study Area, it comes within 114' of the southwestern boundary.

The National Wetland Inventory does not identify Significant Wetlands in the Study Area, but they do identify wetlands located slightly north of the northeastern portion of the Study Area, in association with the Poentic Kill. The New York State Department of Environmental Conservation further identifies Significant Wetlands at the northeastern portion of the Study Area, in lands zoned "Heavy Industrial." An additional concentration of these wetlands is located northeast of the Study Area, as indicated in Map 1.

8. Soils

There are several types of soils in the Study Area, several of which present significant constraints to development due to wetness or steep slopes. Overall, approximately 10 percent of the Study Area has soils with some significant constraint on development. **Map A-1 and A-2** in Appendix A provide an overview of the soils in the Study Area. Appendix A also includes a table that describes the various constraints to development of the various soils in the Study Area.

9. Surrounding Areas

The western end of the Study Area lies adjacent to a commercial district in Princetown. This district focuses on encouraging office buildings, banks, retail establishments and personal service shops, while allowing by special permit more industrial uses, warehousing, auto dealerships and gas stations. to the north of the Study Area, much of the land outside of the commercial development along Campbell Road is rural. Residential and small commercial uses closer to the Town center lie mostly to the east of the Study Area. A large industrial and warehouse area lies along the railroad tracks to the

southeast. South of the Study Area is a growing suburban residential area, primarily in Rotterdam.

II. RECOMMENDED ALTERNATIVES

A. OVERVIEW

The general purpose of this Study is to define, in more detail, appropriate land use options for the Study Area and to identify what changes the new land uses may require in the existing transportation system. In preparation for developing the land use options, the WSA Team organized and analyzed existing condition information and developed various land use options for initial consideration as shown in **Appendices A & C.** Based on the comments received from both the SAC and the public at three work sessions, the WSA Team developed three new alternative land use plans that could chart the course of future development in the Study Area.

The following pages present basic descriptions of the three different new land use alternatives, in addition to the existing zoning, that are being considered for the Study Area. Each of the three new alternatives has a different focus than the existing zoning, from general office space, to the development of mixed use areas. Each of the alternatives is also similar in that they each attempt to create new land use plans that:

- Generate low traffic volumes during peak traffic hours,
- Reduce conflicts with adjacent residential uses,
- Produce limited pollutants,
- Provide for the continued economic growth of the Town,
- Preserve important Town natural and cultural resources, and
- Mix current land use designations with new land use types.

The alternatives each include the establishment of new zoning districts that begin to define, in more detail, what types of development can occur within the Study Area. Each of these alternatives is described in more detail in Sections II.C.

Maintaining the current zoning designations for the Study Area is also an alternative for the Town. As demonstrated by the information in Section II.D, however, it is not a recommended course of action.

This section describes the various elements of the future land use options. **Maps 8, 9 and 10** show the new configurations of existing or proposed land uses, as defined by an existing or proposed zoning district. **Map 6** shows the existing zoning, which is considered to be the fourth alternative. The accompanying text in Section II.B provides a description of what the goals and general parameters of the existing or proposed new districts would be. For ease of description, the alternatives are described in the present tense, even if some of them may not currently exist.

The last portion of this Section provides an analysis of the potential impacts of the four alternatives.

In the end, the Town may decide that some combination of the features in each alternative is most appropriate. Therefore, the information on the next few pages is presented in such as way that it may be possible to combine the features of several alternatives and still understand what the potential impacts may be.

B. NEW LAND USE/ZONING DISTRICT DESIGNATIONS

1. Possible New Land Use Designations/Districts

a. Overview

Because the Study Area contains existing residential areas and is adjacent to others, it is very important to limit the impacts of non-residential uses on the residential areas. Zoning regulations are one of the primary tools available to municipalities to ensure this. At the present time, the Rotterdam Zoning Code provides protection to land owners by defining the types of uses that can occur in any specific zoning district. This provides some measure of protection, but still, as history has shown, can lead to unforeseen impacts of permitted uses on adjacent properties.

Performance standards are another tool that can be incorporated into zoning regulations to help minimize impacts of a land use on adjacent parcels or the Town as a whole. Adding performance standards to the existing zoning districts regulations would enhance their ability to provide protection to adjacent landowners from unacceptable impacts of new land uses. Such measures would regulate specific attributes of a land use, such as the amount or timing of noise generation, the intensity, duration and direction of lighting, or the highest volume of vehicular traffic that could be generated each day or during peak hours.

Performance standards are recommended for most of the new zoning districts suggested in this study. The performance standards would need to be specifically developed for each new district, and would be written to address the specific impacts that the proposed districts could have on the adjacent land uses, especially residential uses.

b. Modified Light Industrial

Purpose

The purpose of the Modified Light Industrial (MLI) District is to allow for low-impact, clean industrial land uses that don't generate high vehicular traffic volumes during peak traffic hours. Structures in the MLI District are generally 75,000 square feet (SF) or less on the first floor and do not involve significant amounts of outdoor storage of materials.

General Description

The MLI District allows a broad range of industrial and commercial activities. Many may produce significant amounts of vehicular traffic, but not during peak traffic hours.

Uses that have the potential to create noise, light, vibration, excessive waste, or odor are either eliminated or included only as conditional uses. The MLI District includes performance standards to protect adjacent land uses and the Town that must be met before the conditional uses can be permitted.

Many of the permitted uses in the MLI are the same as those in the existing Light Industrial District. The most significant difference is the removal of convenience stores, gas stations, uses with outside storage or manufacturing processes, and uses that have a high potential for unacceptable impacts.

There may be no minimum lot size, setbacks, or frontage requirements in the MLI District; lot size requirements would be based on performance standards.

It is estimated that, on average, the MLI district would generate approximately 0.2 vehicles per 1,000 square feet in the PM Peak traffic hour.

c. Mixed Use District

Purpose

The purpose of the Mixed Use (MU) District is to encourage the development of compact, pedestrian oriented development that contains an interdependent mix of retail, office, commercial, and residential uses. Structures in the MU District are generally smaller than 50,000 SF on the first floor.

General Description

The MU District allows a variety of uses to coexist not only in the district but on individual parcels. The uses are primarily those that are typically found in traditional village centers, but some allowances are made for uses with drive through facilities. Buildings are meant to be at least two stories tall, with residential or office uses occupying upper floors. Densities are moderate to high. New streets have on-street parking and sidewalks on both sides. Approximately seven percent of the land on a parcel or in a single development area needs to be set aside as park land, providing seating, playgrounds, tables and other recreational activities or amenities appropriate to small "village" parks.

The new MU District includes performance standards that must be met by proposed uses to protect adjacent land owners and the Town. The performance standards address, at a minimum, traffic generation, lighting, noise, air pollution, odor, landscaping, and aesthetics. There are no minimum lot sizes and zero front and side yard setbacks, but a 25 foot rear setback, except when adjacent to a parcel in another district, in which case there would be a 40 foot setback on the common lot line.

It is estimated that, on average, the MU district would generate approximately 6.2 vehicles per 1,000 square feet in the PM Peak traffic hour.

d. Office

Purpose

The purpose of the Office (OF) District is to encourage the development of office space and related support services that serves the Capital Region.

General Description

The OF District encourages the development of offices which would be primarily occupied Monday through Friday, during daytime hours. It also encourages small retail uses meant to service the occupants of the offices as well as Town residents. The related uses, such as hotels, banks, restaurants and personal service shops are provided to reduce the number of daytime vehicle trips generated in the office area. Buildings are encouraged to be at least two stories high, and up to four stories would be allowed. At least five percent of the land on a parcel or development area needs to be set aside as park land, providing seating, tables and other recreational activities or amenities appropriate to small park areas for use primarily by the building occupants.

The new OF District includes performance standards that must be met by proposed uses to protect adjacent land owners and the Town. The performance standards address, at a minimum, traffic generation, access, circulation, lighting, shadows, noise, landscaping, and aesthetics. Minimum lot sizes are based on the ability to meet the performance standards, as are front, side and rear setbacks, except when adjacent to a parcel in another district, in which case there would be a 100 foot setback on the common lot line.

It is estimated that, on average, the OF district would generate approximately 7.4 vehicles per 1,000 square feet in the PM Peak traffic hour.

e. Rural

Purpose

The purpose of the Rural (RU) District is to protect the remaining agricultural resources in the Town and preserve rural character and open space in areas not served by public sewer and water.

Description

The proposed RU District includes lower density requirements than the existing Agricultural District. Flexibility in lot sizes in conjunction with clustering or conservation subdivisions is encouraged. Allowed uses in the RU District are limited to primarily low density residential and agricultural or agricultural-related uses. Density requirements could be from 4 to 10 acres per unit.

It is estimated that, on average, the RU district would generate an undetectable number of vehicle trips in the PM Peak traffic hour.

f. Professional Office Residential

Purpose

The Professional Office Residential (POR) District is created to allow a greater variety of uses in existing residential structures, when they are located close to areas transitioning from residential to non-residential uses, so as to preserve the residential character of the areas so zoned.

General Description

The POR District allows professional office uses to be intermingled with residential uses, as long as they are housed in existing residential structures. It does not allow the construction of new office buildings unless they meet very strict design guidelines, including bulk and height limitations that insure their compatibility with existing residential structures. Trip generations from the offices are limited, so as not to disturb the residential nature of the area. Performance standards would be an important tool in reviewing proposed land uses changes in this district. Minimum area requirements could be the same as the R-1 Residential District.

It is estimated that, on average, the POR district would generate approximately 0.5 vehicles per 1000 square feet in the PM Peak traffic hour.

g. Regional Retail

Purpose

The purpose of the Regional Retail District is to provide a location for retail uses that serve the Town of Rotterdam as well as the larger region without the potential for those types of commercial uses that generate a high number of peak hour vehicle trips. The district could have a maximum building footprint requirement, but none is currently proposed. Performance standards could be used instead of specific minimum area requirements.

General Description

The Regional Retail District is envisioned as a daytime and evening retail, office and entertainment area consisting of establishments that are generally open for business after 8 AM, and generally close around 10 PM. (Some entertainment businesses would stay open later.) Buildings are encouraged to be at least two stories. New roads in the District would accommodate on-street parking and provide sidewalks on both sides. At least four percent of the land on a parcel or development area would need to be set aside

as park land, providing seating, playgrounds, tables and other recreational activities or amenities appropriate to small park areas.

It is estimated that, on average, the RR district would generate approximately 8.2 vehicles per 1000 square feet in the PM Peak traffic hour.

2. Existing Zoning Districts in the Study Area included in Future Alternatives

a. Overview

There are several zoning districts that currently cover larger portions of the Study Area. The current zoning code for the Town of Rotterdam does not include either a purpose or general description of these districts. The following information has been developed for this study to reflect what the purpose of these districts appears to be, based on the information that is included in the Town's zoning code.

b. B-1 Retail Business District

Purpose

The purpose of the B-1 Retail Business District is to allow the development of a general suburban business district.

Description

The B-1 Business District encourages retail businesses or offices that are oriented towards customers arriving and leaving by automobile. The lots must be at least 15,000 SF with a front yard along a street that is at least 100-feet wide. Front yard setbacks must be a minimum of 30 feet from the property lines, and the buildings must be at least 10-feet away from side yards, encouraging buildings that are close together but still isolated from each other. At least 40 percent of each lot must remain open, but there are no requirements for providing open space or recreation areas.

It is estimated that, on average, the B-1 Business district would generate approximately 11.7 vehicles per 1,000 square feet in the PM Peak traffic hour.

c. B-2 General Business District

Purpose

The purpose of the B-2 General Business District is to encourage retail business that is oriented towards properties adjacent to circulation systems with high daily traffic volumes.

Description

The B-2 General Business District allows all of the uses in the B-1 District, but there are many more automobile related uses allowed by special permit, including drive through, convenience stores, gas stations and car washes. Lot sizes, setbacks and coverages are the same as for the B-1 district. There are no requirements for providing open space or recreation areas.

It is estimated that, on average, the B-2 Business district would generate approximately 11.7 vehicles per 1,000 square feet in the PM Peak traffic hour.

d. Light Industrial District

Purpose

The purpose of the Light Industrial District is to allow for industrial land uses that do not use significant amounts of heavy machinery to accomplish the work being done. There are no limitations to building size other than a maximum height of 75 feet.

Description

The Light Industrial District is meant to provide a location for those industries that do not require large areas or significant amounts of heavy machinery, and are housed in generally small scale buildings. There are a variety of allowable uses, some of which have the potential to generate elevated levels of noise, air pollution or light. Lots must be a minimum of 20,000 SF with a minimum length of 100 feet along the front of the lot. No more than 60 percent of the lot may be developed, but there are no other specific requirements for open space.

It is estimated that, on average, the Light Industrial district would generate approximately 1.1 vehicles per 1,000 square feet in the PM Peak traffic hour.

e. Heavy Industrial District

Purpose

The purpose of the Heavy Industrial District (I-2 District) is to allow the development of most types of industrial uses, although most of the industrial uses not allowed in the LI District are allowed in the HI District only as Special Uses.

Description

The HI District allows the development of industrial uses on lots that are a minimum of 20,000 SF for each use. The minimum lot width is 100 feet. Development on a lot must maintain at least a 25-foot setback from all property lines. Total development of

buildings on the lot can not cover more than 75 percent of the lot area. Structures can not be more than 75-feet tall. There are no requirements for providing open space.

f. Agricultural District

Purpose

The purpose of the Agricultural District is to encourage agricultural practices as well as other rural or recreational activities in the Town.

Description

The Agricultural District allows the development of single family residential units on lots that are a minimum of one acre in size. Development on a lot must maintain at least a 25-foot setback from the front property line, as well as 15 feet setbacks from each side lot line and 25 feet from a rear lot line. Total development of buildings on the lot can not cover more than 30 percent of the lot area. There are no requirements for providing open space.

g. One-Family Residential District

Purpose

The purpose of the One-Family Residential District (R-1 District) is to encourage the development of single family dwelling units and support facilities typically found in single family residential neighborhoods.

Description

The R-1 District allows the development of single-family residential units on lots that are a minimum of 15,000 SF for each unit. The minimum lot width is 100 feet. Development on a lot must maintain at least a 25-foot setback from the front property line, although this can be varied if the setback on adjacent parcels is less than 25 feet. Dwellings must also maintain a 10 feet setbacks from each side lot line and 25 feet from a rear lot line, although garages can go as close as 5 feet to rear property lines. Total development of buildings on the lot can not cover more than 45 percent of the lot area. Buildings can not be more than 40-feet tall. There are no requirements for providing open space.

h. Multiple-Family District

Purpose

The purpose of the Multiple-Family District (R-3 District) is to encourage the development of multiple family dwelling units in appropriate locations in the Town.

Description

The Multiple-Family, R-3 District allows the development of multiple family dwelling units on parcels that are a minimum of 20,000 SF for each building, except that structures with more than four bedrooms shall increase the total lot area by 3,00 SF for each additional bedroom over four. The minimum lot width is 100 feet. Development on a lot must maintain at least a 30-foot setback from the front property line, as well as 20 feet setbacks from each side lot line and 25 feet from a rear lot line. Total development of buildings on the lot can not cover more than 45 percent of the lot area. Buildings can not be more than 40-feet tall. There are no requirements for providing open space.

C. PROPOSED LAND USE ALTERNATIVES

1. Alternative 1 – Regional Office

Alternative 1 focuses on increasing the amount of office space in the Town. While it places much of the Study Area's existing light industrial development areas in the new Modified Light Industrial District, it also places other parcels in the Study Area into the new Office District. This encourages office development in an appropriate location within the larger scheme of the Town. Alternative 1 uses the new Professional Office Residential District to preserve the character of several smaller residential areas situated directly on the main streets in the Study Area. Alternative 1 places the entire area northwest of I-88 in the Agricultural District. It also places many of the existing single family residences on Duanesburg Road into the new Professional Office Residential District. **Map 8** shows the arrangements of land uses in Alternative 1.

2. Alternative 2 – Mixed Use

Promoting a significant amount of mixed use development is the focus of Alternative 2. It places much of the Study Area in the Mixed Use District, which will encourage a more village-like type of development, promoting residential, commercial, office and retail uses in close proximity to each other. This alternative includes acreage in multi- and single-family development. It also recommends using the new Office Residential District, to encourage the reuse of existing housing stock as office space rather than removing it and erecting new buildings and the new Rural District, to encourage the preservation of the Town's remaining agricultural areas. **Map 9** shows the arrangement of land uses in Alternative 2.

3. Alternative 3 – Modified Existing

Alternative 3 focuses on maintaining those portions of the existing zoning in the southern portions of the Study Area that preserve the more rural aspects of the Town, while modifying the current commercial and industrial districts in the northern portions. During the public work sessions, many residents of the Town said that the current zoning could allow development that they did not consider to be desirable. Consequently, the

rural districts in the southern/western portions of the Study Area will remain much as they are now. The current Light Industrial District will be converted to the Modified Light Industrial District and the commercial district will be mostly eliminated. **Map 10** shows the arrangement of land uses in Alternative 3.

4. No Action

Keeping the existing zoning designations in place is also a viable alternative for the Town. This alternative would maintain the existing conditions as to potential land use development, which would include large scale commercial development on the former Republican Club property, and light industrial uses on most of the other undeveloped parcels in the northern portions of the Study Area. This development would not change the potential traffic generation, potential impacts and prospective benefits to the Town. It could be expected that additional Change of Zone applications would be processed and areas rezoned for properties designated as Industrial in the Comprehensive Plan with little control on type or size of development.

D. POTENTIAL IMPACTS/BENEFITS

Table II-1 provides a summary of the various potential impacts and benefits associated with each of the four alternatives.

Table II-1: Alternative Analysis

Scenario	Alternative 1 - Regional Office	Alternative 2 - Mixed Use	Alternative 3 - Modified Zoning	Alternative 4 - Existing Zoning
Zoning	New MLI, OF, and POR districts required; Rezoning requests to other districts minimized	New MLI, RR, MU, POR, and RU districts required; Rezoning requests to other districts minimized	New MLI, and POR districts required; Rezoning requests to other districts in southern portion of the Study Area possible	No new districts required; Little defense against rezoning requests to commercial or industrial districts in Stuy Area
Land Use	Mostly compatible with surrounding land use. Interstate, utility lines and public uses provide buffers	Mostly compatible with surrounding land use. The mixing of residential units in the mixed use area, along with the use of performance measures increases compatibility	Mostly compatible, with some conflicts between industrial and agricutlural uses	Possibly compatible, but with potentially significant conflicts between industrial or commercial, and agricutlural and residential uses
Vehicular Circulation	Signficantly worse localized congestion during peak hours, especially at Exit 25A; **It is possible that up to 14,000 new vehicular trips could be generated in the Study Area when it is completed built out.**	Localized congestion during peak hours - mixing land uses helps to reduce overall vehicular congestion; **It is possible that up to 14,000 new vehicular trips could be generated in the Study Area when it is completed built out.**	Some increased congestion across the Study Area as industrial uses are maximized; **It is possible that up to 11,000 new vehicular trips could be generated in the Study Area when it is completed built out.**	Significantly increased congestion across the Study Area as industrial and/or commercial uses are maximized; **It is possible that up to 22,000 new vehicular trips could be generated in the Study Area when it is completed built out.**
Bicycle Circulation	Generally difficult due to lack of connections, expecially in Modified Light Industrial District - will need special efforts to improve	Good	Generally difficult due to lack of connections, especially in Modified Light Industrial District - will need special efforts to improve	Generally difficult due to lack of connections
Pedestrian Circulation	Generally difficult due to lack of connections, especially in Modified Light Industrial District - will need special efforts to improve	Good	Generally difficult due to lack of connections, especially in Modified Light Industrial District - will need special efforts to improve	Generally difficult due to lack of connections
Right-of-ways	The acquisition of new right-of-way may be needed at the intersections of Burdeck and Campbell Roads, Burdeck and Mariaville Roads and Burdeck and Princetown Roads to accommodate additional turning lanes	The acquisition of new right-of-way may be needed at the intersections of Burdeck and Campbell Roads, Burdeck and Mariaville Roads and Burdeck and Princetown Roads to accommodate additional turning lanes	The acquisition of new right-of-way may be needed at the intersections of Burdeck and Campbell Roads, Burdeck and Mariaville Roads and Burdeck and Princetown Roads to accommodate additional turning lanes	The acquisition of new right-of-way may be needed at the intersections of Burdeck and Campbell Roads, Burdeck and Mariaville Roads and Burdeck and Princetown Roads to accommodate additional turning lanes; the acquisition of new right-of-ways at Becker Str
Environmental Impacts	Variable - the use of performance measures can limit or eliminate unacceptable impacts	Variable - the use of performance measures can limit or eliminate unacceptable impacts	Variable - the use of performance measures can limit or eliminate unacceptable impacts	Variable - SEQR regulations will help limit significant impacts
Thruway	Potential significant increase to Thruway and Interstate 88 vehicular traffic near Exit 25A above normal growth projections. Residential develoment within agricultural district may create noise issues	Potential slight to moderate increase to Thruway and Interstate 88 vehicular traffic near Exit 25A above normal growth projections. Residential develoment within agricultural district may create noise issues	Normal increase to Thruway and Interstate 88 vehicular traffic near Exit 25A. Residential develoment within agricultural district may create noise issues	Potentially significant increase to Thruway and Interstate 88 vehicular traffic near Exit 25A. Residential develoment within agricultural district may create noise issues
Economics	Significant increase in tax base	Significant increase in tax base, assuming market exists	Moderate increase in tax base	Moderate increase in tax base

III. IMPLEMENTATION

A. ZONING MODIFICATIONS

Table III-1 shows what changes to the current zoning ordinance would be required for each alternative.

Table III-1: Zoning Modifications

Scenario	Alternative A - Regional Office	Alternative B - Mixed Use	Alternative C - Modified Zoning
New Districts	Modified Light Industrial, Office and Office Residential	Modified Light Industrial, Office Residential, Mixed Use, and Rural	Modified Light Industrial
Map Modifications	As shown on Figure 8 - Changes throughout the Study Area	As shown on Figure 9 - Changes throughout the Study Area	As shown on Figure 10 - Changes in the northern portion of the Study Area

B. LAND USE MODIFICATIONS

1. New Zoning Districts and Performance Measures

There are several new zoning districts suggested as part of these recommendations. If the Town decides to undertake the addition of these new districts into the existing zoning regulations, it is suggested that they also reexamine the existing districts, definitions and locations for their continued applicability. Since the review of the existing parts of the zoning code may be time-consuming, and the Town may not want to wait until it is completed to add the new districts, the two projects could be done sequentially. In that case, the overall review and update of the entire code would come after the addition of the new districts needed to implement the new plans for the Study Area.

2. On-Site Mitigation

As new development is introduced into the Study Area, it must also take into account the existing impacts of current land uses. Among the most obvious is noise generated by the Thruway and Interstate 88. New development must take noise into account and build in mitigation measures to address it. This is especially important for residential development, either in existing rural or single family districts or in the proposed mixed use district.

C. CIRCULATION MODIFICATIONS

1. Modifications Common to Each Alternative

a. Intersections

Duanesburg Road/ Becker Street/Exit 25A.

This intersection will experience an increase in traffic exiting the Interstate and Thruway, with a good deal of the new traffic turning left from the exit onto Duanesburg Road eastbound. As these volumes reach 400 to 450 vehicles in the peak hour, independent left turn, through and possibly right turn lanes may be warranted on the exit ramp to accommodate this traffic. (Information on how much additional development this may allow is included in the Section III.c.2) Additionally, the stacking room available on each of the lanes on the exit approach to the intersection should be monitored to be sure that it continues to be adequate.

This intersection will also need to be reworked to provide a longer straight approach apron for Becker Street to increase visibility of the vehicles approaching the intersection on this road. This could be accomplished by rerouting Becker Street further to the south, using the power line right-of-way for the approach. (This alignment may face wetland issues.) Alternately, it may be advisable to close the eastern end of Becker Street and route through traffic to Duanesburg Road via the western intersection, which may need to be signalized.

Duanesburg Road/Burdeck Street.

The various approaches to this intersection should continue to operate at an acceptable level of service. However the stacking distance for the left turn lane on Duanesburg eastbound, turning on to Burdeck Street may, in the future, need to be extended.

Burdeck Streets/Mariaville Road.

Both Mariaville Road and Burdeck Street should continue to operate at acceptable levels of service in the future, based on the current calculated Level of Service. Operational problems reported by residents, however, most likely caused by stacking behind vehicles stopped to make a left turn, may continue to worsen. Alleviating this problem would involve installing left turn lanes as recommended in the CDTC Burdeck Street Corridor Traffic Planning Study. A protected left turn phase on the traffic signal will most likely not be needed for these turning lanes.

Burdeck Street/Princetown Road.

Princetown Road and Burdeck Street should continue to operate at acceptable levels of service in the future, based on the current calculated Level of Service. Operational

problems reported by residents, most likely caused by stacking behind vehicles stopped to make a left turn, could continue to worsen. Alleviating this problem would involve installing left turn lanes as recommended in the CDTC Burdeck Street Corridor Traffic Planning Study. A protected left turn phase on the traffic signal will most likely not be needed.

Burdeck Street/North Thompson Road.

This intersection should be redesigned to provide for regulated 90 degree turns from and to Burdeck Street, by realigning one of the streets, as recommended by the original CDTC Burdeck Street Corridor Traffic Planning Study. Additional traffic studies and improvements should be a requirement of any proposed development of the former Republican Club property.

Burdeck Street/Campbell Road.

The left turn movement from Burdeck Street to Campbell Road is currently high, and the addition of the left turn lane may be required, as well as additional stacking in the future. The right turn movement from Campbell Road may also need additional stacking distance in the future. Additional traffic studies and improvements should be a requirement of any proposed development of the former Von Roll Isola property.

b. Access Management

No new access to Duanesburg Road would be allowed on the south side of the Duanesburg Road west of Exit 25A. Access to these parcels would be from Becker Street.

c. Bicycle Circulation

Improved bicycle circulation can reduce vehicular traffic. The Town should explore the potential for using existing or former railroads, existing utility lines or roadway shoulders to develop a bicycle facility system through and to the Study Area, as **Map 11** highlights.

d. Railroad Crossing

The Burdeck Street railroad crossing has and will continue to disrupt vehicular, bicycle and pedestrian flow through the Study Area. The Traffic Planning Study for the Burdeck Street Corridor, completed by CDTC in 1995 and updated in 2000, recommends a grade separation to eliminate the conflict, but such a solution is most likely not viable in the near future. To help mitigate the problem, a bypass using existing roads and bridges may be possible. A special signal along Burdeck Street, activated with or slightly before the train crossing signals are activated, could alert travelers to use the alternate route. The route could use Mariaville Road and the existing bridge over the railroad, along with Old Rotterdam Road, and North Thompson Street. This may mean that the intersection of

North Thompson Street and Princetown Road may need some modification to be configured more like a traditional intersection.

e. Town Map

In each of the Alternatives, there are certain areas where new roads are anticipated. In order to make sure that the roads are located in places advantageous to the Town as a whole, and in way that facilitate inter connections between parcels, the Town should consider adopting a Town Map. Such a map will allow the Town to designate the general location of new roads. This will provide guidance to landowners as they move to develop vacant parcels of land. It will also give the Town greater leverage in requiring that future roads be placed in these locations. The State planning regulations provide more details on the specific workings of Town Maps and the procedural requirements for adopting one.

2. Modifications Specific to Each Alternative

a. Alternative 1 – Regional Office

Intersections

Based on the potential vehicular impacts of each of the alternatives presented in Section II, approximately 640,000 SF of regional office development would be possible in the southern portion of the Study Area before peak hour traffic exceeds 450 vehicles, triggering the need for improvements at the Exit 25A intersection with Duanesburg Road.

Access Management

A maximum of two, new permanent access points to Duanesburg Road would be allowed between the bridge over the Thruway and the Exit 25A intersection. The access points should ideally be spaced equally along Duanesburg Road; one located midway between Sabre Drive, and the Exit 25A ramp, and one close to the intersection of Duanesburg and Old Duanesburg Road. (The intersection should be reconfigured to provide approaches closer to 90 degrees.) These access points would be new roadways constructed and financed by those who further developed the parcels of land between Duanesburg Road and I-88. No new access roads are anticipated on the Schalmont campus. Access to new development will be via the new internal roadways. The access drives to the existing residential structures could remain, but would be removed in favor of access to one of the new internal roadways as possible, if the buildings are converted to commercial use under the provisions of the Office Residential District. Temporary access points directly to Duanesburg Road would be allowed if necessary on individual properties until such time as the new internal roads are completed.

Similarly, only two permanent access points to Burdeck Street would be allowed from the other Office District areas in the northern portion of the Study Area. Access drives to individual parcels would be from the new internal roadways.

Pedestrian Circulation

Improving pedestrian circulation in and to the office areas will encourage noon time travel on foot to stores and restaurants. Sidewalks should be an integral part of new development, and should also be considered for Burdeck Street, Mariaville Road, Princetown Road and Duanesburg Road.

b. Alternative 2 – Mixed Use

Intersections

Based on the potential vehicular impacts of each of the alternatives presented in Section II, approximately 72,500SF of mixed use development would be possible in the southern portion of the Study Area before peak hour traffic exceeds 450 vehicles.

Access Management

A maximum of four permanent access points to Duanesburg Road would be allowed between the bridge over the Thruway and the Exit 25A intersection. The access points should ideally be spaced equally along Duanesburg Road; one located midway between Sabre Drive, and the Exit 25A ramp; one located opposite Sabre Drive; and one close to the intersection of Duanesburg and Old Duanesburg Road. These access points would be new roadways constructed and financed by those who further developed the parcels of land between Duanesburg Road and I-88. Even though the zoning is changed to Mixed Use, no new access roads are anticipated on the Schalmont campus. Access to new development will be via the new internal roadways. The access drives to the existing residential structures could remain, but would be removed in favor of access to one of the new internal roadways as possible, if the buildings are converted to commercial use under the provisions of the Office Residential District. Temporary access points directly to Duanesburg Road would be allowed if necessary on individual properties until such time as the new internal roads are completed. Direct access to Duanesburg Road would be allowed on individual properties on a case by case basis if the access point can be shown to not create congestion on Duanesburg Road.

Similarly, only new roadway access points would be allowed to Burdeck Street from the mixed use areas in the northern portion of the Study Area. No permanent driveways to individual lots would be allowed.

Pedestrian Circulation

Improving pedestrian circulation in and to the mixed use areas will be critical to the working of the area. Sidewalks must be an integral part of new development and will need to link to new sidewalks that should be constructed on Burdeck Street and Duanesburg Road. Adding sidewalks on Mariaville Road and Princetown Road close to the mixed use areas will also be important.

c. Alternative 3 – Modified Existing Zoning

Intersections

It is not easy to estimate the amount of development that may occur in the southern portion of the Study Area before peak hour traffic exceeds 450 vehicles. This is because of the uncertainty of what types of development may be requested in the area as part of a rezoning request.

Access Management

The Town should encourage access for new development to be from new internal roadways rather than via private access ways directly onto Burdeck Street or Duanesburg Road. As possible, driveways should be combined on new development.

Pedestrian Circulation

Improving pedestrian circulation in and to newly developed area will encourage pedestrian traffic. Sidewalks on at least one side of new road should be sought, if possible. The Town should also consider adding sidewalks on Burdeck Street and Duanesburg Road.

d. Alternative 4 – Existing Zoning

Intersections

It is not easy to estimate the amount of development that may occur in the southern portion of the Study Area before peak hour traffic exceeds 450 vehicles. This is because of the uncertainty of what types of development may be requested in the area as part of a rezoning request.

Access Management

The Town should encourage as much as possible that access for new development be from new internal roadways rather than via private access ways directly onto Burdeck Street or Duanesburg Road. No formal process of requiring this exists, however. As possible, driveways should be combined on new development.

Pedestrian Circulation

Improving pedestrian circulation in and to newly developed area will encourage pedestrian traffic. Sidewalks on at least one side of new road should be sought, if possible.

D. PHASING

1. Overview

Because there is no one recommendation coming from this report, providing a single, simple phasing plan is possible. It is possible to provide a general discussion of potential phasing concepts for the three alternatives, as well as a description of the steps to follow to implement on of the alternatives. It is also possible to move ahead with a hybrid that mixed elements of the various alternatives.

2. Zoning Revisions

It is recommended that the addition of new zoning districts and the modification of the zoning map be undertaken as soon after the selection of a preferred alternative as possible.

3. Train Crossing

No matter which alternative is considered most appropriate, the delays and frustration caused by the continued closing of Burdeck Street by trains will remain. Thus, looking into the low cost possibility of creating an alternate route using existing streets is a logical first step. The most expensive aspect of this suggestion is the installation of electrical warning signs tied to the activation of the train signals. Additionally, while it would be helpful to reorganize the North Thompson Road/Princetown Intersection, it is not essential to the operation of the alternate route and could be delayed until the popularity of the alternate route is determined.

4. Burdeck Street Intersections

The Burdeck Street/Princetown Road and Burdeck Street/Mariaville Road intersections should be studied further no matter which alternative is considered most appropriate. The improvements recommended in the 1995 Burdeck Street Corridor Study are again recommended in this report. The intersections should be examined in more detail, to verify that problems, as described by residents, do exist and, if so, to determine what would be the most appropriate means of addressing them.

The timing of improvements at other intersections is tied to the number of vehicles using the intersection. As additional development comes to the Corridor, the Town and/or NYSDOT should request traffic analysis updates of the applicants. The studies will provide updated traffic counts, providing the information needed to decide if and when improvements are necessary, based on the recommendations in this report.

5. Procedural Steps

No matter which alternative or combination of alternatives the Town selects, there are certain steps that need to be undertaken to begin the implementation process. (This is necessary only if the Town selects Alternative 1, 2, or 3 and does not decide to keep the existing zoning in place.)

To begin, the Town may decide to amend the Town Comprehensive Plan to provide more detail to the current Industrial designation for the Study Area. Even though the current Industrial designation carries many different potential land uses options with it, it may be wiser to modify this definition to create a future land use plan that is more directly in line with the selected alternative.

The next step would be to move forward with the zoning amendments. This could be specifically limited to the creation of the necessary new districts, or it could include a broader modification to the existing regulations to bring them more in line with the recommendations of this Study. If only the new districts are going to be created, the specific permitted land use and conditional land use lists will need to be created. Additionally, the specific parameters of the performance standards will need to be developed. This Study provides suggestions as to what impacts would be suitable to address with performance standards, but not the specific standards that would be appropriate. The Town would follow normal procedures for modifying the existing zoning code.