

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

APPENDICES

Adopted December 14, 2022



Town of Rotterdam

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Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

PUBLIC ENGAGEMENT PLAN AND PROCESS

\NOVEMBER 2019

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1. Introduction

Background

The Town of Rotterdam has initiated an update to the Town's Comprehensive Plan, first drafted in 1994 then, updated and adopted in 2001. The Comprehensive Plan will provide a guide for long-range planning for the growth of the community while protecting its natural, cultural, and economic resources.

The planning process will involve stakeholders from the Town including municipal officials, Planning and Zoning Board members, community organizations, businesses and residents in visioning sessions to help the community identify challenges and opportunities.

The process will include research to evaluate existing conditions and future potential; establishment of goals and policies; and the development of a comprehensive plan. The plan will be a comprehensive document with background information and findings, a plan vision, land use patterns to be achieved by the plan implementation, goals and recommendations, and an implementation program.

A Comprehensive Plan Advisory Committee (CPAC) has been established to guide the comprehensive planning process. The CPAC includes a broad range of stakeholders including residents, property owners, and business owners in the Town. For a complete list of CPAC members and affiliations, please see Appendix A.

Project Team

MJ Engineering and Land Surveying, P.C. (MJ) has been selected to work with the Town and CPAC to facilitate the planning process.

Public Engagement Plan and Process

A public engagement plan and process provides opportunities to gather information from members of the public and stakeholders about the study area. Input received is critical to making informed decisions about the future of the Town of Rotterdam.

This public engagement plan and process has been developed to establish a communication channel between the public, the Town, the CPAC, applicable regulatory agencies, and the Project Team throughout the planning process. This plan aims to achieve this communication channel by sharing information with the public regarding the planning process, and by providing occasions for the public to provide input regarding potential issues, concerns, and opportunities.

2. Scope of Work

Project Scope

This effort involves the following work tasks:

Task 1: Project Coordination
Task 2: Public Engagement Plan and Process

Task 3: Existing Conditions Inventory and Analysis
Task 4: Draft Plan Vision and Goals
Task 5: First Draft Comprehensive Plan
Task 6: Final Draft Comprehensive Plan
Task 7: Adoption Assistance

Upon a Final Draft comprehensive plan being accepted by the CPAC, the Town Board will have the opportunity to adopt the comprehensive plan.

Once the final comprehensive plan is developed the subsequent adoption process will be in accordance with Town Law §272-a Town Comprehensive Plan.

3. Community Participation

Community participation for this effort includes a variety of outreach and engagement activities designed to inform the public and gather input to guide the update. The following community participation activities are included in this effort:

- Key Stakeholder Interviews
- Public Workshop Events
- Public Survey
- Pop-up Stations
- Project Website / Social Media
- Focus Group Discussions
- Town Board and Committee updates

Additionally, public notice procedures and information repositories are also discussed.

Key Stakeholder Interviews

Community participation begins with an understanding of the needs of stakeholders within the Town. The Project Team will work with the CPAC to organize meetings with key stakeholders, including property owners, business owners and neighborhood groups. The CPAC will provide the list of stakeholders to the Project Team. Fulfilling this outreach will allow the CPAC and the Project Team to know about potential plans underway, needs, and opportunities for the Town

As these meetings are organized and conducted, findings will be summarized, reviewed, and discussed with the CPAC. Ultimately, these conversations are anticipated to help shape the recommendations identified in the comprehensive plan.

Public Workshop Events

It is critical to have robust community engagement to identify a shared vision for the future for Rotterdam and gather support for comprehensive plan recommendations. In addition to direct stakeholder outreach to be conducted by the Town staff, there will be four (4) opportunities to learn about the project, share ideas, provide input on recommendations through public meetings and/or

workshops. Each public meeting is set to occur at key milestones of the project schedule. These events will include:

- A public open house and visioning session to kick-off the project.
- An interactive public workshop to gather topic-specific input.
- Interactive public workshop to share preliminary recommendations and ideas
- A combination open house and committee public hearing (required under per Town Law §272-a.6.b) to share proposed recommendations, solicit feedback on the draft plan.

The Project Team will work with the CPAC to identify an appropriate location for each workshop. Workshop participants will have the opportunity to weigh in about issues and opportunities identified.

Community Survey

A community values and needs survey will be conducted. A summary of results will be prepared.

Pop-up Stations

Up to three (3) pop-up stations will occur at popular locations in the community or a neighborhood such as a local gas station, grocery store, library or coffee shop. Pop-up stations are quick, easy, unannounced ways to capture input from people where they live life, conduct business and recreate. Pop-ups are placed at key locations such as a community event, the local market, coffee shop, gas station or public park. A pop-up station is typically facilitated by the project team and provide an overview of the project, while creating another opportunity to capture input from pedestrians passing through the area. A pop-up station may also piggy-back on a larger community event or public engagement event that is already scheduled such as a bicentennial event, neighborhood event or senior center activity.

Project Website / Social Media

MJ will develop and manage a project website throughout the duration of the project. The website will include project updates, materials and information to keep the public engaged and informed. A link to the project website will be placed on the Town website. The project website and social media venues will be used to provide updates throughout the process and share materials. The intent is to reach all interested stakeholders using a variety of outreach methods. Digital media is a preferred method of sharing and gathering information by many.

Materials available on the website may include, but not be limited to the following:

- An inventory of applicable plans, studies, and policies
- Meeting presentations, handouts, and summaries
- Mapping

The website is located at the following link:
www.RotterdamNYPlan.com
There is also an email address dedicated to the comprehensive planning process that allows the public to submit comments and ideas at any time throughout the process.

The project email is as follows:
RotterdamNYPlan@gmail.com

Focus Group Discussions

MJ will facilitate up to three (3) focus group discussions. These discussions are intended allow for more in depth discussion with key stakeholders to assist in shaping recommendations for the draft plan. MJ will work with the government class at the local school district and the Town to engage students in one focus group discussion. MJ will also prepare an online survey targeted for students. A Facilitated discussion with neighboring municipalities, such as the City of Schenectady, and other key partners focused on key gateways and corridors in the Town. Finally, MJ will facilitate a discussion focused on a particular neighborhood. This focus group discussion might begin with a neighborhood walk and talk to get familiar with the area and then continue with a round table discussion. However, these can be swapped and shifted should another topic become more critical during the process.

Other Town Activities

In addition to formal flyers and announcements, materials may also be distributed at existing community events like farmers markets and festivals. These may also be opportunities to gather unique public input. At these events, the CPAC can serve as project ambassadors to engage with their neighbors.

Public Notice Procedures

Public notice and public workshop materials will be prepared by the Project Team and provided to the Town at least two (2) weeks in advance of public meetings. The Town will be responsible for distributing those materials.

Meeting announcements will be the responsibility of the Town and are suggested to be posted on the project website as well as in local news outlets, per the Town's discretion and as per the Town's meeting noticing requirements.

Information Repositories

Information about this project will be available on the project website and at the Rotterdam Town Hall.

The website is located at the following link:
www.RotterdamNYPlan.com

The Rotterdam Town Hall is located at:
1100 Sunrise Boulevard
Rotterdam, NY 12306

Contact

The following information provides contact information for the Town of Rotterdam.

Town of Rotterdam

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4. Schedule

Appendix B identifies a tentative project schedule. Please note that this schedule is based upon an assumed review time by involved agencies and is approximate. If review times exceed the assumed task duration, the schedule will be adjusted accordingly. Revised schedules, as needed, will be provided on a regular basis to the CPAC and members of the public.



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

INVENTORY

OCTOBER 2019

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REGIONAL CONTEXT

The Town of Rotterdam is centrally located in Schenectady County, New York, and is bounded by Princetown to the west, the town of Glenville to the northeast separated by the Mohawk river. To the immediate south is the Albany/ Schenectady County border with the Town of Guilderland and to the southeast the City of Schenectady. The Town's location in the capital region, next to the main population and job centers of Albany and City of Schenectady has resulted in an attractive location for commercial and residential growth.

Many of the region's primary transportation routes, including Interstate 90 (I-90), Interstate 890 (I-890) and Interstate 88 (I-88) traverse the Town, allowing for easy access to nearby employment centers and access into Rotterdam from neighboring communities. The ease of access has made Rotterdam the site of a large industrial park that hosts several businesses including the Price Chopper headquarters and distribution center, CSX, and FedEx Freight.

HISTORIC AND CULTURAL RESOURCES

The Town of Rotterdam was first settled by the Dutch in the early 1660s and served primarily as an outlying farming district for settlers living in the Stockade of Schenectady. Rotterdam was named for the City of Rotterdam in the Netherlands and existed as a ward of the City of Schenectady until 1820 when the Town formed.

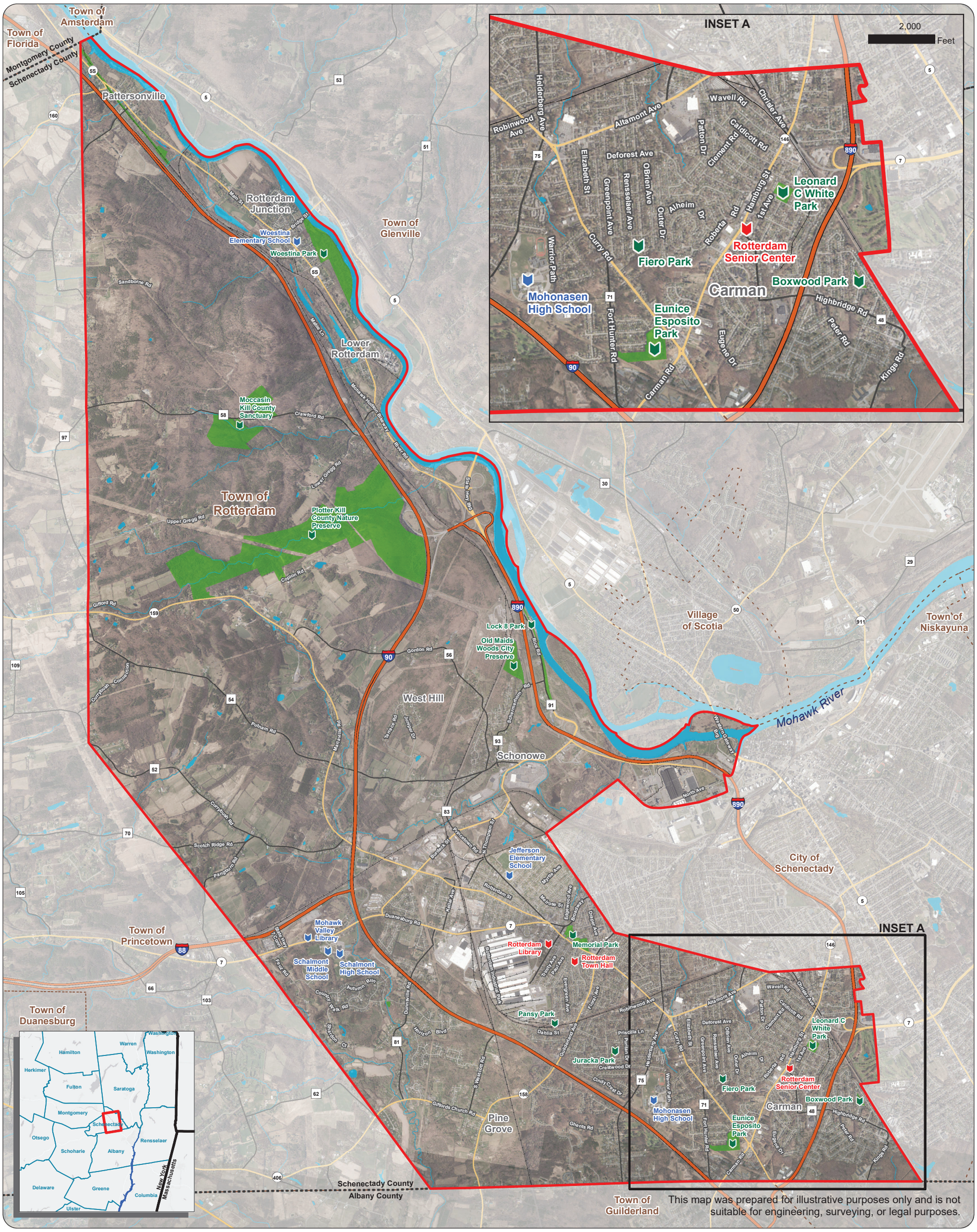
Agriculture was the primary driver of growth in the early history of the Town due to the fertile soils along the Mohawk River. The completion of the Erie Canal in 1825 and growth of the railroad system led to an expansion of industry as well as the development of hamlets, including Rotterdam Junction, South Schenectady, Pattersonville, Athens Junction and Mohawkville. Like many communities along the Erie Canal, the flow of goods and services along the waterway, and the jobs that came along with it, resulted in significant growth of the community. Within the boundaries of Rotterdam were three locks and eight miles of the Erie Canal. Later, the expansion of railroads into the area furthered the prosperous growth of the community. The location of Rotterdam along the level and narrow plains of the Mohawk River Valley created an ideal route for rail lines. At one time, Rotterdam Junction was one of the most important railyards in the region. The community rapidly formed around these transportation corridors and many homes, schools, businesses and community services were built and established.

The historic resources of the Town are curated and maintained by the Town Historian. The Town Historian is an official of the local government appointed by the Supervisor and Town Board. The duties of the Historian include collecting, preserving and making available materials relating to the history of the community. The historian is also responsible for preserving current records for the future.

Historic Register Sites

With a rich history that predates the American Revolution, the Town has a number of significant historic sites and structures. The following is a list of National Register Historic Sites.

- **Dellemont-Wemple Farm** – A historic farm complex located on Wemple Road in Rotterdam. The complex consists of the farmhouse, Dutch barn, chicken house and family cemetery. The site is noted for its brick, gambrel roofed, Dutch style farmhouse, built in the 1790s. The farm complex was added to the National Register of Historic Places in 1973[1].
- **Enlarged Double Lock No. 23, Old Erie Canal** – This historic Erie Canal Lock was built in 1841-1842 as part of the first enlargement of the Erie Canal. Lock 23 fell into disuse after the opening of the New York State Barge Canal opened in 1918. Between 2000 and 2003 replica of a locktender's hut was built on the site by students from the Union College Department of Civil Engineering. The site was listed on the National Register of Historic Places in 2008[2].
- **Mabee Farm Historic Site** – The Mabee Farm Historic Site contains the oldest house in the Mohawk Valley. The site was settled by Daniel Janse VanAntwerpen around 1670. The property was sold to Jan



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Project Area

November 2019

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Water Body
- River/Stream
- Parks and Conserved Land
- Town Points of Interest
- Schools
- Parks & Preserves

N

Sources:
Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

Engineering and Land Surveying, P.C.
1533 Crescent Road - Clifton Park, NY 12065

Mabee in 1705 and was passed down to subsequent generations of the Mabee family for the next 300 years. The complex includes a 17th Century Dutch house, Inn, 1760 Dutch barn, English barn, Mabee family cemetery and other outbuildings. The Schenectady County Historical Society owns the property and operates that site as a museum and educational center. The site includes the newly built 13,000 square foot George E. Franchere Education Center which allows the site to be open year-round. The building includes an Exhibition Hall, Conference Room, Lecture Hall, commercial kitchen and pavilion[3].

- **General Electric Research Laboratory** – The General Electric (GE) Research Laboratory was the first industrial research facility in the United States. The laboratory was first established in 1900 and was responsible for a number of GE's technological innovations and set the standard for industrial innovation for many years. The laboratory is located on the GE campus adjacent to I-890 and encompasses an area that lies partially in the City of Schenectady and partially in Rotterdam. The site was designated a National Historic Landmark in 1975.[4]

Opportunities and Challenges – Historic and Cultural Resources

DEMOGRAPHIC AND SOCIOECONOMIC TRENDS

Population

The population in the Town of Rotterdam was 29,415 in 2017, according to the American Community Survey. This represents nearly 19% of the Schenectady County population. From 1990 to 2017 the overall population of the Town increased by almost 4%, about the same rate as the Schenectady County population. The Town of Duensburg and Niskayuna have seen a much more significant population increase at more than 16% each. Neighboring Princetown has seen a significant decrease in population of about 11%.

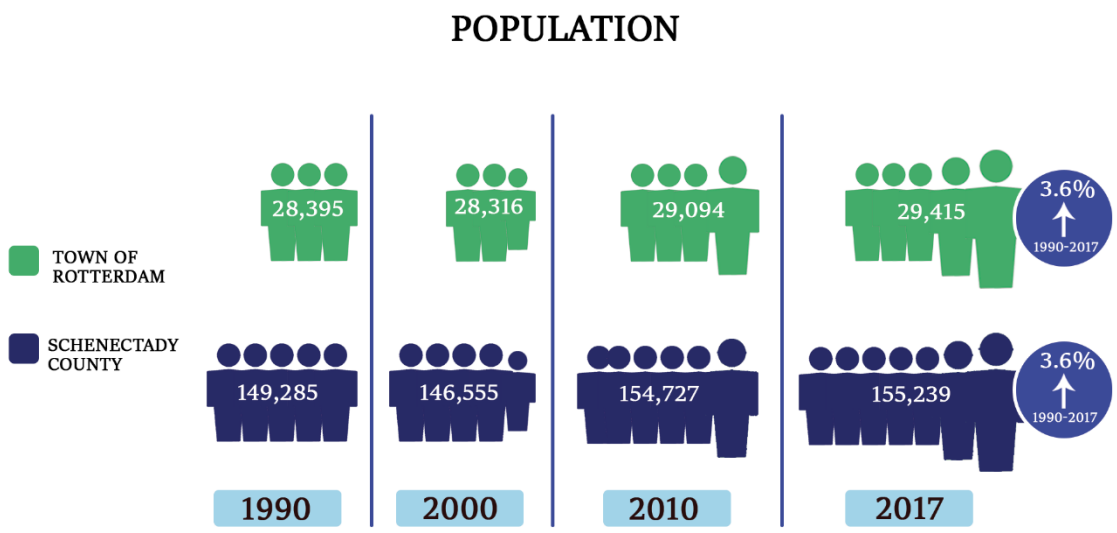


Figure 1 Population

Population 1990-2017					
Location	**1990**	**2000**	**2010**	**2017***	**% Change 1990-2017**
Schenectady County	149,285	146,555	154,727	155,239	4.0%
Town of Rotterdam	28,395	28,316	29,094	29,415	3.6%
City of Schenectady	65,566	61,821	66,135	65,705	0.21%
Niskayuna	19,048	20,295	21,781	22,243	16.8%
Glenville	28,771	28,183	29,480	29,506	2.55%
Princetown	2,031	2,132	2,115	1,797	-11.5%
Duensburg	5,474	5,808	6,122	6,573	20.08%
Source: U.S. Census Bureau, *American Community Survey, 2017 Five-Year Estimates					

Table 1 Population Change

According to projections by the Capital District Regional Planning Commission (CDRPC), population growth is

Schenectady County Population Projections						
1990	**2000**	**2010**	**2020**	**2030**	**2040**	**2050**
149,285	146,555	154,727	158,594	162,117	163,050	160,733
Source: U.S. Census Bureau; CDRPC Projections						

Table 2 Population Projections

expected to continue by as much as 4% by 2030.

Age

The needs of a community can differ greatly depending on the generational distribution of the population. Seniors and people reaching retirement age may be seeking a different type of housing than a young family buying a first home and those graduating college may be seeking affordable workforce housing and activities in a walkable setting. Generations typically span approximately 20 years, but there is no single definition for how long a generation can last. The age range of each generation varies greatly depending on the source. The Capital District Regional Planning Commission (CDRPC) defines five generations dating back to 1926. Those generations include:

The Silent Generation: This generation includes those born approximately between 1926 and 1945 and is marked by low birth rates due to pressure from the Great Depression and World War II. It is sometimes referred to as the "Forgotten Generation", wedged between the "Greatest Generation", and the Baby Boom- generations that are better remembered.

The Baby Boomers: The children born during the Post-War boom, these children are popularly grouped together as born between 1946 and 1964. This generation is well known for the explosion in births that occurred after the war.

Generation X: This generation of children is roughly described as being born between 1965 and 1982. Gen Xer's are sometimes associated with the "Baby Bust" due to the sharp decline in the high number of births that had defined the Boomers.

Millennials: Born roughly between 1983 and 2001, this generation is sometimes thought of as an "echo" of the Baby Boomers.

Generation Z: This generation includes those who were born since 2002. Due to their timing with severe economic contractions and foreign wars, these children are sometimes compared to the Silent Generation in that they appear to be significantly smaller than previous generations.

The median age in the Town of Rotterdam is 41 years which is slightly higher than the Rensselaer County median age of 39 years old. In 2017, the Under 18 age group represented the largest percentage of the population in the Town at 22%, followed by the 45 to 54 age group at 15% and the 55 to 64 age group at 13%. The age distribution in the Town is consistent with a typical suburban bedroom community. Bedroom communities tend to attract young families with children which accounts for the higher percentage of population under the age of 18 and between the ages of 35 to 54. The same type of distribution is seen in the overall county age cohorts with very slight changes.

Age Cohorts				
Age	**Schenectady County**		**Town of Rotterdam**	
Under 18	33,761	22%	6,401	22%
18 to 24	14,739	9%	2,228	8%
25 to 34	19,803	13%	3,538	12%
35 to 44	18,804	12%	3,591	12%
45 to 54	21,920	14%	4,339	15%
55 to 64	21,092	14%	3,908	13%
65 to 74	13,317	9%	2,727	9%
75 & Over	11,803	8%	2,683	9%
Total	**155,239**	**100%**	**29,415**	**100%**
Source: American Community Survey, 2017 Five-Year Estimates				

Table 3 Age Cohorts

Income

The median household income represents the mid-point in which half of the measured households have a greater income and half have a lower income.[5] Median household income is a good indicator for understanding several economic factors. Higher median household income usually indicates higher home values, higher levels of educational attainment and lower levels of unemployment. Lower median household income levels can be an indicator of affordable housing and employment needs. In 2017, the median household income in the Town was $65,629 which is 7% higher than the median household income for Rensselaer County at $61,315.

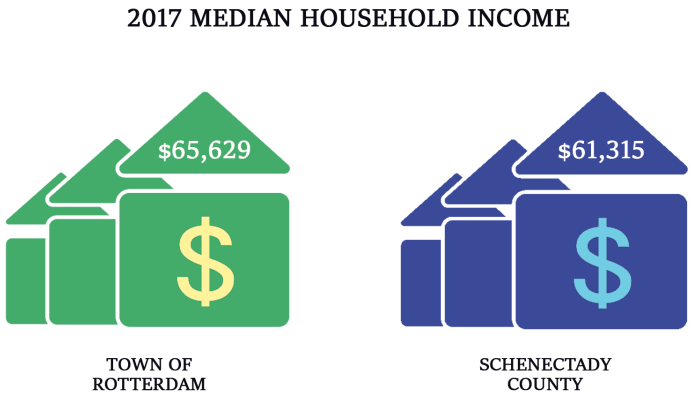


Figure 2. Median Household Income

Housing

Housing is an essential asset to the region and town. Old and new housing stock offer a diverse mix of styles, materials and landscapes that make the area an appealing place to call home. The Town of Rotterdam has a total of 12,319 housing units, of which 84% are occupied and 16% are vacant. Owners occupy nearly 78% of the occupied housing units while renters occupy 22%. Rotterdam is also the home of New York's first net zero apartment community meaning they produce the same or more energy than they consume. NetZero Village broke ground in late 2014 and was completed in September 2016 using green building practices for all stages of construction.

Detached, single-family homes are the predominant housing type in the Town. These account for 79% of housing units. Single-family attached homes make up 2% and duplexes make up 5%. 5 or more attached unit complexes make up the rest of the housing type. Approximately 32% of the housing stock in the Town was built after 1970 and nearly 33% percent was built prior to 1950. The older housing stock may require significant maintenance, repairs and rehabilitation in the coming years.

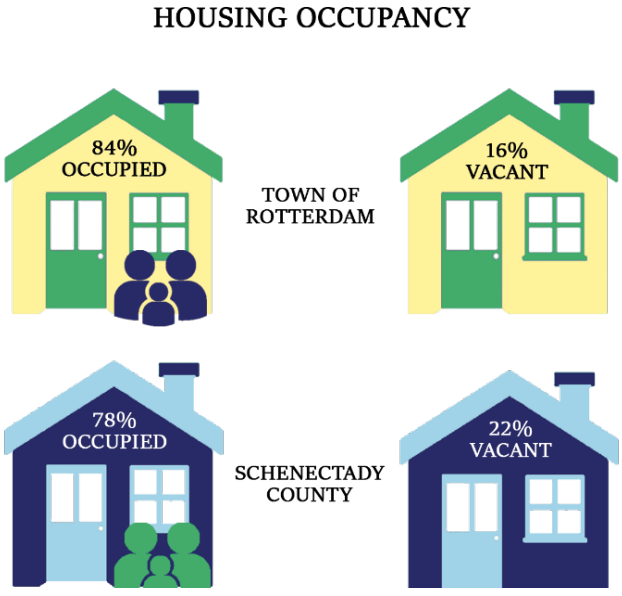


Figure 3 Housing Occupancy

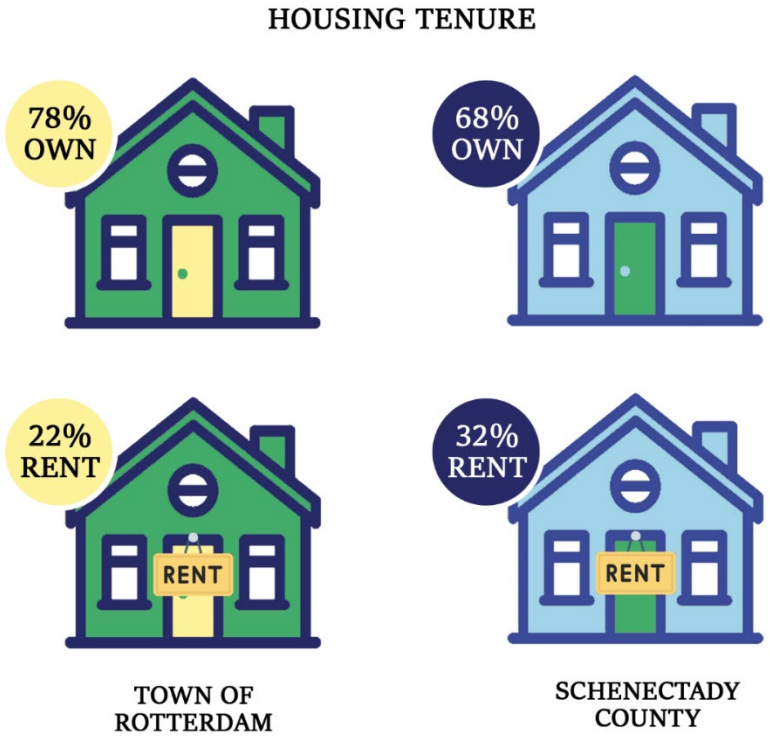


Figure 4. Housing Tenure

Housing Type				
Housing Type	**Schenectady County**		**Town of Rotterdam**	
1-unit, detached	40,671	59%	9,691	79%
1-unit, attached	1,336	2%	247	2%
2 units	12,229	18%	571	5%
3 or 4 units	4,255	6%	302	2%
5 to 9 units	3,445	5%	446	4%
10 to 19 units	2,876	4%	524	4%
20 or more units	3,724	5%	490	4%
Mobile home	521	1%	43	0.3%
Boat, RV, van, etc.	5	0%	5	0%
Total Housing Units	**69,062**	**100%**	**12,319**	**100%**
Source: American Community Survey, 2017 Five-Year Estimates				

Table 4 Housing Type

Employment

The Town of Rotterdam has an unemployment rate of 4.1%, which is lower than Rensselaer County with a rate of 4.6% and slightly higher than the national 3.9%[6]. The predominant employment sector for the Town is the Educational services, and health care and social assistance sector at 25% of the Town's workforce. Next is Public administration at 11.7% followed by Retail trade at 11.5% and Professional, scientific, and management, and administrative and waste management services at 9.2%. Approximately 78% of the workforce in Rotterdam work in the private sector and 22% in the public sector.

Employment Industry Sectors		
Industry	**Schenectady County**	**Town of Rotterdam**
Agriculture, forestry, fishing and hunting, and mining	0.3%	0.1%
Construction	4.7%	5.4%
Manufacturing	7.0%	6.5%
Wholesale trade	1.9%	2.4%
Retail trade	13.1%	11.5%
Transportation and warehousing, and utilities	4.4%	4.6%
Information	1.8%	1.7%
Finance and insurance, and real estate and rental and leasing	6.4%	6.6%
Professional, scientific, and management, and administrative and waste management services	11.0%	9.2%
Educational services, and health care and social assistance	27.6%	25.0%
Arts, entertainment, and recreation, and accommodation and food services	8.4%	8.9%
Other services, except public administration	5.1%	6.4%
Public administration	8.2%	11.7%
Source: American Community Survey, 2017 Five-Year Estimates		

Table 5 Employment Industry

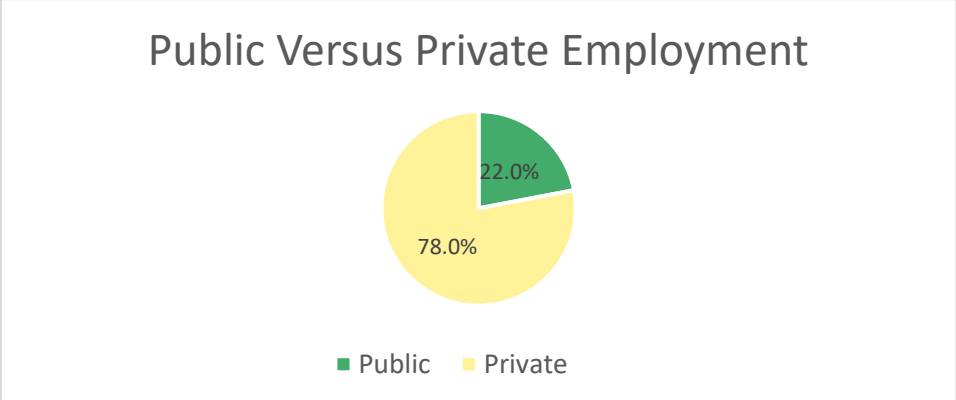


Figure 5 Public Versus Private Employment

Opportunities and Challenges – Demographics

The Town of Rotterdam makes up nearly 20% of the total population of Schenectady County. The Town's large population offers several opportunities for increased economic development and positively contributes to the Town's tax base. An analysis from 1990 to 2017 shows that the overall population has increased 3.6%.

Rotterdam will likely see continued population growth and with that will have higher demand for public services, infrastructure, and educational services. The growth in tax revenue from population growth can be helpful at offsetting some of these costs but can threaten the rural community character in areas of town.

Furthermore, the Town will need to address the aging population in terms of access to basic needs. Aging population may need certain medical services as well as access to affordable housing.

LAND USE AND ZONING

Evaluating the existing land use and zoning in the Town of Rotterdam provides a snapshot of the general distribution, location and characteristics of land used throughout the Town. Land use and zoning differ in that land use describes what the land is currently being used for, while zoning describes the types of land uses that are allowed as established by local zoning laws. Land use and zoning are a direct reflection of the community character that exists today. Utilizing the information from this evaluation, combined with input from key stakeholders and the general public, future land use changes and subsequent zoning updates will be identified to ensure that the future vision for the community is realized.

Land Use

Land use regulations are implemented in a community to guide the type and intensity of development occurring within its borders. It is Town's goal to promote land uses that enhance existing patterns of development as well as to preserve and maintain the quality of existing residential development while providing opportunities for future development consistent with the natural characteristics of the land and its ability to accommodate growth.

Land Use			
Land Use	**Property Class Codes**	**Acres**	**Percentage**
Residential - Low Density	210, 240, 280, 283	8990.0	43.44%
Vacant Land	311-341	6319.0	30.57%
Parks, Recreation and Conserved Land	534-542, 546-592, 682, 961, 971	1041.0	5.04%
Utilities	822-837, 853-873	966.0	4.67%
Commercial	400, 415, 420-475, 484-486, 544	784.0	3.79%
Industrial	710-735	663.0	3.21%
Residential - High Density	230, 281, 411	607.0	2.94%
Community/Public Services	611-695, 821, 852	602.0	2.91%
Transportation	842	485.0	2.35%
Residential - Medium Density	215, 220	148.0	0.72%
Unknown		47.0	0.23%
Mixed Use	482-483	23.0	0.11%
Agricultural	170	5.0	0.02%
This table reflects the assessed property class codes listed in the Rotterdam 2016 Tax Parcel Database. The actual land use of some parcels may differ from the assessed land use.			

Table 6 Land Use

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Existing Land Use

June 2020

INSET A

2,000 Feet

Land Use	Acres
Vacant Land	5501
Residential - Low Density	4951
Agriculture/Residential with Acreage	4537
Parks, Recreation and Conserved Land	1637
Utilities	966
Industrial	912
Commercial	524
Transportation	494
Schools	317
Community/ Public Services	309
Residential - High Density	305
Residential - Medium Density	148
Unknown	46
Mixed Use	22

Source: Assessed property class codes listed in the Rotterdam 2016 Tax Parcel Database and Town Planning Department. The actual land use of some parcels may differ from the assessed land use.

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Mohawk River
- Agriculture/Residential with Acreage
- Commercial
- Community/Public Services
- Industrial
- Mixed Use
- Parks, Recreation and Conserved Land
- Residential - High Density
- Residential - Medium Density
- Residential - Low Density
- Transportation
- Utilities
- Unknown
- Vacant Land

N

Sources:
Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

Engineering and Land Surveying, P.C.
1533 Crescent Road - Clifton Park, NY 12065

This map was prepared for illustrative purposes only and is not suitable for engineering, surveying, or legal purposes.

Zoning

The Rotterdam Zoning Ordinance was first adopted in 1945 and the first official zoning map was issued in 1955. This ordinance underwent major revisions in the late 1980's. The Town's subdivision regulations were enacted in 1970. The current Rotterdam Zoning Ordinance is available from the Town Clerk. The ordinance currently contains one Agricultural District, five residential districts (RA, R-1, R-2, R-3, R-4), five Commercial and Industrial Districts (B-1, B-2, C-1, I-1, I-2), eight Special-purpose districts witch include Land Conservation Overlay District (LC), Planned Residential Development District (PRD), Main Street/Neighborhood Center Overlay District (MS/NC) Corridor Commercial Overlay District (CORR), Commercial Planned Unit Development District (C-PUD), Aquifer Overlay District (AO), Floodway Channel District (F-1) and Flood Hazard District (FH).

Residential Districts:

Agricultural District (A) – Areas within the local jurisdiction where farming is the preferred economic activity.

Residential Agricultural District (RA) – The Residential-Agricultural District is intended to permit agricultural, rural, and open space uses, and to permit a very low density of residential use designed to retain the open space and rural character of the district without conflicting with farm operations.

One-Family Residential District (R-1) – The R1 Single-Family Residential district is established primarily to provide areas for single family homes, although a limited number of other housing types and uses are allowed. This is the most restrictive residential district that encourages the construction and maintenance of homes on larger lots.
The following principal uses are permitted as of right in the R-1 District:
A. Single-family dwellings.
B. Churches or similar places of worship, parish houses, convents and community houses.
C. Public and private schools.
D. Firehouses.
E. Public parks, playgrounds and other municipal recreational uses.
F. Public libraries and museums.

Two-Family Residential District (R-2) – The R2 Residential district is established with the same principal regulations and uses permitted in the R-1 District with the addition of permitting Two-family dwellings.

Multiple-Family Residential District (R-3) – The following principal uses are permitted as of right in the R-3 District: multiple-family dwellings, two-family dwellings, churches or similar places of worship, parish houses, convents and community houses, public and private schools, firehouses, public parks, playgrounds and other municipal recreational uses, public libraries and museums, child and infant day-care centers.

Small One-Family and Townhouse Residential District (R-4) – The R4 Residential district is established to allow the construction and development of small one-family residential homes and townhouses. These apply to lots less than 15,000 square feet in size or small one-family residences with a maximum of three bedrooms and 2,000 square feet of habitable space.

Commercial and Industrial District:

Retail Business District (B-1) – All uses permitted as of right in the R-1 and R-2 Districts, subject to the regulations specified in such residential districts as well as personal service shops, including but not limited to barbershops, shoeshine shops, beauty parlors, dry-cleaning and laundry-pickup and -delivery shops, card shops, banks, offices,

restaurants, cafes, tearooms, grocery and meat stores, flower shops and similar retail establishments, except businesses primarily engaged in the sale of used goods.

General Business District (B-2) – The B2 district is established with the same principal regulations and uses permitted in the B1 District with the addition of permitting establishments for making, assembling or repairing articles, provided that no machinery or process is used which creates a nuisance or is noxious or offensive to neighboring uses by reason of dust, refuse matter, odor, smoke, gas fumes, noise, vibration, glare or fire hazard.

Corporate Commerce District (C-1) – The primary purpose of the Corporate Commerce District C-1 is to permit, where appropriate, the construction of facilities providing research and development, and information and communication services. This district is primarily for the location of high-technology facilities, office parks, research and development facilities and headquarters of corporations and organizations, with light manufacturing that is consistent with the purpose of this article. The district is also intended to provide a location for office, research, computer and telecommunication uses in a well-designed and landscaped setting.

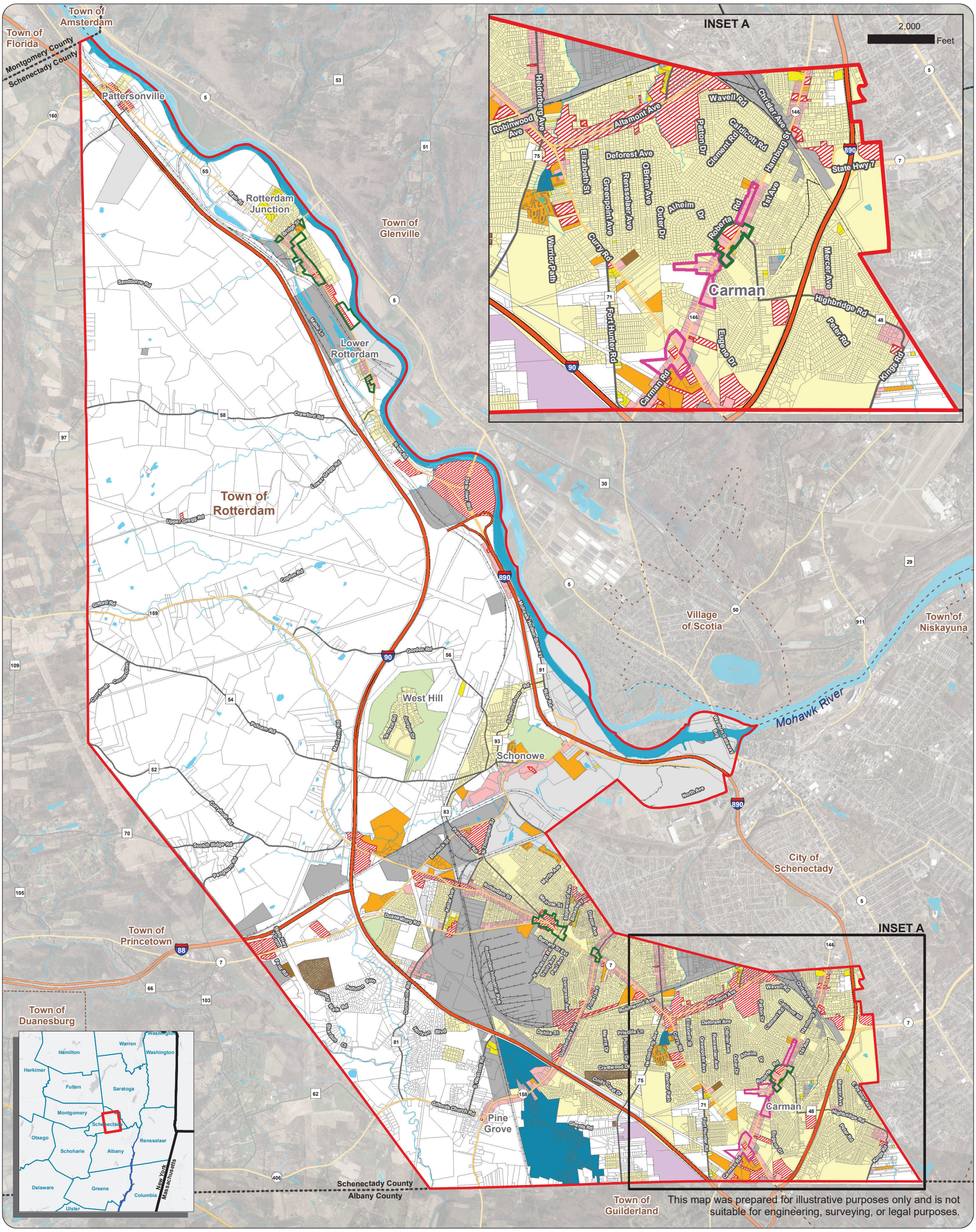
Light Industrial District (I-1) – The following principal uses are permitted as of right in the R-1 District:
A. All nonresidential uses permitted as of right in the B-2 District.
B. Dry-cleaning, carpet-cleaning and laundry facilities.
C. Bottling plants.
D. Bus barns and public garages.
E. Car washes.
F. Contractor shops and equipment storage yards.
G. Creameries and milk plants.
H. Kennels and veterinary hospitals.
I. Laboratories for scientific or industrial research, testing and development.
J. Lumberyards and building material sales yards.
K. Machine shops.
L. Mechanical, optical, photographic, scientific or electronic manufacturing conducted entirely within a completely enclosed building.
M. Newspaper and printing establishments.
N. Saw and planing mills.
O. Trucking terminals, warehousing and distributing, provided that no outdoor storage of materials shall be permitted.
P. Woodworking mills.
Q. Fuel-oil storage tanks.

Heavy Industrial District (I-2) – The I2 district is established with the same principal regulations and uses permitted in the I1 District with the exception of towers.

Special-purpose districts include:

Land Conservation Overlay District (LC) - The LC Overlay District is established to provide for areas identified in the Comprehensive Plan for the preservation of recreation, open space, or environmentally sensitive lands. It is also intended to facilitate the classification of lands in need of preservation, to provide for the protection of the aquifer, the preservation of wetlands or other lands unsuitable for development.

Planned Residential Development District (PRD) – The intent of these planned residential development provisions is to provide flexible use and design regulations through the use of performance criteria so that small- to large-



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Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Existing Zoning

November 2019

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Water Body
- River/Stream
- A-1 Agricultural
- B-1 Retail Business
- B-2 General Business
- I-1 Light Industrial
- I-2 General Industrial
- LC Land Conservation
- R-1 One-Family Residential
- R-2 Two-Family Residential
- R-3 Multiple Family
- R-4 Small One-Family & Townhouse
- R-A Residential Agriculture
- Planned Residential Development
- Senior Living District
- Corridor Commercial Overlay
- Maint St/Neighborhood Center Overlay

N

Sources: Schenectady County, Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

Engineering and Land Surveying, P.C.
1533 Crescent Road - Clifton Park, NY 12065

scale neighborhoods or portions thereof may be developed within the Town which incorporate a variety of residential types and contain both individual building sites and common property which are planned and developed as a unit.

Main Street/Neighborhood Center Overlay District (MS/NC) – The purpose this overlay district is to promote a mixture of complementary land uses that includes housing, retail, offices, commercial services, and civic uses, to create economic and social vitality and to encourage the linking of trips and develop commercial and mixed-use areas that are safe, comfortable, and attractive to pedestrians.

Corridor Commercial Overlay District (CORR) – This overlay district was created to support infill and redevelopment along existing commercial corridors by allowing a mixture of automobile-dependent commercial services to create economic vitality and commercial areas that are safe, comfortable, and attractive for both vehicles and pedestrians.

Commercial Planned Unit Development District (C-PUD) – The Commercial Planned Unit Development District is intended to be located to serve a community or regional market area and to provide access to transit where available and beneficial. The intent of the Commercial Planned Unit Development District is to allow larger-scaled commercial uses that require larger parking areas but that are designed to include commercial out-parcels along the primary road network, with the out-parcel commercial uses complying with the requirements of the CORR Corridor Commercial District.

Aquifer Overlay District (AO) – The AO Aquifer Overlay District is intended to preserve and maintain the quality and quantity of water found in the Schenectady Aquifer and thereby protect this principal water supply source for the Town and surrounding communities.

Flood Hazard District (FH) – The Flood Hazard District is created to minimize public and private losses due to flooding in areas of flood hazard. Further, it is the intent of this district to promote the purposes of the Town of Rotterdam Flood Damage Prevention Law.

Floodway Channel District (F-1) – Subject to the uses permitted within the floodway channel district shall be the same as those permitted within the district through which the Floodway Channel District runs, except, however, where two different districts adjoin a Floodway Channel District, the use regulations of the more restrictive district shall apply.

Opportunities and Challenges – Land Use and Zoning

Land use and Zoning dictate the location and type of development that can occur. The steady population growth and the convenient location of Rotterdam there is added pressure to develop vacant lands. Community members have noted the need to preserve the community character by preserving the rural parts of Rotterdam. The large amount of vacant land in the north western portion of Town presents opportunities for the expansion of agriculture and the protection of open space for recreational and natural resource protection purposes, further preserving the character of the Town.

Commercial activity is concentrated in the southern portion of town and more specifically by the major transportation corridors. Continuing to redevelop in this area and building on the current infrastructure can facilitate land conservation.

TRANSPORTATION AND MOBILITY RESOURCES

Transportation and circulation of people and goods have historically and continue to be the driving force of growth and development in the Town. While the first wave of growth centered on the development of the Erie Canal and railroads, the next wave of growth began with the development of more extensive roadways. The construction of Interstate 90 (I-90) and Interstate 88 (I-88) was a driving force that led to the growth of the Town into the suburban community that exists today. The Town is well connected to major employment and retail centers in Albany and Schenectady via these road systems. Public transportation is available through the Capital District Transportation Authority (CDTA), primarily in the eastern portion of the Town.

Vehicular Mobility

The Town of Rotterdam is primarily an auto-oriented suburban community with a series of local, county, state and interstate roads to circulate traffic. Interstates found within the Town include I-90 and its interconnector I-890 and I-88. Other major arterials in the Town include State Route 7, State Route 146, State Route 5s and State Route 337. The remaining secondary roads include county highways and town roads which serve as collector roads and neighborhood streets.

Public Transit

Public Transportation is provided by the CDTA with a variety of bus routes, including Neighborhood Routes, Express Routes, Commuter Routes and Shopping/Retail Routes. The bus routes are located primarily in the eastern portions of Town, located near the Town's more densely populated areas. Most of these routes provide connections to nearby retail centers, employment centers and the Cities of Schenectady and Albany.

Bus routes in Rotterdam include:

- Neighborhood Routes 351-354 and 450
- Express Routes 530 and 531
- Commuter Route 763
- Shopping/Special Routes 830

Bicycle and Pedestrian Mobility

As a primarily auto-oriented suburban community, bicycle and pedestrian mobility is fairly limited in Rotterdam. More densely populated areas in the eastern portions of Town that are closer to Schenectady tend to have more pedestrian infrastructure by way of sidewalks and crosswalks. A number of arterial roads have sidewalks, but many local connector roads lack such infrastructure.

In 2018, the Capital District Transportation Committee (CDTC), the Metropolitan Planning Organization (MPO) for the Capital Region, completed an effort to develop an inventory of sidewalk infrastructure at the regional level. CDTC created a GIS-based inventory of existing sidewalk infrastructure in all 77 municipalities within CDTC's planning area. The primary objective for creating this inventory arose from an increasing emphasis by the United States Department of Transportation (USDOT) to ensure that MPO's and State DOT's are in compliance with the Americans with Disabilities Act (ADA) of 1990, which requires local governments to develop Transition Plans to identify a course of action to bring deficient pedestrian facilities into ADA compliance. CDTC's Sidewalk Inventory is intended to be used as a baseline or first step in assisting municipalities with developing a screening process to evaluate ADA compliance of their existing sidewalk facilities. In addition to providing a summary of regional sidewalk mileage, the inventory can be used to help in future planning projects and programs by identifying existing pedestrian facilities as well as gaps in the pedestrian network.

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Transportation

November 2019

TOWN OF ROTTERDAM 1820

INSET A

2,000 Feet

Town of Amsterdam
Town of Florida
Montgomery County
Schenectady County
Pattersonville
Rotterdam Junction
Woestina Elementary School
Woestina Park
Town of Glenville
Lower Rotterdam
Moccasin Kill County Sanctuary
Mohawk Hudson Bikeway
Town of Rotterdam
Plotter Kill County Nature Preserve
Lock 8 Park
Old Maids Woods City Preserve
West Hill
Schonowe
Village of Scotia
Town of Niskayuna
Mohawk River
City of Schenectady
Jefferson Elementary School
Mohawk Valley Library
Schalmont Middle School
Schalmont High School
Town of Princetown
Town of Duanesburg
Pine Grove
Juracka Park
Pansy Park
Memorial Park
Rotterdam Library
Rotterdam Town Hall
Schenectady County
Albany County
Town of Guilderland

INSET A
Robinwood Ave
Helderberg Ave
Altamont Ave
Wavell Rd
Christler Ave
Deforest Ave
Elizabeth St
Greenpoint Ave
Rensselaer Ave
OBrien Ave
Outer Dr
Alheim Dr
Roberta Rd
Hamburg St
1st Ave
Patton Dr
Clement Rd
Caldicott Rd
Leonard C White Park
Rotterdam Senior Center
Fiero Park
Warrior Path
Curry Rd
Mohonasen High School
Eunice Esposito Park
Carman
Boxwood Park
Highbridge Rd
Peter Rd
Kings Rd
Fort Hunter Rd
Eugene Dr
Carman Rd

Hamilton
Warren
Washington
Herkimer
Fulton
Saratoga
Montgomery
Schenectady
Otsego
Schoharie
Albany
Rensselaer
Delaware
Greene
Columbia
Ulster
New York
Massachusetts

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LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Local Roads

CDTA Public Transit Routes

- Neighborhood Routes (351-354, 450)
- Express Routes (530, 531)
- Commuter Route (763)
- Shopping/Special Route (830)
- CDTA Stops

- Town Points of Interest
- Schools
- Parks & Preserves

N

Sources:
Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

Engineering and Land Surveying, P.C.
1533 Crescent Road - Clifton Park, NY 12065

According to CDTC, there are 17 miles of sidewalks within the Rotterdam Town limits. Almost all of the sidewalk mileage within the Town is located on state or county routes (93%). Most of the Town does not contain any sidewalk infrastructure. Sidewalk infrastructure exists at least partially on the following routes; County Routes 48, 75, 81, 83, 160 and 161, State Routes 5, 5S, 7, 103, 146, 158, 159, 337 and 911H. The following areas contain limited sidewalk infrastructure on local roads: Pattersonville, Rotterdam Junction, in the vicinity of Via Port Rotterdam, and a few neighborhoods between the Schenectady City Line and Interstate 90. 94% of sidewalks within the Town are concrete only, with the remaining 6% consisting solely of asphalt or of a mix of concrete and asphalt.[7]

Opportunities and Challenges – Transportation and Mobility Resources

The Town is well connected via major interstates, highways and local road connections. However, the sprawling auto-oriented development that has occurred over the last 50 years has resulted in a significant lack of multi-modal transportation options including pedestrian and bicycle infrastructure. The Town currently lacks adequate connections between neighborhoods and commercial areas for bicyclists and pedestrians. Improving these connections can enhance the sense of place in the community as well as create opportunities for economic growth among local businesses.

From a vehicular standpoint the Five Corners intersection has been noted by community members as an area that could use improvements. The area has inadequate pedestrian and bicyclist access and has poor traffic flow due to all the merging streets and curb cuts. The area has been studied in the past and could possibly be updated.

COMMUNITY FACILITIES AND SERVICES

Schools

The Town of Rotterdam is served by two public school districts that include the Mohonasen Central School District and Schalmont Central School District. Collectively, these school districts serve approximately 4,636 students from grades K-12 at three elementary schools, two middle schools and two high schools.

Mohonasen Central School District

The Mohonasen Central School District draws most of its students from the town of Rotterdam, however, students also come from the towns of Colonie and Guilderland. Mohonasen is a Suburban Council school district that serves about 2,803 students in kindergarten through 12th grade. The district has two elementary schools: Bradt Primary School, which serves students in grades kindergarten to second grade, and Pinewood Intermediate School, which serves students in grades three through five. Draper Middle School serves students in grades 6-8 and Mohonasen High School serves students in grades 9-12. The district includes an instructional staff of approximately 250 professionals and supported by six academic administrators and eight principals and assistant principals.

All district activities, programs, and goals are funded by an annual budget of roughly $48 million.

District Mission: To ensure that students reach their potential to learn in an academically rich, nurturing and safe environment.

District Vison: Mohonasen Central School District will be widely recognized as an exemplary school district, enthusiastically educating mind, body and character. Families, visitors and community members will experience an environment of respect and care surrounding each personal interaction. They will discover a culture of excellence permeating every program. Mohonasen will be a model of safe, effective and well-rounded educational community in a diverse suburban setting.

The following includes more detailed information about each school in the Mohonasen Central School District:

- **Bradt Primary School** – Bradt Primary School is located at 2719 Hamburg Street in Rotterdam and serves 663 students in grades kindergarten through second grade.
- **Pinewood Intermediate School** – Pinewood Intermediate School is located at 901 Kings Road in Rotterdam and serves 635 students in grades three through five.
- **Draper Middle School** – Draper Middle School is located at 2070 Curry Road in Rotterdam and Serves 612 students in grades six through eight.
- **Mohonasen High School** – Mohonasen High School is located at 2072 Curry Road in Rotterdam and serves 893 students in grades nine through twelve.

The following includes more detailed information about each school in the Schalmont Central School District:

- **Jefferson Elementary School** – Jefferson Elementary School is located at 100 Princetown Road in Rotterdam and serves 631 students in grades kindergarten through fourth grade.
- **Schalmont Middle School** – Schalmont Middle School is located at 2 Sabre Drive in Rotterdam and serves 567 students in grades five through eight.
- **Schalmont High School** – Schalmont High School is located at 1 Sabre Drive in Rotterdam and serves 635 students in grades nine through twelve.

Library

Schenectady County Public Library Rotterdam Branch – The Rotterdam library branch is located at 1100 North Westcott Road in Rotterdam and is part of the Schenectady County Public Library System (SCPL). SCPL serves a population of 154,604 people with a Central Library and three branches in the City of Schenectady and branches in the communities of Duanesburg, Glenville, Niskayuna, Rotterdam and Scotia. The SCPL is overseen by a 15-member Board of Trustees and has an annual operating budget of approximately XX. In 2017, there were 2,016 programs offered across all SCPL branches, including 637 for adults and 1,379 for children.

Police

Law enforcement in the Town is provided by the Rotterdam Police Department locate at 101 Princetown Road. The department provides twenty-four-hour law enforcement coverage to the Town residents and has a total sworn staff of 41 officers. Sworn personnel include one chief, one deputy chief, one uniformed patrol lieutenant, one detective lieutenant, six patrol sergeants, 24 uniformed patrol officers, five investigators and two school resource officers.

The Rotterdam Police Department was initially accredited through the New York State Accreditation program in 2001 and has completed its re-accreditation in 2006, 2011 and again in 2016. Accreditation is a progressive and contemporary way of helping police agencies evaluate and improve their overall performance. It provides formal recognition that an organization meets or exceeds general expectations of quality in the field. Accreditation acknowledges the implementation of policies that are conceptually sound and operationally effective[8].

The New York State Accreditation program has four principal goals:

- To increase the effectiveness and efficiency of law enforcement agencies utilizing existing personnel, equipment and facilities to the extent possible
- To promote increased cooperation and coordination among law enforcement agencies and other agencies of the criminal justice services
- To ensure the appropriate training of law enforcement personnel
- To promote public confidence

Fire

The Town of Rotterdam is served by eight volunteer fire districts. Fire districts include:

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Property Ownership

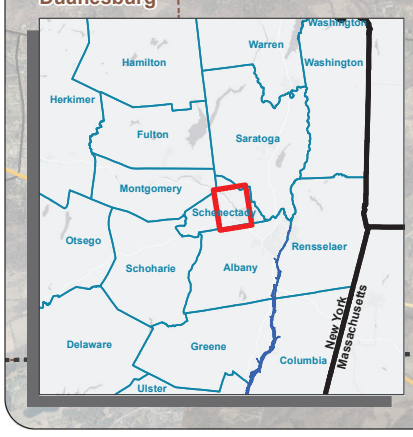
June 2020

TOWN OF ROTTERDAM 1820

INSET A

2,000 Feet

Town of Amsterdam
Town of Florida
Montgomery County
Schenectady County
Pattersonville
Rotterdam Junction
Woestina Elementary School
Woestina Park
Town of Glenville
Sandborne Rd
Lower Rotterdam
Moccasin Kill County Sanctuary
Crawford Rd
Mohawk Hudson Bikeway
River Rd
Lower Gregg Rd
Upper Gregg Rd
Town of Rotterdam
Plotter Kill County Nature Preserve
Coplon Rd
Gifford Rd
Gordon Rd
Currybush Connection
Putham Rd
Currybush Rd
Scotch Ridge Rd
Pangburn Rd
Town of Princetown
Mohawk Valley Library
Schalmont Middle School
Schalmont High School
Feuz Rd
Autumn Run
County Walk Rd
Sharon Ct
Horizon Blvd
Dunnsville Rd
Town of Duanesburg
Lock 8 Park
Old Maids Woods City Preserve
West Hill
Terrace Rd
Juniper Dr
Manrville Rd
Schermerhorn Rd
Rice Rd
Schonowe
Village of Scotia
Mohawk River
Western Gateway Brg
North Ave
Town of Niskayuna
City of Schenectady
Jefferson Elementary School
Princetown Rd
N Thompson St
Burdeck St
Rotterdam St
Myrtle Ave
Melrose St
Edgewood Ave
Broadway
Keller Ave
Duanesburg Rd
Rotterdam Library
Rotterdam Town Hall
Memorial Park
Rotterdam Industrial Park
Trinity Ave
Paul Ave
Erie Blvd
Pansy Park
Dahlia St
Juracka Park
Crestwood Dr
Priscilla Ln
Cindy Crest Dr
Giffords Church Rd
S Westcott Rd
Pine Grove
Ghents Rd
Schenectady County
Albany County
Town of Guilderland
Helderberg Ave
Robinwood Ave
Altamont Ave
Wavell Rd
Christler Ave
Deforest Ave
Elizabeth St
Greenpoint Ave
Rensselaer Ave
OBrien Ave
Outer Dr
Alheim Dr
Patton Dr
Clement Rd
Caldicott Rd
Hamburg St
1st Ave
Roberta Rd
Curry Rd
Warrior Path
Fort Hunter Rd
Eugene Dr
Carman Rd
Leonard C White Park
Rotterdam Senior Center
Fiero Park
Boxwood Park
Carman
Mohonasen High School
Eunice Esposito Park
Highbridge Rd
Peter Rd
Kings Rd



LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- State of New York
- Schenectady County
- City of Schenectady
- Town of Rotterdam
- Town Points of Interest
- Schools
- Parks & Preserves

N

Sources:
Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

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1533 Crescent Road - Clifton Park, NY 12065

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- **Fire District #1 Rotterdam Junction** – Fire District #1 is located at 1215 Main Street in Rotterdam Junction. The total operating budget for District #1 is $180,880, with $180,280 to be raised with property taxes according to the 2020 Adopted budget. (Number of Volunteers)

- **Fire District #2 Curry Road** – Fire District #2 is located at 1400 Curry Road. The district relies on 100% volunteer membership which includes 42 active members. The total operating budget for District #2 is $922,003, with $907,003 to be raised by property taxes according to the 2020 Adopted Budget.

- **Fire District #3 Carmen** – Fire District #3 is volunteer fire district located at 2435 Hamburg Street. This district has a total of 49 members sand has an operating budget of $686,200, with $686,000 to be raised with property taxes according to the 2020 Adopted Budget. (Number of Volunteers)

- **Fire District #4 Pattersonville** – Fire District #4 is located at 5279 Pattersonville-Rynex Corners Road in Pattersonville. The district relies on volunteer membership and includes XX members. The operating budget for 2020 is $86,074, with $43,037 to be raised by property taxes according to the 2020 Adopted budget.

- **Fire District #5 Pine Grove** – Fire District #5 is a volunteer fire department located at 144 Dunnsville Road in Rotterdam. According to the 2020 Adopted Budget Fire District #5 has a total operating budget of $407,521 with $407,521 to be raised with property taxes. (Number of Volunteers)

- **Fire District #6 South Schenectady** – Fire District #6 is a volunteer fire department located at 6 Old Mariaville Road in Rotterdam. Fire District #6 has a total of 78 active members and a total operating budget of $742,100, with $720,100 to be raised with property taxes according to the 2020 Adopted Budget.

- **Fire District #7 Schonowe** – Fire District #7 is located at 112 Gordon Road in Rotterdam. The district is an all volunteer department with a total of XX members. The total operating budget for the district is $574,424, with $526,425 to be raised with property taxes according to the 2020 Adopted Budget.

- **Fire Protection District #8 Plotterkill** – Fire District #8 is located at 3985 Putnam Road in the Town of Princetown. While this district is located in Princetown, it serves the Plotterkill area of the Town of Rotterdam and is critical for protecting this region of the Town. District #8 relies on a volunteer crew of XX and has an annual operating budget of XX.

Emergency Medical Services

Emergency Medical Services (EMS) are provided by the Rotterdam Emergency Medical Services, Inc, or REMS. The ambulance service has continuously provided dedicated and quality service since 1936. REMS operates two stations within the Town of Rotterdam. Each station houses 2 New York State Department of Health Certified ambulances which are always ready to respond to EMS requests.

Code Enforcement

Code enforcement in the Rotterdam is overseen by the Department of Public Works and includes XX staff members.

The Department of Public Works organization consists of several departments. They are as follows:

- Building Inspection

- Code Enforcement
- Planning/Zoning
- Parks
- Building/Grounds
- Water/Sewer
- Landfill Operations

INFRASTRUCTURE AND PUBLIC UTILITIES

Water

The Town of Rotterdam is served by two (2) individual water systems. The first and earlier district serves principally the Hamlet of Rotterdam Junction in the northeast section of the Town, encompassing Town Water Districts #3 and #4. The area served is essentially the central section of Geographic Area "A" and is situated between the Hamlets of Pattersonville and Lower Rotterdam, extending to the Thruway Interchange at Exit 26. The larger water system located in the southern section of the Town, Water district #5, extends from the southern border of the Town with the Town of Guilderland and runs north to Burdeck Street and NYS Route 7. The water district encompasses the majority of Geographic Areas "D" and "E".

Rotterdam Junction Water System – Water Districts #3 & #4

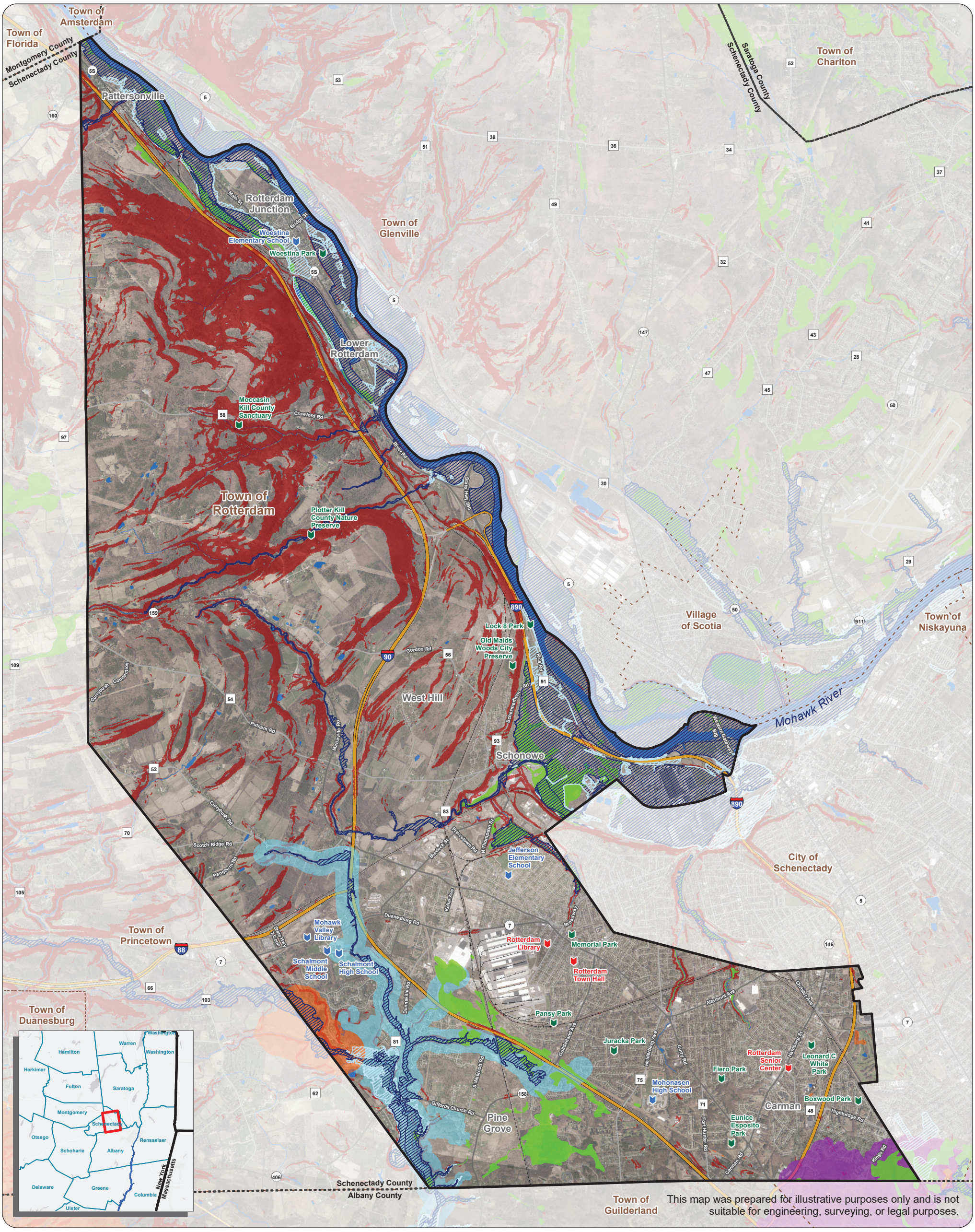
The Rotterdam Junction water system, Water Districts #3 & #4, was initially established in the 1930's. The system serves a relatively small area of the Town, straddling NYS Route 5S, and positioned between the New York State Thruway (Interstate 90) and the Mohawk River. The district serves approximately 1,900 people through 400 service connections of which approximately 20 -30 are commercial users. The service area was increased in 2004 with an extension on the west side of Rotterdam Junction to serve the new Schenectady International (SI) facility. The average daily demand for the Rotterdam Junction system is approximately 228,000 ± gallons per day (GPD) with a maximum daily usage of approximately 350,000 gallons.

The Rotterdam Junction system operates two (2) wells, both located on Main Street. The wells, #1 and #2, rated at 365± gallons per minute (GPM) and 565± GPM respectively, draw water from the Great Flats aquifer. Districts #3 and #4 are permitted to take 1 million gallons per day (MGD) from the aquifer. The Aquifer, with a capacity exceeding 60 MGD, serves the majority of communities in this area, including the City of Schenectady.

The two wells serving Rotterdam Junction provide excellent quality water requiring only chlorination for treatment. Hypo-chlorination is provided individually to each well at each well house. The wells are both located at 1214 Main Street in the Hamlet of Rotterdam Junction. System storage and pressure is maintained through a 500,000-gallon glass lined standpipe located on the Pattersonville-Rynex Corners Road to the west of the Thruway in the Hamlet of Pattersonville. System pressure range between 50 PSI to 60 PSI. Flow along Main Street through the existing 8" water main is sufficient for fire protection, however, some water mains on adjacent side streets are 2" galvanized pipe which is undersized to meet current standards. No recent pressure and flow tests have been conducted within the district to confirm actual available fire flow values.

The principal deficiencies facing this water district are both the age and type of pipe. Much of the water distribution system is original. The distribution system was constructed principally with Transite pipe with some minor sections of ductile iron lines. Although the lines are old only a few breaks are known to occur each year. No program has been established for replacing the Transite lines. Planned projects for the Rotterdam Junction system include the installation of a second 12" water main to convey water from the wells to the distribution system.

Water rates for the Rotterdam Junction system are based upon the assessed value of the property. Residential customers pay a fee of $3.85/1,000 dollars of assessed value for operation and maintenance and repayment of



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Environmental Resources

November 2019

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Water Body
- River/Stream
- 100 year Flood Zone
- 500 year Flood Zone
- Steep Slopes (>15%)
- Wetlands (NYSDEC, NWI)
- Important Areas - Rare Plants**
- Important Areas - Animals
- Important Areas - Aquatic
- Natural Communities
- Town Points of Interest
- Schools
- Parks & Preserves

**None in Project Extents

N

Sources:
Esri, NYS ITS, NYSDEC, FEMA, USFWS, NYNHP, Town of Rotterdam

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bonds to finance the construction and installation of the 500,000-gallon storage tank. Each residential customer is also charged an additional $25 water rent fee. No plans have been proposed to increase the water rate until the bond has been paid off.

At this time only a few commercial users are metered in the district. Similar water rates apply for unmetered commercial users. Metered users would pay an additional $50 fee for the first 75,000 gallons of water consumed plus $35 for each additional 75,000 gallons used or portion thereof.

The installation of water meters on all service connections would assist in reducing the amount of water produced each day. Given the age of the distribution network a leak detection survey should also be conducted to determine if any significant leaks exist where repairs or piping modifications would be required.

Expansion of the district both to the north and south to serve the Hamlets of Pattersonville and/or Lower Rotterdam is possible but may require the provision of booster stations to convey the water into these areas as well as additional storage tanks to maintain system pressure. This would similarly apply should the district be extended to the west to serve other areas of the Town.

District #5 Water System

Water District #5 serves the principal populated areas of the Town, located in designated Geographic Areas "D" and "E". This district was created between 1950 and 1955. Similarly tapping the Great Flats aquifer, Water District #5 is supplied by five (5) high yielding wells, ranging in capacity from 500 GPM to 3,750 GPM. The wells are, located off of Rice Road adjacent to the Mohawk River. The wells are 88' deep, each equipped with a vertical turbine pump to convey water into the distribution system.

The population served by the Water District #5 is approximately 25,000± residents through 11,000 service connections. In addition, major commercial and industrial users, principally the Rotterdam Industrial Park and the North Avenue Industrial District place significant demands on the water system. The average daily demand in the system is approximately 4 MGD depending upon the time of year with a maximum daily consumption of 7 MGD during the summer months. Water is also supplied through a metered connection to the Town of Guilderland. The Town of Rotterdam has a contract with the Town of Guilderland to supply up to 2.0 MGD of water, however the Town of Guilderland is only taking approximately 1.0 MGD during the summer months. In addition, Town also maintains emergency interconnections with the City of Schenectady's water system.

To allow for future expansion, the Town has submitted an application with the New York State Department of Environmental Conservation (DEC) to increase its permitted withdrawal from the Great Flats aquifer from 10 MGD up to 15 MGD. The DEC has granted a conditional approval whereby the Town can now take up to 12 MGD. To increase its daily withdrawal rate to 15 MGD, the DEC is requiring that the Town demonstrate that the Water District #5 wells have the capacity to produce 15 MGD with the largest yielding well out of service. The DEC is also requiring that a leak detection survey and program be initiated as well as a program to install water meters throughout the District. In order to meet the first condition, the Town must first drill another well to augment the yield from its existing wells.

With the current operating system, the Town wells first convey water to a treatment facility located on 49 Rice Road. With excellent water quality, treatment principally consists of chlorination for disinfection. Sodium hexametaphosphate is also added to the water to sequester iron and manganese and for corrosion control. The treatment building was rehabilitated and refurbished during 2020 complete with new gas chlorinators and controls. From the treatment building the water is conveyed through two (2) 24" water mains to supply the distribution system and water storage tanks.

Five (5) water storage tanks are situated throughout Water District #5 to maintain system pressure and flow. Three of the five tanks are 400,000-gallon water storage towers constructed in the 1950's. The tanks are located on Bernard Street, Elizabeth Street, and Hamburg Street. In addition, a 2 million-gallon standpipe was constructed on Helderberg Avenue in 1968 with a second 2 million-gallon storage tower constructed on May Avenue in 1985. The May Avenue tank was rehabilitated and repainted during the summer of 2020. Together with the well pumps, the tanks maintain system pressures between 55 to 65 PSI throughout the District.

The Helderberg tank is next scheduled to be either repainted or replaced within the next five (5) years. Reconditioning of the original three (3) towers will follow sequentially, however, no dates have been established as to when this will occur. An asset management plan is currently being developed that will schedule required tank reconditioning as well as distribution system improvements.

In addition to rehabilitating the treatment building and reconditioning the May Avenue water tower in 2020, approximately 0.82 miles of 20" transmission main was replaced on Princetown Road from the Five Corners intersection to North Thompson Street. Projects scheduled for 2021 include valve replacements at the treatment facility and regular system maintenance. Principal issues with the water system are related to the age of the infrastructure, specifically, the water lines, valves, and hydrants. Most of the distribution system is ductile iron. However, there are sections of steel pipe within the District. Other recent improvements include the replacement of two (2) miles of 12" water main Hamburg Street in 2018 to upgrade the piping network.

Of the problems confronting the District, one of the principal issues is the existing piping layout. If a break were to occur in the distribution system, depending upon the location, some of the water storage tanks cannot be completely refilled until the pipe repair is completed, leading to temporary reduced storage and system pressure. New waterlines are proposed to reinforce the network to eliminate this issue. Scheduling for the required improvements will be addressed in the forthcoming asset management plan.

Water rates for Water District #5 are considerably lower than those applied in Water district #3 and #4 serving Rotterdam Junction as Water District #5 is not currently encumbered with bond repayment. Water rates for Water District #5 are similarly based upon the assessed value of the property. Residential customers however only pay a fee of $0.348/1,000 dollars of assessed value for operation and maintenance plus an additional $75 water rent fee. Due to the extremely low rates being charged for water in this district, only limited funds are available for improvements to the system. It is recommended to increase the water rates for Water District #5, bringing them into compliance with those at a comparable system to increase revenues for system operations, maintenance, and improvements.

As with Water Districts #3 and #4, only a few commercial users are metered at this time. For those unmetered commercial users water rates would be comparable to those for residential properties. Metered users would pay an additional fee of $75 for the first 75,000 gallons used plus $50 for each additional 75,000 gallons of water consumed or portion thereof.

The provision and installation of water meters on all service connections would assist in reducing the amount of water produced each day. A leak detection survey of the distribution system should also be conducted to determine if any significant leaks exist where repairs or piping modifications are required.

Sewer

The Town operates and maintains a sewerage collection system and wastewater treatment plant (WWTP) that serves the more densely populated sections of the Town bordering the City of Schenectady, principally within Geographic Area "D". The WWTP located on West Campbell Road was constructed during the late 1930's as part of a Works progress Administration project (WPA). While the existing sewerage collection system serves the most

populated area of the community, the majority of Town residences and commercial facilities, approximately 80%, continue to rely on septic systems for waste disposal.

The Town currently maintains seven (7) existing sewer districts. Sewer District #2 is the largest district and extends from the Rotterdam Square Mall on the north to Altamont Avenue on the southeast providing service to Helderbeurg Meadows, running south of Interstate 90 and continuing to the Town line. Sewage collected from this district as well as Sewer District #2 SIA, is directed to the West Campbell Road WWTP for treatment. The remaining five districts, Sewer Districts #3, #4, #5A, #6A, and #7, are all interconnected with the City of Schenectady (City) sewerage system for treatment at the City's wastewater treatment facility. A portion of the wastes generated at the Rotterdam Industrial Park - Sewer District #5A, 5 million-gallons annually, is also treated at the Town's WWTP while the remaining 39 million gallons generated annually by Sewer District #5A is pumped to the City system. Currently, 130,000± gallons of wastewater from the Town is treated daily at the City wastewater treatment facility.

The Town WWTP currently treats between 900,000 gallons per day GPD) to 1.1 million gallons per day (MGD). The WWTP has rated treatment capacity of 1.5 MGD. During storm events inflow and infiltration (I&I) into the sewerage collection system can increase flows by an additional 100,000 GPD. The Town is currently under an order of consent with the NYS Department of Environmental Conservation (DEC) to investigate and reduce the I&I and associated sanitary sewer overflow events.

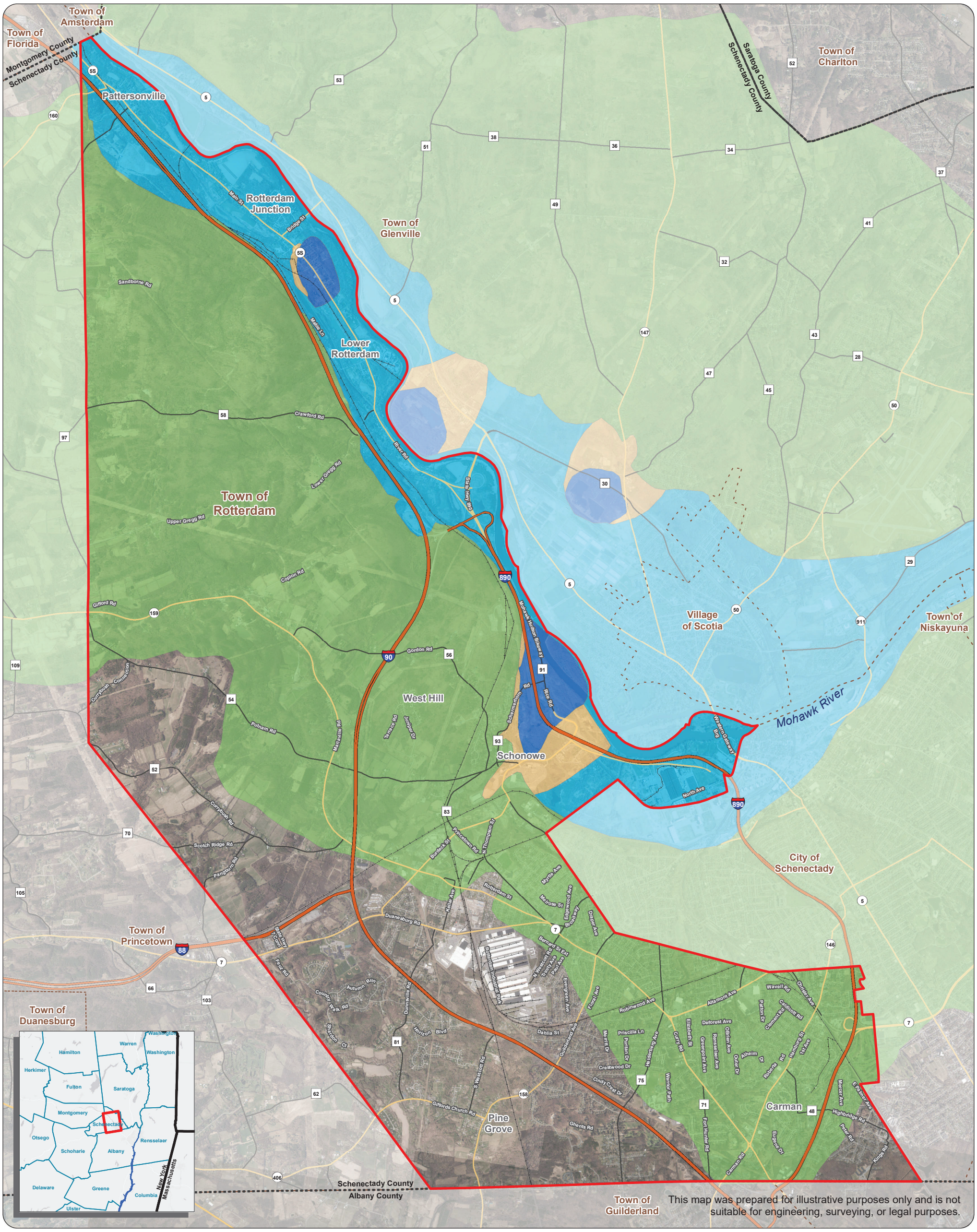
In 2018, improvements totaling $2.5 million dollars were provided to upgrade and rehabilitate the existing WWTP. Improvements consisted of modifications to the building and treatment components. Although the WWTP is rated at 1.5 MGD, additional improvements would be required to treat more than 1.25 MGD. Presently the Town is looking to increase the capacity of the WWTP to 1.8 MGD to serve additional areas of the community. Future growth anticipated along West Hill/Putnam Road, Myrtle Avenue, Mariaville Road, and in the area around the Exit 25A interchange (I-88) of the NYS Thruway (I-90) is expected to increase wastewater flows to the WWTP by an additional 400,000 GPD. The anticipated growth plus an additional 300,000 GPD from existing approved developments and Burdeck Street Extension #16 to Sewer District #2 would bring the total flows to the WWTP to an estimated 1.8 MGD.

Three options are currently being considered to increase the capacity of the existing WWTP. Alternative #1 provides improvements to the existing trickling filter sewage treatment facility that would enable the facility to treat a 1.5 MGD, the current permitted capacity of the plant. Alternative #2 similarly entails retaining the existing trickling filter system but, however, would increase the capacity of the WWTP through the provision and installation of additional clarification units and associated improvements. Alternative #2 would increase the capacity of the WWTP to the required 1.8 MGD. Alternative #3 similarly would increase the WWTP capacity to 1.8 MGD but would entail replacement of the existing trickling filter system with a new sequencing batch reactor process that would both increase capacity and also improve treatment performance.

In addition to improvements to the WWTP, a $3.5 million dollar improvement project is proposed for the sewage collection system. This would include the installation of new sewer mains and improvements to existing collection lines and manholes to improve flow and reduce I&I.

Proposed extensions to the sewer system, principally to Sewer District #7 would provide service to areas along Hamburg Street and Carman Road, including the Whispering Pines development and ultimately along Curry Road, north and south of Hamburg Street. With the completion of the new district extensions, it is anticipated that an additional 100,000 GPD of sewage will be directed to the city sewerage system for treatment.

Given the relatively flat topography of the community, the Town currently operates twelve (12) sewer pump stations to convey sewerage to the respective treatment facilities. All of the pump stations have been upgraded or



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Great Flats Aquifer

November 2019

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes

Aquifer Protection Zone

- 1
- 2
- 3
- 4

N

Sources: Schenectady County, Esri, NYS ITS, Town of Rotterdam

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replaced since 2001 with the exception of two on Altamont Avenue which are well maintained and in good operating condition. With the proposed extensions to Sewer District #7, four (4) additional pump stations will be installed; two (2) for the Whispering Pines development, and one (1) each for the Carman Road and Curry Road extensions. An additional pump station is also proposed for Sewer District #2. The pump stations are all connected with a new SCADA system that controls the overall operation of the system. New alarms are also currently being installed in the pumps stations to comply with DEC requirements.

With the proposed modifications to the WWTP, the Town will also be in a position to extend the sewer district into additional areas of the community bordering the existing districts. The proposed improvements will enable and promote future development in outlying areas of the Town. The establishment of new sewer districts will be required to serve areas to the north of the Rotterdam Square Mall and the Exit 25A Interchange (I-88) of the NYS Thruway (I-90) complete with additional pumps stations and transmission mains to interconnect with the existing system.

Sewer rates for residential units and commercial establishments are established by the Town Board and vary within the districts and extensions depending upon the outstanding bond issues. Each single-family residence connected to the sewer system is charged the rate as established for that district. Unmetered commercial users are similarly charged as one or more units depending upon the number of businesses on the property. Metered commercial establishments are charged based upon their metered water usage.

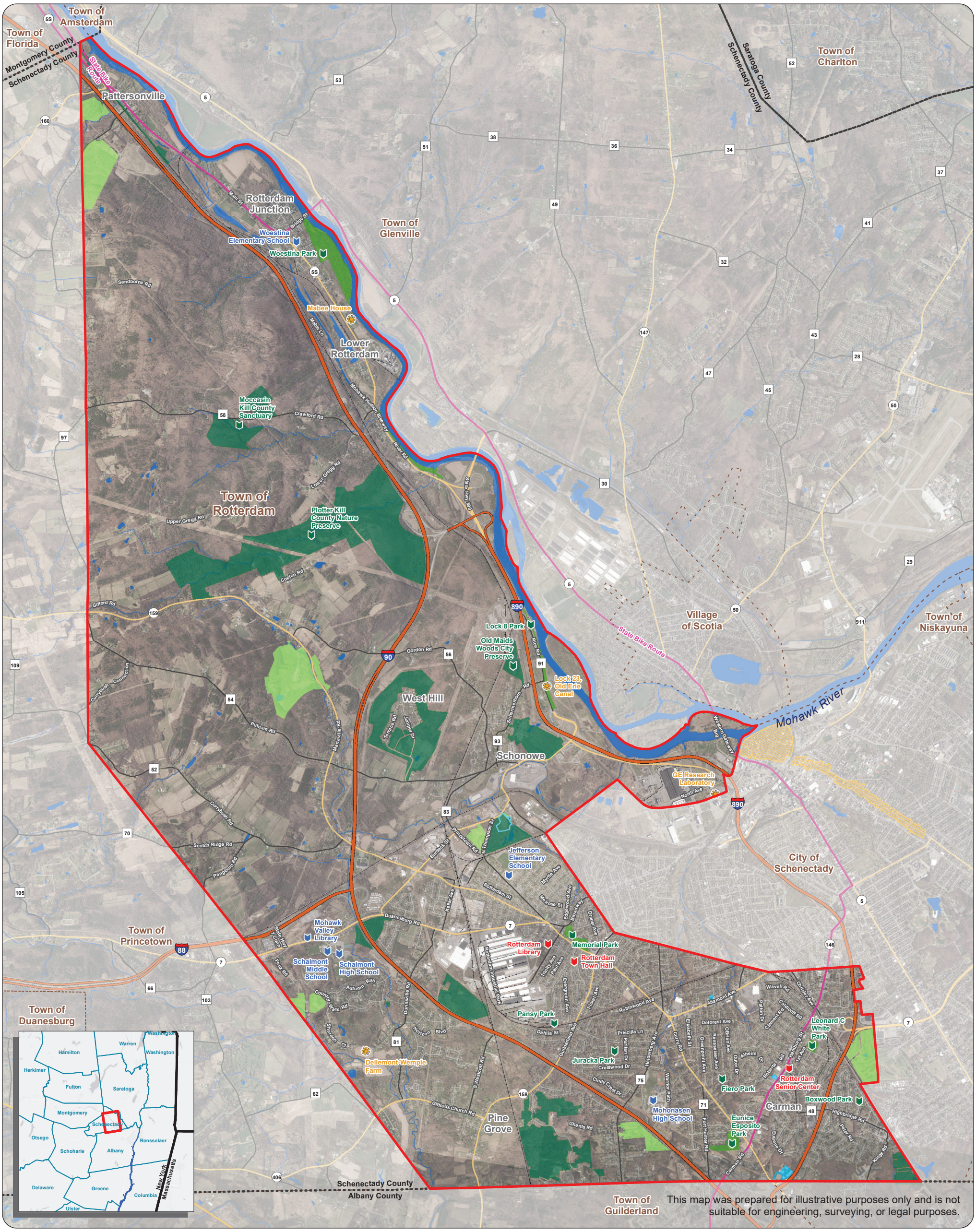
Stormwater

The Town manages stormwater through a Municipal Separate Stormwater Sewer System (MS4) in accordance with the MS4 Permit, issued by the New York State Department of Environmental Conservation (DEC). The MS4 Permit regulates the discharge of stormwater to both reduce the amount of stormwater discharge and reduce the amount of pollutants entering nearby water bodies. All MS4 communities located within the boundaries of a Census Bureau defined "urbanized area" are regulated under the EPA's Phase II Stormwater Rule, which requires adherence to the MS4 Permit.[9] Stormwater runoff is generated from rain and snow melt that falls on impervious surfaces like parking lots, paved streets, roof tops and compacted bare soil. When water flows over impervious surfaces it may collect and transport pollutants that are harmful to lakes, rivers, streams, coastal waters and drinking water supplies. Adherence to the MS4 Permit includes the implementation of control measures to reduce the amount of pollutants entering water bodies. The six minimum control measures required by the NYSDEC include:

1. Public Education and Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-construction Runoff Control
6. Pollution Prevention/Good Housekeeping

Opportunities and Challenges – Infrastructure and Public Utilities

As the Town continues to grow there is a need to maintain and upgrade sewer and stormwater infrastructure and plan for future maintenance needs. The current infrastructure is aging and as development puts more strain on it the infrastructure will need updating. Investing in preventative maintenance can help the current infrastructure last longer for the community.



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

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Parks, Recreation and Historic Resources

June 2020

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Water Body
- River/Stream
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- State Bike Route
- Preserves & Conserved Land
- Parks & Playgrounds
- Outdoor Recreation
- Indoor Recreation
- National Register Districts**
- National Register Sites
- Town Points of Interest
- Schools
- Parks & Preserves

**None in Project Extents

N

Sources:
Esri, NYS ITS, NYSDOT, NYNHP
Town of Rotterdam

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NATURAL RESOURCES AND WATER QUALITY PROTECTION

Natural features within the Town of Rotterdam significantly affect development patterns. An analysis of environmental factors as they pertain to land use planning incorporates two interrelated, but subtly distinct concepts, including the capacity of the land for development and the intrinsic values of the natural resources present. The capacity for land developed is based on factors such as the stability of soils for building and permeability of soils for septic systems. The intrinsic ecological value of the land, whereby certain natural features, such as, wetlands or threatened species habitat may dictate the location and intensity of development in a particular area. The natural resources of a community provide a number of intrinsic benefits, including groundwater recharge and filtration, flood control and pollution control. Collectively, these inhibiting environmental factors, determine the "carrying capacity" of the land. In areas without access to public sewer and/or water infrastructure, the natural characteristics of the land are the primary determinants of the types and intensity of development which can occur.

Since wastewater infrastructure serves a very limited area of the Town of Rotterdam, it is necessary to examine the limitations of the land to ensure that development occurs in a manner that mitigates on and off-site environmental impacts. A discussion of the most important of Rotterdam's natural features, including soils, topography or slope, geology and groundwater, floodplains, and wetlands follows.

Topography

The Town of Rotterdam is situated within an area known as the Mohawk Valley physiographic province. The foothills of the Adirondack Mountains lie to the north and the Helderberg Escarpment is located to the south. The Mohawk River, tributary to the Hudson River, flows northwest to southeast through the Town.

Topographically, the Town is divided by an escarpment comprised of limestone and shale arising out of the Schenectady geologic formation. The area east of this formation is characterized by gentle terrain, ranging from 250 - 500 feet in elevation, sloping down toward the Mohawk. The escarpment itself looms dramatically above the low-lying plain, reaching an elevation of 1,330 feet south of Crawford Road. Areas to the west are rugged and carved by deep northeast - southwest ravines.

Five primary basins drain Rotterdam. Most runoff courses down the Poentic Kill, Plotter Kill, Moccasin Kill, Sansea Kill and into the Mohawk. The Normans Kill however, drains the southwest portion of the Town and eventually empties into the Hudson River.

Steep Slopes

The degree of slope impacts how a site can be developed and the level and cost of site alteration and engineering required to develop a site. Specifically, the flow of utilities, the gradient of streets and walkways, the placement and anchoring of buildings and visual appearance of a particular development are influenced by its grade.

Nearly 16% of the Town’s total land area contains slopes of 15% or more, primarily in the northwestern areas of the Town. The amount of steep slopes in the Town is a limiting factor for land development in that region.

Geology and Soils

The Soil Survey of Montgomery and Schenectady Counties, prepared by the United States Department of Agriculture's Soil Conservation Service, indicates the presence of forty (40) soils series within the Town of Rotterdam. A soil series is defined as a grouping containing soils with similar profiles, or sequences of natural layers, that extend from the land surface down to the parent material. Parent materials, described as substances typically deposited by glacial movements, include gravel, glacial till, silt and clay, organic materials and materials deposited by stream flow. Soils of a particular series can differ in terms of the surface °layer texture, slope, stoniness or other characteristics, which affect land use. Where such differences exist, a soil series will be divided

into soil phases. Nine (9) of the forty (40) soils series found in Rotterdam are further divided into soils phases which display distinct slope characteristics.

Water Resources

Surface Water

Surface waters within the Town of Rotterdam consist primarily of streams. The Mohawk River is the principal surface water feature in the Town. Many small streams flow down the ravines and hollows of the Rotterdam Uplands into the Mohawk River Valley. Each surface water feature provides unique value to the Town's ecosystem and some pose specific concerns.

The flow of the Mohawk River, part of the New York State Barge Canal System, is regulated by a series of locks, three of which are located along Rotterdam's border. Reclamation of the River from a legacy of industrial and municipal pollution has created one of the most robust fisheries in the Capital Region. The river is Class A Regulated for fresh surface water under DEC water quality regulations, and is considered appropriate as a water source, for recreation and an appropriate fish environment for breeding and survival.

Headwaters of the Normans Kill are found in the Town of Duanesburg. The stream then meanders in an east to southeasterly direction through most of Schenectady County, including Rotterdam. The Normans Kill is a DEC Class A fresh surface water; an extremely important surface water body because it flows into the Watervliet Reservoir which supplies drinking water to Albany County residents.

Becker Brook, a DEC Class C (T) fresh surface water, (suitable for trout fishing) tributary to the Normans Kill, is experiencing non-point source pollution from surface runoff and eroded sediment partially attributable to development in this area. Unless corrected, the problem could have ramifications in terms of fish viability and, ul6mately, water quality in the Watervliet Reservoir. (Will need to identify if this is still an issue or if it has been resolved)

The Poentic Kill, a DEC Class B fresh surface water, (suitable for recreation and an appropriate fish environment for breeding and survival) is one of the better-known streams in the Town. It begins in the southwestern Rotterdam Uplands between Putnam and Mariaville Roads and flows north into the Mohawk River.

The Plotter Kill, a DEC Class C fresh surface water, (suitable for recreation and an appropriate fish environment for breeding and survival), is the centerpiece of the Plotter Kill Nature Preserve, a County owned 632-acre tract for active and passive recreation. The Kill drops 900 feet in a northeast direction along its 3.5-mile descent from Rynex Comers to the Mohawk River. Along its course are three spectacular waterfalls: Upper Falls, Lower Falls and Rynex Creek Falls.

The Moccasin Kill a DEC Class C fresh surface water is part of the Moccasin Kill Sanctuary, an 80-acre parcel owned by the Nature Conservancy. The stream flows in an easterly direction into the Mohawk River.

The Sansea Kill a DEC Class C fresh surface water begins in the northern upland part of Princetown and flows northeasterly into the Mohawk River. An intermittent waterway, the Sansea Kill is shallow and dries during the summer.

Groundwater

The Town of Rotterdam contains a high-yielding aquifer to supply water to its residents. An aquifer is an underground rock or soil formation capable of storing, transmitting and yielding groundwater to wells. In Schenectady County, the "Great Flats" or Schenectady Aquifer runs along the Mohawk Valley in silt, sand and gravel deposits. The water in the aquifer is not found in large underground lakes. Instead, it is located in the irregular pore spaces found between the particles of sediment. These sediments are in large deposits, ranging in thickness from only a few feet to hundreds of feet. The sediments are the remnants of the early Mohawk River,

Lake Albany and ancient glacial deposits, all of which dominated and shaped the Valley throughout various stages of geologic history.

The Schenectady Aquifer serves as a reliable source of high-quality drinking water for nearly 150,000 residents of both Schenectady and Saratoga Counties. On an average day, approximately 25 million gallons of water are withdrawn from the aquifer by five Schenectady County municipalities, including the Towns of Rotterdam, Glenville and Niskayuna, Village of Scotia and City of Schenectady[10]. The aquifer is approximately fourteen (14) miles long and underlies approximately twenty-five (25) square miles in the Lower Mohawk River basin in Schenectady County. Approximately one-half (1/2) mile wide at its western end, and more than five (5) miles wide when it reaches the City of Schenectady to the east, the aquifer lies between the western upland hills, and the eastern Hudson River lowlands.

Several hydrogeologic studies have been conducted to define the characteristics of the aquifer. Based upon these findings, four zones have been established to provide the necessary degree of protection to the aquifer. The hydrogeologic characteristics of the four protection zones determine the appropriate land use activities permitted in each zone. Zone I carries the most stringent of standards, whereas Zone IV is the least restrictive. Protection zones for the wellfields in the Town of Rotterdam, Hamlet of Rotterdam Junction, City of Schenectady, Village of Scotia, and Town of Glenville have all been delineated.

The four protection zones are:

Zone I: Wellhead Protection Zone - This Zone is also referred to as the Wellhead Protection Area. Zone 1 immediately surrounds a wellfield and is the most restrictive in terms of land use. In the aquifer protection zone, land use is restricted to activities related to the production of drinking water.

Zone II: Primary Recharge Zone - This Zone is also referred to as the Primary Recharge Area and immediately surrounds and includes Zone 1.

Zone III: General Aquifer Recharge Zone - This Zone is also referred to as the General Aquifer Recharge Area and is the land outside of the Primary Recharge Area (Zone 2). Aquifer Protection Zone 3 generally corresponds to the boundaries of the Great Flats Aquifer. Within this zone, runoff and precipitation flow directly and rapidly into the ground; thereby recharging the aquifer, but not necessarily a specific wellfield.

Zone IV: Tributary Watershed Zone - This Zone is also referred to as the Tributary Watershed and is the land outside of the aquifer area that contributes runoff overland and/or through surface streams for groundwater recharge[11].

The Town of Rotterdam and the other four municipalities drawing water from the Schenectady Aquifer have adopted a set of uniform rules to protect this water source. These rules, known as the Schenectady County lntermunicipal Watershed Rules and Regulations, provide a comprehensive set of land use controls and prohibitions designed to prevent contamination of the aquifer. These land use controls have been incorporated into the Town's zoning ordinance text and influence the types and intensity of future development within the defined protection zones. The Comprehensive Plan is intended to initiate consistency between the Schenectady County Intermunicipal Watershed Rules and Regulations and underlying zoning classifications.

The Schenectady County Intermunicipal Watershed Rules and Regulations Board (Watershed Board) formed in 1991 as an intermunicipal agency to oversee the program. The Watershed Board consists of representatives from the five communities that rely on the aquifer system as a drinking water supply. The chief elected officials for each municipality represent the Watershed Board members. A Technical Committee provides technical support to the Watershed Board. Technical Committee members represent engineering, planning, and public works department

staff members. Schenectady County provides additional technical support through the Groundwater Management Planner position[12].

Floodplains

Flood Plains denote areas of the Town that could be affected by flood conditions. The standard used to identify areas prone to flooding is called the 100-year flood zone. It is used by most states as well as many national agencies and is the standard upon which flood insurance eligibility is based. The 100-year flood is typically defined as a storm event that is estimated to have a 1 % chance of being equaled or exceeded each year. Participation in the National Flood Insurance Program and Town Law require that certain construction measures be employed to mitigate against damage when building in a flood plain. Additionally, most nonresidential uses are not permitted in 100-year flood plains.

Areas included within the 100-year flood delineation encompass lands located along the major waterways within the Town. These include areas adjacent to the Mohawk River; Plotter Kill; Poentic Kill; Normans Kill; and a small area along the Moccasin Kill.

See Map XX. Environmental Resources for a graphic representation of flood zones in Rotterdam.

Wetlands

Wetlands are areas saturated by surface or groundwater sufficient to support distinctive vegetation adapted for life in saturated soil conditions. Wetlands are vital parts of an ecosystem that provide flood and stormwater control and aid in sediment and pollution control by serving as settling and filtering basins. Wetlands also serve as groundwater recharge areas, critical for maintaining and protecting drinking water supplies.

The Town of Rotterdam contains several New York State Department of Environmental Conservation (NYSDEC) Wetlands. Wetlands are located primarily in the areas near the Mohawk River in the Rotterdam Junction area and in the vicinity of Campbell Road. NYSDEC wetlands are also located in the southern section of the Town, adjacent to I90 and the Albany County Border.

Opportunities and Challenges - Natural Resources and Water Quality Protection

The Town's natural resources present a number of opportunities, including significant ecosystems that contribute to the health and wellbeing of the human and natural community. The National Wildlife Federation defines ecosystem services as any positive benefit that wildlife or ecosystems provide to people[13]. These benefits can include clean air, water, food, soil production and recreational benefits. While these benefits can often be difficult to quantify, the loss of these services can be detrimental to the physical and economic health of the community.

PARKS, RECREATION AND OPEN SPACE PROTECTION

The Town of Rotterdam owns and operates several parks that are located throughout town[14]. With the help of volunteers and Department of Public Works the parks are well maintained and a great destination for residents and visitors. The parks offer various play equipment for kids to enjoy and all the parks have new picnic tables and benches.

The Town owns and/or operates the following parks and recreational facilities:

Boxwood Park - Boxwood Park has a full basketball court, pavilion and new playground equipment.

Erie Canal Lock Parks - Located on The Erie Canal Bike Trail of New York, Lock 8 Park has an overview of the Mohawk River with multiple seating areas and parking for the bike trail.

Eunice O. Esposito Park - The Eunice O. Esposito Park has been recently renovated to provide a safe environment that is accessible to all. The park has an expanded parking lot, two tennis courts, new playground equipment, a pavilion, full basketball court, bocce ball courts that are handicap accessible.

Fiero Park - Located on the outskirts of Coldbrook near the end of Fiero Avenue. Fiero Park has a half basketball court, a volleyball court, pavilion and new playground equipment.

Juracka Park - Located in Colonial Manor Juracka Park has a half basketball court, a tennis court, two volleyball courts, new playground equipment and pavilion.

Kiwanis Park - Located on the Mohawk River this park offers a boat launch with ample parking and a picnic area overlooking the river.

Leonard C. White Park - Leonard C. White Park has a full basketball court, new playground equipment and pavilion. This park is also home to Carman Little League that has four separate baseball fields.

Memorial Park - Memorial Park is home to Rotterdam Little League and Rotterdam Babe Ruth with three separate baseball fields. The park also has a full basketball court and new playground equipment for visitors.

Pansy Park - Located at the end of Pansy Street, Pansy Park has an all new swing set and play area.

Plotter Kill Nature Preserve - Plotter Kill Nature Preserve is a 632-acre nature reserve and hiking area located in Rotterdam. The preserve has three major waterfalls, several cascades, a gorge, and hiking trails.

Rotterdam Junction, Woestina Park - Woestina Park has a half basketball court, new playground equipment. Woestina Park is the home of Rotterdam Little League that has three separate baseball fields and the Rotterdam Challenger League.

Youth Programs

The town currently offers the P.R.E.P. program for children ages 3-5 and the R.A.P. program for children ages 6-8, the program offers safe and supervised activities that are age appropriate. Offering sports, educational and craft activities for the age groups. Summer Sports and Recreation Camp for ages 9-12 is also offered through the town on an annual basis.

Opportunities and Challenges – Parks Recreation and Open Space Protection

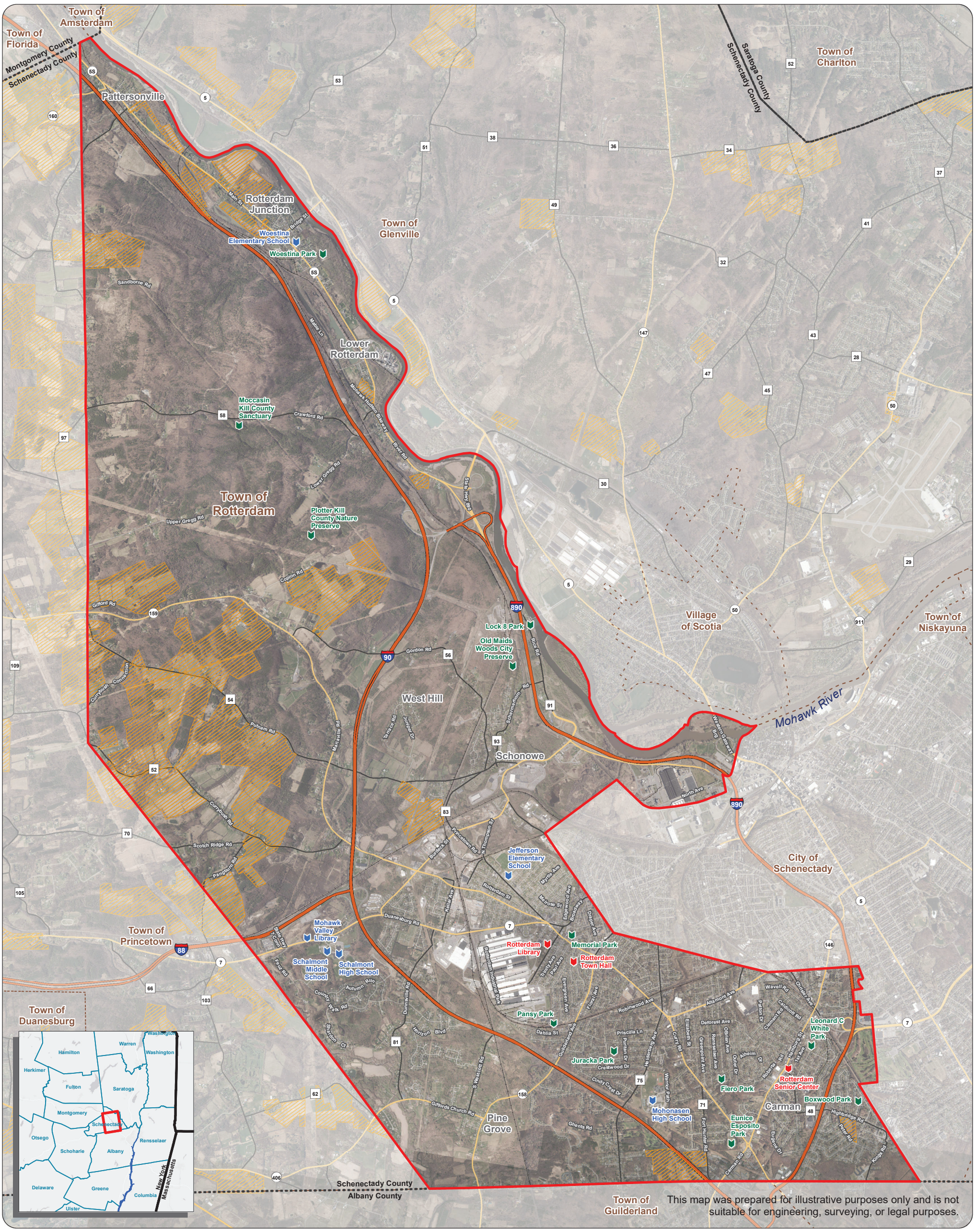
The parks and recreational resources within the Town of Rotterdam present a number of opportunities that contribute to the quality of life in the Town. The Town's parks along with other resources like The Plotter Kill Preserve create significant opportunities for residents, but also serve as an attraction for outside visitors and those looking to relocate to the area.

AGRICULTURE

The fertile soils along the Mohawk River made Rotterdam a prime area for agriculture when the town was being settled. In more recent years there has been a decrease in the amount of agriculture. As identified by Agricultural and Farmland Protection Board in Schenectady County the agricultural districts in Rotterdam are located north of Interstate 88 on the west side of the town bordering Princetown. Rotterdam has 47 of the total 333 tax parcels in Schenectady County designated as agricultural district making up approximately 2440 acres of land.[15]

Opportunities and Challenges – Agriculture

While the amount agriculture has decreased in the more recent years there is still active farms operating in the Town. With residential development pressure Rotterdam can be susceptible to loosing some of the rural character in the northern and western portion of town. Finding a balance will ensure property owners can get a return on their land without devastating the rural landscapes of the area.



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

DRAFT

Agricultural Districts

November 2019

LEGEND

- Project Area
- County Boundary
- Municipal Boundary
- Agricultural District #1
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Town Points of Interest
- Schools
- Parks & Preserves

N

Sources:
Esri, NYS ITS, Town of Rotterdam

0 0.5 1 Miles

Engineering and Land Surveying, P.C.
1533 Crescent Road - Clifton Park, NY 12065

ECONOMIC DEVELOPMENT

Economic development focuses on actions that seek to attract new businesses and residents to build up the workforce, enhance and increase housing opportunities and encourage business growth. Economic development can also be described as targeted growth that influences all sectors, including employment and business development, housing, education and recreation. Rotterdam working in conjunction with neighboring communities and the county can help improve quality of life for its residents and those in the surrounding areas.

Anchor Institutions

Anchor institutions may include universities, hospitals, sports facilities, performing arts centers, libraries and large corporations. These institutions are often rooted to a location through an investment in land, facilities or to a particular clientele and provide significant employment opportunities to a region. Anchor institutions are key stakeholders and drivers of economic development. Anchor institutions in the Town of Rotterdam include:

Via Aquarium

Rotterdam Industrial Park

Price Chopper Distribution Center

Comprehensive Economic Development Strategy (2018-2022)

Town of Rotterdam lies within the four-county Capital District which includes Rensselaer, Albany, Schenectady and Saratoga Counties. The Capital District Regional Planning Commission serves as the Federal Economic Development District for this region. As part of this district, Rotterdam is included in the Capital District Comprehensive Economic Development Strategy which provides strategic guidance for economic development activities in the region. Through this effort, Rotterdam is part of a regional economic context that extends beyond the Town borders.

Opportunities and Challenges – Economic Development

The Town has a number of economic development related opportunities. The Town's location near major transportation corridors and retail centers creates a locational advantage that is unparalleled to many communities in the Capital Region.

[1] https://en.wikipedia.org/wiki/Dellemont%E2%80%93Wemple_Farm
[2] https://en.wikipedia.org/wiki/Enlarged_Double_Lock_No._23,_Old_Erie_Canal
[3] https://www.albany.org/listing/mabee-farm-historic-site/357/
[4] General Electric Research Laboratory, https://en.wikipedia.org/wiki/General_Electric_Research_Laboratory
[5] Capital Region Indicators, CDRPC
[6] Bureau of Labor Statistics
[7] Capital District Transportation Committee, Regional Sidewalk Inventory, 2018
[8] Rotterdam Police Department, https://rotterdampd.com/accreditation/
[9] New York State Department of Environmental Conservation
[10] Schenectady County, https://www.schenectadycounty.com/node/224
[11] Schenectady County, https://www.schenectadycounty.com/node/224
[12] Schenectady County, https://www.schenectadycounty.com/node/224
[13]The National Wildlife Federation, https://www.nwf.org/Educational-Resources/Wildlife-Guide/Understanding-Conservation/Ecosystem-Services
[14] https://rotterdamny.org/town-parks.aspx
[15] Agricultural District Map for Schenectady County



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

PAST PLANNING DOCUMENTS

Town of Rotterdam
Comprehensive Plan Update

Comprehensive Plan Past Plan Review

A key part of the Comprehensive Plan Update is a review of the past plans completed in the area. Through the process multiple plans were reviewed, including but not limited to:

- Town Of Rotterdam Schenectady County, New York Comprehensive Plan and Final Generic Environmental Impact Statement Adopted by The Rotterdam Town Board on December 5, 2001
- Burdeck Street, I-88 & NYS Thruway Exit 25A Land Use & Transportation Study
- NY 7/NY 146 Land Use and Transportation Study May 28, 2008
- NYS Thruway Exit 26 & I-890 Land Use and Transportation Study May 2008
- Town of Rotterdam, Five Corners Transportation and Land Use Linkage Study September 28, 2011
- Tree Inventory Summary Report August 2018

The following is a brief overview of the document reviewed. The full documents are available at the Town Hall.

Town Of Rotterdam Schenectady County, New York Comprehensive Plan 2001

The Comprehensive Plan is the official statement of the Town of Rotterdam. It establishes the major policies concerning desirable future physical development in the town. Accordingly, the Rotterdam Comprehensive Plan will serve as a long-range, ten-year guide for the Town's land use decisions, community growth, and development.

The main objective the Town of Rotterdam would like to achieve is to preserve the Town's character and identity, while allowing for environmentally sound growth and development. The way to achieve this is to develop a set of goals and policies that will guide town officials to make appropriate decisions regarding land use.

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

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 contains a mix of commercial, light industrial and residential uses and, due to its strategic location, represents an economic development opportunity for the Town.

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.

NY 7/NY 146 Land Use and Transportation Study May 28, 2008

The NY 7/ NY 146 Land Use and Transportation Study Area focuses on an area in the Town of Rotterdam, New York, which includes approximately 768 acres along Hamburg Street, Carman Road, and Curry Road. The study area contains a mix of commercial, residential and civic uses along the primary arteries with large residential neighborhoods located behind the state road network. Due to the study areas direct connection to I-890, I-90 and its link to Schenectady, as well as the vast neighborhood populations within the study area there are excellent opportunities for development and redevelopment that can give this area of Rotterdam a new identity and opportunities for economic development.

The intent of the study is to compliment the Town of Rotterdam's Comprehensive Plan and to ensure that future commercial and industrial growth is appropriately located within the study area.
The goals of the Town are to ensure that the future growth in the study area:

- Attracts appropriate development;
- Is planned to minimize impacts to the transportation system;
- Compliments the surrounding residential neighborhoods; and
- Provides a new and inspired identity to the Hamburg Street Commercial District

NYS Thruway Exit 26 & I-890 Land Use and Transportation Study May 2008

The purpose of this study is to help further refine the Town of Rotterdam's future land use vision for the corridor study area and to develop the necessary tools to help shape this vision and the associated multi-modal transportation system.

The Exit 26 & I-890 Land Use and Transportation study area includes approximately 475 acres of land located along the southern shore of the Mohawk River in the Town of Rotterdam, Schenectady County, New York. Land uses include agricultural, residential, office/retail and industrial. While the development pattern of this area is generally consistent with current zoning and desired land use pattern, increasing development pressure has brought about concern regarding the future land use pattern and the implications of additional development.

Town of Rotterdam, Five Corners Transportation and Land Use Linkage Study September 28, 2011

In February 2011, the Capital District Transportation Committee (CDTC) and the Town of Rotterdam launched the Five Corners Transportation and Land Use Linkage Study, funded to a large degree by a

Linkage Study grant from CDTC. The study's goal is to develop a plan to revitalize the Five Corners area so that the heart of the Town of Rotterdam can become healthy and vibrant. This can be accomplished by developing a balanced circulation system that encourages various forms of travel by car, bike and foot in a way that complements the Town's existing and future land uses. Improving the roadway and streetscape could have numerous and deep effects on the quality of life in the study area.

The study's objective is to develop a coordinated land use and access management plan for the Five Corners area to ensure that any redevelopment activity is properly accomplished using an integrated multi-modal network that compliments the Town's existing and future land uses. The study's transportation and land use improvement recommendations include traffic improvements, land-use arrangements, access management, transit and bicycle/pedestrian enhancements, development standards and design standards.

Town of Rotterdam, Five Corners Transportation and Land Use Linkage Study September 28, 2011

The Town of Rotterdam commissioned an inventory and assessment of the trees, stumps, and planting sites located in the street rights-of-way. Understanding an urban forest's structure, function, and value can promote management decisions that will improve the urban forest as well as human health and environmental quality. Davey Resource Group, Inc. collected and analyzed the inventory data to understand species composition and tree condition and to generate maintenance recommendations. Tree values and benefits have been quantified using the i-Tree Streets benefits model (developed by the United States Department of Agriculture Forest Service in partnership with The Davey Tree Expert Company)



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

STAKEHOLDER MEETING SUMMARY

FEBRUARY 2020

STAKEHOLDER MEETING SUMMARY

PURPOSE: **History, Culture and Education**

DATE/TIME: **February 10, 2020, 9:00AM-10:00 AM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the History, Culture and Education stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

History, Culture and Education 2/10/2020 9:00- 10:00AM

History, Culture and Education

- 200th Anniversary of Town
  - Develop a heritage craft beer
  - Rotterdam song
  - Hiking on long path
  - Good time to develop a new Town logo
  - Need for a Town museum
    - Vacant space available in the mall
    - Could have multiple locations throughout Town
- Community gathering spaces
  - Mabee Farm
  - Fire Districts
  - Locations have added community rooms over the years to accommodate community gatherings
  - Need for a central community center

- BOCES
    - BOCES will be building a new facility and leaving current facility in Rotterdam Junction
    - The building that Schalmont School District owns will be available for redevelopment.
- Schools
    - No challenges with physical capacity, but financial capacity is strained at both Mohonasen and Schalmont
    - Mohonasen, Schalmont and Duanesburg have met in the past to discuss the potential for a combined, regional school district
    - School districts are a core part of the community
    - Adult education is significant
    - Rotterdam should be a STEM community

Environment

- Should plant trees in Town to contribute to the President's initiative
- Invasive species a growing issue. Grant opportunities available for invasive species inventory
- Limited access to Van Slych Island area. The area is fertile and used to be used for farming
- Oil trains present a hazard in the Town, particularly in Rotterdam Junction

Recreation

- Need for recreation areas for walking/running/hiking
- Wastina Park is underutilized
- Lots of abandoned rail lines, good use for trails

Rotterdam Junction

- Separated from rest of town
- Issues related to flooding
- Abandoned homes and property maintenance issues
- Important to integrate into rest of Town
- Income disparity in Rotterdam Junction. This disparity skews the median household income higher, making it difficult to qualify for certain grant opportunities.

Transportation

- Walkability is a significant challenge in the Town, particularly near Mohonasen Schools
- Corridors for mobility and connectivity are important (bike and pedestrian)
- Many roads in Rotterdam are State-owned
- Town is looking into sidewalk project for area around Mohonasen
- CDTC is looking to do a freight corridor study. Significant truck traffic around Industrial Park
- When Thruway goes toll-less, it will have an impact on traffic
- Freight train horns are very loud and located close to residential areas. (Homeowners Against Loud Trains)
- Transportation networks provide great access to Rotterdam

Economic Activity

- Reinforce retail in Rotterdam Junction area
- PILOT agreements used too often
- PILOT Station needs to be expanded.
- More commercial growth is needed in Rotterdam
- Need for more connection with community and businesses (i.e. internships)

Housing

- Many smaller homes have been converted to rentals
- Many apartment rentals in Town – renters are more transient
- Need more permanent homeowners
- Quality residential housing matters
- Social services place many families in Rotterdam because of the high number of rental units available
- Availability of land is a challenge

General Topics

- There are no facilities to house Rotterdam historical resources. Would be nice to have a building dedicated to Rotterdam History.
- There is a need for a neutral location to hold meetings
- Need for a grocery store in western part of Town.

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andrew Gillcrist, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPAC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Planning, Zoning and Land Use**

DATE/TIME: **February 10, 2020, 10:30AM-11:30 AM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Planning, Zoning and Land Use stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Planning, Zoning and Land Use 2/10/2020 10:30- 11:30AM

Infrastructure

- Little to no gas infrastructure in lower Rotterdam
- Sewer and water would open the western end to a larger tax base
- Aquifer and topography are limiting factors to infrastructure expansion

ZBA

- Variances
  - Mostly area variances, very few use variances
- Zoning issues
  - Gross area for parking is an issue – requirements are based on gross area not footprint
  - Updates are needed for parking requirements, usable area, multiple family dwellings, accessory structures and sign variance.

Planning Board

- Parking code an issue
- Lack of a Town center
- Lack of a central recreation enter

Parks and Recreation

- Need for a large park area
- Need for more organized recreation
    - Lack of staffing, funding, land and change in culture aid in preventing more organized recreation programming
- Town DPW maintains parks; no dedicated parks staff
- Existing parks are heavily used by basketball leagues

Conservation Advisory Council

- Council members all wear many hats in the community
- Council has not been as active lately in the review process
- Council is usually consulted when development occurs in a critical environmental area
- County will be staffing Kiwanis park with someone to check for and manage invasive species

Land Use Challenges

- Significant portion of the public are against apartments, but apartments bring people that support small businesses
- Developers see a market for building apartments
- Area variances for density
- Infrastructure and topography limit where development can occur

Land Use Opportunities

- Accessible via transportation networks
- More opportunities for redevelopment instead of new development of single-family homes

Transportation

- Traffic is a concern
    - Curry Road
    - Hamburg Street roundabout works well
    - Need roundabout at 5 corners

Economy

- A number of small businesses in 5 corners area are up for sale

Code Enforcement:

- Need more staff
- Enforcement of zoning has been a challenge
- It is easier to work with property owners on compliance issues than to go to court

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Infrastructure, Mobility and Transportation**

DATE/TIME: **February 10, 2020, 12:00AM-1:00PM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Infrastructure, Mobility and Transportation stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Infrastructure, Mobility and Transportation 2/10/2020 12:00AM- 1:00PM

Transportation

- 4 linkage studies have been done previously in Rotterdam
- Previous studies focused on industrial areas and buffering those areas from residential
- Industrial park is doing very well
- Tandem lot issue – circulation problems
    - Will need a better access point when toll booths are removed
- Pilot Station on Route 7 is at capacity. Many trucks utilize this travel center. This should be addressed in the Comprehensive Plan. Need a better truck turnaround location
- Ideas for a freight village concept
- Residents concerns about cut through traffic in neighborhoods
- Roundabout on Curry Road was successful at reducing traffic congestions

Highway Department

- Sidewalks need to be improved on Curry Road
- Sidewalks are located sporadically throughout Town – poor connections

DOT

- Roadways within the Town may be slated for future improvements
- Upcoming pavement project – basic restriping later this year
- DOT does consult with a municipalities Comprehensive Plan when looking for opportunities

Transit

- Most bus service intersects with Curry Road
- Ridership
    - 6 routes in Rotterdam
    - Most routes are doing well
    - Routes do get utilized by industrial park workers
    - Via Port not getting as much use
    - Exit 26 Park and Ride near 100% capacity every day. Access off I-90 makes this a preferable location for many

County Pavement Projects

- Some sidewalk work
- TAP project in Rotterdam Junction – sidewalks
- If there is additional TAP funding we will hear around May

Pedestrian

- Altamont Avenue is a good location to focus on next for improved walkability
- Suburban sections of town in need of sidewalk infrastructure

Infrastructure Projects

- Projects in pipeline
    - 20 inch water amin replacement on Princetown Road from Thompson to Ridge Street
-

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Economic Growth, Land Development and Business**

DATE/TIME: **February 10, 2020, 2:00pM-3:00 PM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Economic Growth, Land Development and Business stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities.

Economic Growth, Land Development and Business 2/10/2020 2:00- 3:00PM

1. Promote businesses in the town to achieve a healthy local economy based on equitable taxation to provide diverse goods, services and employment opportunities and to stabilize the tax base.

2. Attract businesses to the Town;

- Provide for a predictable development atmosphere:
- Zone for all business uses;
- Promote consistency in approval of developments through Planning Commission/Town Board;
- Control/minimize development fees;
- Provide in-house review of "minor" projects to minimize cost of TDE reviews;
- Communicate better with businesses during major linear utility projects/street reconstruction projects;
- Encourage affordable childcare opportunities for working two parent households;
- Provide for "reasonable assessment" on business property.

3. Infrastructure:

- Continue to improve aging infrastructure to maintain high level of services (water, sewer) to operating businesses;
- Construct sanitary sewers/water mains (municipal services) in all business zones;
- Construct regional, centralized transportation and treatment facilities for sewer to optimize economies of scale;
- Embrace the "smart city" concept for high speed data; 5G cellular; communications; lighting; traffic control, etc.;
- Embrace alternative energy (solar, wind, electric) and allow vehicle charging stations;
- Meter all commercial/businesses users at an equitable water rate;
- Construct sidewalks to allow residents to walk to businesses to buy goods and services and for public transportation;
- Reduce traffic congestion in main transportation corridors (Altamont A venue/Curry Road) to improve traffic flow;
- Consider alternative transportation to reduce vehicular traffic in congested areas (Altamont A venue/Curry Road) with options for pedestrian, transit and bikeway facilities.

4. Consider Town "Center" concept to encourage draw to Town of Rotterdam. Residents currently leave to pursue activities in other towns. Come to Rotterdam for a good time. Promote businesses, food, entertainment, etc.

5. Promote commercial development that is compatible with adjacent land uses.

6. Promote industrial development in areas buffered from land uses that could be adversely impacted and where utilities and transportation access are suitable.

7. Encourage a grocery store on the west side of town.

8. Promote a diversity of family owned/chain store eating establishments.

9. Encourage business growth: Route 7- West Corridor, Burdeck Street, (but not Amsterdam - Hill).

10. Educate youth and adults so that local jobs can be staffed with local people.

11. Identify and support entrepreneurs to generate more local small businesses.

12. Town Park- Large like Glenville, Guilderland to provide an opportunity for exercise or relaxation during lunch hours or after work.

13. Promote Waterfront Development- Mohawk River.

14. Promote business sector themes (restaurant centers, local breweries, organic farming, software/coding/data centers, business parks (three Thruway exits), etc.

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Regional Partners**

DATE/TIME: **February 10, 2020, 9:00AM-10:00 AM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Regional Partners stakeholder group to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Regional Partners 2/10/2020 3:30- 4:30PM

Metroplex Authority

- Receive a dedicated stream of revenue from a percentage of Schenectady County sales tax
- Economic development tools currently available include eminent domain, bonding and can override zoning ordinances
- A bricks and mortar organization that can fix real property
- Service area includes all of Schenectady County
- Have completed several projects in the Industrial park
- Metroplex often supersedes the IDA

Key Opportunity Areas

- Via Port Mall
- Gateways with City of Schenectady
- Opportunities to coordinate with Metroplex

Challenges

- Bellevue neighborhood has deteriorated
- Not a huge vacant property issue but starting to cross over form the City

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Health, Human Services and Emergency Services**

DATE/TIME: **February 11, 2020, 9:00AM-10:00 AM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Health, Human Services and Emergency Services stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Health, Human Services and Emergency Services 2/11/2020 9:00- 10:00AM

Rotterdam EMS

- Responds to approximately 3,600 calls per year/month?. Calls are up
- Increased need for services
- Aging population
- Increase in multi-family dwellings are contributing to an increase in call volume
- Need for additional staffing
- Operates 2 stations in Rotterdam
- Rotterdam EMS is a nonprofit organization and funded through donations and bill of service
- Rotterdam EMS operates 24/7 with 2 paid crews. Each crew includes 2 EMS personnel
- More difficult to find EMTs than it used to be, particularly EMT B level
- Primarily based in Rotterdam but will respond to calls in neighboring communities

County Wide

- Overall shortage of EMS in Schenectady County

Urgent Care

- Emergency call patients may be transported to urgent care if need is not as great

- Each urgent care center is a little different and offers different specialties

General Emergency Services Discussion

- Increase in housing puts strain on emergency services
- Increased call volume at urgent care facilities
- Better EMS coverage is needed in Rotterdam Junction area
- Curry Road
    - Challenging for emergency services at certain times of the day due to traffic congestion
- PACE – Programs of All-Inclusive Care for the Elderly – a program through St. Peters Hospital. A Medicaid and Medicare program to help connect seniors with medical services

Police

- Records management systems are not linked with other local departments. Creates challenges across jurisdictions. Will need to be address in the future
- Rotterdam Police Department includes 41 officers
- Most crimes in the Town are property related crimes – Altamont Avenue sees a significant number of cases
- Need for an updated facility. Current police department is located ina n old elementary school
- Current facility contains too many stairs

County Department of Aging

- Manages an Emergency Management Registry for residents aged 60+. This registry ensures that the older population of Schenectady County are checked on in emergency situations and with earlier response times. Registry currently includes about 200 people. Seeking to expand program and add to the registry
- No cost is associated with this service
- The registry is particularly important in flood prone areas of the county
- The program was developed in response to hurricane Irene
- State Office of the Aging requires verbal consent for this type of registry and the County Office of the Aging requires written consent

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Service and Community Organizations**

DATE/TIME: **February 11, 2020, 10:30AM-11:30 AM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Service and Community Organizations stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Service and Community Organizations 2/11/2020 10:30 -11:30 AM

Senior Center/Senior Discussion

- Some improvements being made and renovations currently under way
- Accessibility is still a challenge in the Senior Center building
- Many seniors are lower income
- New apartments in Town are primarily for higher income earners
- Town should encourage more income-based apartments

Sons of Italy

- Charitable fraternal organization. Primarily an Italian American organization but not exclusive
- Provide an entertainment forum for members
    - Games
    - Dinners
    - Proceeds go into general fund
- Gives out donations to other charitable groups in the community
- Non-members can attend dinners but only as a guest
- Membership currently at 465
- Membership is approximately 65%—75% seniors. Difficult to attract younger members

Boys and Girls Club of Rotterdam

- The Boys and Girls Club of Rotterdam runs an after-school program
- Currently the program serves 954 members between the ages of 6 and 18. 170 are between the ages of 0 and 5
- They average 154 kids per day, mostly from Mohonasen and Schalmont school districts and some from Schenectady
- 95% of members are from the Town of Rotterdam.
- Rotterdam Boys and Girls Club is a subsidiary of Schenectady Boys and Girls Club
- Membership is $10/year
- Children receive a snack every day and full day care is offered on school vacation days
- Summer
    - 8-week summer camp
        - $95/week for the first child. Each additional child is discounted
    - Basketball Season
        - Ages 4-18
        - 4 teams with nearly 300 kids
        - Cheerleader team – 1 team with about 40 kids
- Parking is a challenge
    - Minimal parking in upper and lower lots
    - No room for additional parking at current location
- Current facility has a swimming pool but in need of repairs
- Boys and Girls Club Facility
    - Building in constant use
    - Building capacity, a significant issue
- The Boys and Girls Club of Rotterdam provides a vital community service and acts a a community center for the Town
- Funding
    - Revenue through summer camp, member dues, basketball league (basketball dues only support basketball league) and donors
- Provides free day care after school
- Provides school supplies to those in need
- Keeps kids occupied and off the streets
- Utilizes regional food banks for snacks

General Needs Discussion

- Need for evening activities for families. Usually need to go outside of Rotterdam for evening activities
    - Movies
    - 5k events
    - Plays
    - General entertainment for kids
- Teens without driver's licenses or cars are limited
- More restaurants and mom and pop type businesses
- Too many pizza places
- Lack of community

Transit

- Time of day is an issue at certain stops particularly on weekends or later in the evening. Difficult for workers that work alternate schedules

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

STAKEHOLDER MEETING SUMMARY

PURPOSE: **Open Space, Recreation and Agriculture**

DATE/TIME: **February 11, 2020, 12:00AM-1:00 PM**

LOCATION: **Rotterdam Town Hall, 1100 Sunrise Blvd, Rotterdam, NY 12306**

ATTENDEES: **See Attached Sign-in**

The Town of Rotterdam, as part of the engagement component of the 2020 Comprehensive Plan Update process, held a series of Stakeholder meetings on Monday and Tuesday, February 10 and 11, 2020 at the Rotterdam Town Hall. The purpose of this meeting was to speak with the Open Space, Recreation and Agriculture stakeholders to gather input on a variety of topic areas.

All stakeholders were also encouraged to participate in the ongoing planning process and help spread the word about public engagement opportunities. Following is a summary of topics discussed.

Open Space, Recreation and Agriculture 2/11/2020 12:00AM-1:00 PM

Recreation

- Rotterdam Junction
    - Woestina Park
        - Opportunity as a recreational resource
        - Contains ballfields
        - Interest in expanding park
        - LA Group completed a plan a while ago about the use of this land
- Incorporate dog park somewhere in Town
- Park Maintenance
    - DPW staff provide park maintenance. Three dedicated parks maintenance staff
    - 70 properties to maintain
    - Need for additional maintenance staff
    - Maintenance staff helps at senior center
    - Also help with community events
    - Additional parks and recreational facilities would require additional staff for maintenance
    - Weather is a key factor in park maintenance
    - Baseball fields and pocket parks are priorities for maintenance
    - Each park has a pavilion available for use. There is no charge for reserving facilities

    - Four seasonal workers are hired over the summer for help with park maintenance
    -
- Summer recreation
    - The Town has a summer recreation program staffed by college students
- Few recreational opportunities for young adults in Rotterdam
- No summer evening activities
- Land is available in Rotterdam Junction but concern about whether or not people would travel there
- Plotterkill Preserve
    - County owned
    - Used for passive recreation only
    - Includes 9 miles trails for hiking, mountain biking, cross country skiing, etc.
    - Expanding this spring to connect to Montgomery County

Agriculture

- Community garden – residents have expressed a need for a community garden in Town

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andris Blumbergs/ Jaclyn Hakes, MJ Engineering and Land Surveying, P.C.

cc: Consultant Team, CPSC, Town Planning & Zoning Department

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: History, Culture & Education
Date: 2/10/2020
Location: Town Hall

Please Sign In

Name	Affiliation	Email
Shannon Shine	MOHONASEN CSD	sshine@mohonasencsd.org
Lynn Flansburg	Mohonasen	LMARC010@yahoo.com
Jim Schaefer	Town Historian	Skalkaho42@gmail.com
Peter Comenzo	Town Planner	pcomenzo@rotterdamny.org
Jaclyn Hakes	MJ Engineering	jhakes@mjels.com
Andrew Gillcrist	MJ Engineering	Agillcrist@mjels.com
Andris Blumbergs	MJ Engineering	ABlumbergs@mjels.com
Carol Pallas	Schalmont CSD	cpallas@schalmont.net
Mike Diana	Schenectady County Historical Society	educator@schenectadyhistorical.org

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Planning, Zoning + Landuse
Date: 2/10/20
Location: Town Hall

Please Sign In

Name	Affiliation	Email
Phil EATS	ZBA	N/A
Peter Comenzo	Town	~~~
Joe Coppola	Tax Payer	~~Joe~~ JCOP490CAOL.Com
ANDREA COPPOLA	RCAC	" SAME "
MICKEY MAHER	DPW	MMAHER@ROTTERDAMNY.ORG
Andris Blumbergs	MJ	
Andrew Gillcrist	MJ	
John Dennis	Planning Board Chair	

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Infrastructure, Mobility & Transportation
Date: 2/10
Location: Town HALL

Please Sign In

Name	Affiliation	Email
Brent Irving	CDTA	brenti@cdta.org
Mike Williams	CDTA	michaelw@cdta.org
Sandy Misiewicz	CDTC	smisiewicz@cdtcmpo.org
Audrey Burneson	NYSDOT	audrey.burneson@dot.ny.gov
Jackie Hakes	MJ Engineering	jhakes@mjels.com
Larry LaMora	Town of Rotterdam Highway	llamora@rotterdamny.org
Andrew Gillcrist	MJ	AGillcrist@MJELS.com
Andris Blumbergs	MJ	ABlumbergs@MJELS.com

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Economic Growth
Date: 2/10
Location: Town Hall

Please Sign In

Name	Affiliation	Email
Jack Gideon	RBA	cjdodsonpe@aol.com
Peter Gonenzo	Town of Rotterdam	
Jonathon Tingley	T/o Rotterdam Comp Planning Committee	jtingley@gilchristtingley.com
Jackie Hakes	MJ Engineering	jhakes@mjels.com
Andrew Gilcrist	MJ Engineering	Agilcrist@mjels.com
Andris Blumbergs	MJ Engineering	

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Regional Partners
Date: 2/10
Location: Town HALL

Please Sign In

Name	Affiliation	Email
JAIME LAHUT	Schenectady Metroplex	jlahut@schenectadymetroplex.org
Andrew Gillcrist	MJ Engineering	Agillcrist@mjels.com
Andris Blumbergs	MJ Engineering	
Jackie Hakes	MJ Engineering	jhakes@mjels.com
Peter Concazo	TWN	

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Health, Human Services, + Emergency Services
Date: 2/11
Location: Town Hall

Please Sign In

Name	Affiliation	Email
Joshua Krum	Rotterdam E.M.S.	krumjc@gmail.com
Ryan Moran	Rotterdam EMS	Rmoran.REMS@gmail.com
MARK KARL	Rotterdam EMS	[illegible]@yahoo.com
SCOTT PIKE	SCHENECTADY COUNTY EMO	SCOTT.PIKE@SCHENECTADYCOUNTY.COM
Paula Diamante	T.O.R. Sr. Ctr.	pdiamante@rotterdamny.org
Peter Comenzo	Town Planner	
Mike Brown	Rotterdam Police	mbrown@rotterdamny.org
Cathy Beem-Smith	Schenectady Co. Dept. LTC	cathryn.beem-smith@schenectadycounty.com
Andris Blumbergs	MJ	
Andrew Gillcrist	MJ	

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Senior + Community Organizations
Date: 2/11
Location: Town Hall

Please Sign In

Name	Affiliation	Email
Paula Diamante	T.O.R. Sr. Ctr.	pdiamante@rotterdamny.org
Julie Rouse	RBGC	rbgcprograms@gmail.com
SALVATORE GIANINO	SONS of ITALY	SALGIANINO @ GMAIL, COM
Rebecca D Gauge	Rotterdam Seniors	rgaige@gmail.com
Andrew Gillcrist	MJ	
Andris Blumbergs	MJ	

ROTTERDAM COMPREHENSIVE PLAN

Stakeholder Meeting: Open Space, Recreation, Agriculture
Date: ~~1~~ 2/11
Location: Town Hall.

Please Sign In

Name	Affiliation	Email
Paula Diamante	T.O.R. Sr. Ctr.	pdiamante@rotterdamny.org
Roslyn Warlick	Parks Advisory Brd	rwarlick@aol.com
ANDREA COPPOLA FARMER	PARKS & RCAC / TAXPAYER	JCOP490@AOL.COM
JOHN T. MYERS	PARKS + REC / LANDOWNER	JTMRedSox@aol.com
MICKEY MAHER	DPW	MMAHER@rotterdamny.org
Stephen Feeney	Schenectady County	steve.feeney@schenectadycounty.com
CHAD POPPER	ASSISTANT PARKS SUPERVISOR	CEP300838@GMAIL.COM
Peter Comerzo	TOWN Planner	
Andrew Grillcrist	MJ	
Andris Blumbergs	MJ	



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

PUBLIC MEETING SUMMARIES

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

MEETING SUMMARY

PURPOSE: **Public Open House & Visioning Workshop**

DATE/TIME: **November 14, 2019, 6:30-8:30 PM**

LOCATION: **Fire District #6, 6 Old Mariaville Road, Schenectady NY**

ATTENDEES: **See Attached Sign-in**

Agenda Item	Discussion
Overview	The Town of Rotterdam is updating its 2001 Comprehensive Plan to reflect the needs of today and identify a vision for the future. The Comprehensive Plan will create a framework for the future for a range of topic areas including but not limited to land use, economic development, infrastructure, transportation, neighborhoods, the environment and housing. On Thursday, November 14, 2019 the Comprehensive Plan Advisory Committee (CPAC) held the first public open house and visioning workshop for the Town Comprehensive Plan update. The event was held from 6:30-8:30 PM at Fire District #6, 6 Old Mariaville Road, Schenectady. Over 70 residents, property owners, business owners, and other stakeholders participated in the event. The schedule included: 6:30 PM to 7:00 PM – Open House 7:00 PM to 7:15 PM – Presentation by Consultant Team 7:15 PM to 8:30 PM – Open House The open house component of the event allowed participants to informally walk through eight (8) activity stations to learn about the project at their own pace and provide input and ideas about the community. A Participant Guide was provided to guide attendees through the stations.

	The activity stations included: Station 1 – Project Overview Station 2 – Community Profile Station 3 – Community Vision Station 4 – Community Hot Spots Station 5 – Planning Across Generations Station 6 – Challenges and Opportunities Station 7 – Idea Station Station 8 – Other Thoughts and Ideas Additionally, participants had the opportunity to speak with Town staff, CPAC members and the Project Team. Comment cards were also provided to share additional thoughts or ideas. Workshop materials are provided as attachments to this summary. Attachments include: ▪ Participant Guide for Activity Stations ▪ Open House Boards ▪ PowerPoint Presentation ▪ Sign In
Activity Station 1: Project Overview	This station provided information about the Comprehensive Plan Update, including an overview of the project and its intended purpose, the stages of a Comprehensive Plan update and information about the CPAC and who is facilitating the process.
Activity Station 2: Community Profile	This station provided an overview of current demographic and socioeconomic trends of the Town displayed in charts, tables and infographics. An overview of the current land use, zoning, agricultural districts, environmental resources, transportation and property ownership were illustrated in maps. Existing Conditions maps are available at https://rotterdamnyplan.com/maps-reports/.
Activity Station 3: Community Vision	The Vision station provided an opportunity for participants to share their Vision for the Town of Rotterdam over the next 5, 10 and 20 years. ***Ideas expressed through this exercise include (in no particular order):*** ▪ Large town park; gathering for community; concert area ▪ Have a sense of Town center ▪ Mall refresh; west end grocery; small business along Mohawk ▪ Hi-rise development along Curry Road ▪ Mixed land use for commercial development ▪ Dog friendly areas & parks

	▪ Less apartments, more green energy ▪ Bring Rotterdam Mall back to life ▪ Urban farming ▪ Rotterdam "A family place to live"
Activity Station 4: Community Hot Spots	Participants used stickers representing a variety of activities to identify the places they go in the community and what they are doing there. The activities represented education, religious & spiritual, shopping, recreation, socializing, dining, and neighborhood. The following highlights locations for where attendees gather most: **Education:** common locations include the Rotterdam Public Library, Mohonasen High School and Schenectady Community College. **Recreation:** attendees gather for recreation in a number of different locations throughout the Town, including the Moccasin Kill County Sanctuary, Plotter Kill County Nature Preserve, Jefferson Elementary School, Schalmont High School and Fiero Park. Based on the information provided by attendees, there was no distinguishable cluster for recreational activities in the Town. **My Neighborhood:** The majority of attendees who provided input at Station 4 live in the eastern portion of Town. Fewer attendees were from the western portions of Town, but some neighborhoods, including Rotterdam Junction and Lower Rotterdam were represented. **Shopping:** Shopping opportunities tended to be clustered in the eastern portion of Town near the Five Corners area and the Rotterdam Mall. **Dining:** A distinct cluster for dining options was not as clear through this exercise, though most dining options also correlate with areas for shopping and are primarily present in the eastern portion of Town. The only dining option noted in western Rotterdam was in the Lower Rotterdam area along Route 5S. **Religious & Spiritual:** Attendees noted two areas for Religious and Spiritual area. including Our Lady of Peace Church on Princetown Road and Sonrise Bible Church on Dunnsville Road. **Socializing**: Only one participant noted an area for socializing, located at the Five Corners region of Town.

Activity Station 5: Planning Across Generations	This station encouraged participants to share their insight about generational needs. Generations tend to share similar characteristics and have similar needs for services, housing, shopping, learning, healthcare, transportation. The generations are categorized by birth year and include Traditionalists or Silent Generation: Born 1945 and before; Baby boomers: Born 1946- 1964; Generation X: Born 1965- 1976; Millennials or Generation Y: Born 1977- 1995; and Generation Z: Born after 1996. Common themes identified in multiple generations include: **Traditionalists or Silent Generation: Born 1945 and before:** ▪ Senior transportation ▪ Grocery store on west side of town **Baby boomers: Born 1946- 1964:** ▪ I agree with market on west side of Town ▪ Green energy mandated on all new government buildings and a move to make private homes green ▪ Grocery store closer ▪ Five Corners improved old CVS. Tear down to be shovel ready ▪ Old building at Five Corners – a new restaurant ▪ Playground for Rotterdam Junction/Pattersonville ▪ More retail shopping ▪ Anchor store for shopping **Generation X: Born 1965- 1982:** ▪ Grocery store on west side of Town-Viaport ▪ Cell phone tower ▪ Market ▪ Moratorium on apartments – no more ▪ Small, functional park area ▪ Local market ▪ Restaurants along Mohawk ▪ Sidewalk on Curry Road ▪ Road work on Route 7/Duanesburg Road ▪ Sidewalks on Curry Road **Millennials or Generation Y: Born 1983- 2001;** ▪ Pause apartment growth until further studies on infrastructure ▪ Grocery store on west side, near Viaport ▪ Dog friendly facilities and dog park ▪ Walkable streets ▪ More/better street lighting

	Generation Z: Born after 2002; ▪ Chipotle ▪ More opportunities for involvement in local government, i.e. internships ▪ Olive Garden ▪ Do something with the Mall ▪ Sidewalks ▪ Panera Bread ▪ Mental health services!!! ▪ Better roads ▪ More street lights ▪ Chic-fil-a ▪ Better Senior Center
Activity Station 6: Challenges & Opportunities	This station encouraged participants to share their insight about challenges and opportunities for the Town. **Challenges identified by participants include (in no particular order)** ▪ Need cell service in west Rotterdam ▪ Water recharge area – No more building! ▪ Grocery store in Rotterdam ▪ More businesses in Rotterdam ▪ Closer Senior Center ▪ Merge school districts (why two in one town?) ▪ Less apartment complexes ▪ Less condos ▪ More opportunities for work ▪ Route 7 road fixed! ▪ Grounds upkeep at the old nursing home on Hamburg Street ▪ The Town looks ugly ▪ Traffic ▪ Property upkeep ▪ Enforcement of laws ▪ Control small pockets of solar units similar to Princetown ▪ Traffic ▪ Sidewalks needed in all commercial areas for their staff to get to work (especially at height of shift). ▪ Better Enforcement of code violations ▪ Sidewalks on Curry Road ▪ Fix roads by schools (make safer) ▪ Number “x” amount of apartment units to require “y” greenspace onsite ▪ Rotterdam Junction left behind. Need to integrate; improve community on projects; holistic view on projects ▪ Park in Junction

	▪ More Parks ▪ Buffer/transition zones between business and retail zones ▪ Fill vacant stores at Five corners, Rotterdam Mall, Hamburg Street ▪ Areas of very poor property upkeep ▪ You have playing fields and sports fields but not real parks with picnic tables, grass, trees and paths ▪ More Parks or bigger parks **Opportunities identified by participants include (in no particular order):** ▪ Promote water supply – economic development ▪ CDTC ▪ Promote authentic restaurants like Little Italy in Schenectady ▪ Promote three exists on Thruway ▪ Promote variety of housing options ▪ Transit hub ▪ Community as a whole ▪ Family Oriented ▪ The community ▪ Locks and River frontage ▪ Good hiking trails ▪ Rural feel but close to everything ▪ Natural beauty at the west end
Activity Station 7: Idea Station	At the Idea Center, participants were asked to share ideas about a variety of topic areas such as recreation, open space and the environment, history, culture and education, infrastructure, transportation and mobility, economic development and community character, neighborhoods and housing types. The following is a summary of comments received at the Idea Station: ***Input received about recreation, open space and the environment include (in no particular order):*** ▪ Walking path Memorial Park ▪ Sidewalks on major transportation routes ▪ Bike lanes on more roads or wider shoulders ▪ Town park with sports facilities, picnic area, trails, entertainment area ▪ More green space throughout Town ▪ Scotia – Freedom Park concerts; Schenectady – Central Park concerts; Rotterdam…? ▪ A real park, not playing fields ▪ Community center

	▪ Stop spot zoning and creating "special" zoning that benefits developers and hurts residents that live/buy in Ag/R1 zones! ▪ Large Town park, more comprehensive ▪ Extend the Long Path hiking trail ▪ Large Town park ▪ Address issues of light pollution ▪ Large Town park on west side of town, sports fields, dog park, trails ***Input received about infrastructure include (in no particular order):*** ▪ Sewers ▪ Upgrade water mains ▪ Sewer developed areas of Town ▪ End exclusive agreement with spectrum/TWC ▪ Need to fill vacant building infrastructure sewer line ▪ Internet communication – FIOS ▪ More lighting ▪ Regional wastewater treatment in Schenectady County ▪ FIOS – end Spectrum monopoly ▪ Supermarket on West side of Town ▪ Frequent water main breaks ▪ Constantly experiencing water main breaks ▪ Compostable toilets – manure can be valuable ▪ Adaptation of energy efficient, environmentally friendly, carbon conscious building requirements for future residential/commercial building ▪ New building is excessive to our present water, sewer, police, fire ▪ Update water and sewer, get rid of septic systems ▪ Extend water and sewer; eliminate septic tanks; protect our groundwater ***Input received about transportation and mobility (bicycles, pedestrians, vehicles, transit, accessibility and connectivity, etc.) include (in no particular order):*** ▪ Sidewalks on Curry Road; fix roads ▪ Not a walking place from home to services ▪ Sidewalks ▪ Promote access to the bike trail ▪ Roundabout at Five Corners ▪ Protected bike lanes ▪ Complete streets policy ▪ Benches at bus stops and trash cans ▪ LED street lighting ▪ Wide shoulders where sidewalks are not available for walking/running/biking

	▪ Traffic on Curry Road; sidewalks ▪ Bicycle lanes on major roads ▪ Need a traffic circle (roundabout) at the Five Corners ▪ Yes – a traffic circle at Five Corners ▪ Need sidewalks on Kellar Avenue ▪ Sidewalks ▪ Large park; paths/bike trails ***Input received about history, culture and education include (in no particular order):*** ▪ Take advantage of rich Erie Canal historical sites ▪ Museum of Town history ▪ Promote waterfront – Mohawk River/land/history/park/gathering ▪ Consolidate school districts ▪ Have history lessons on Revolutionary War and our involvement ***Input received about economic development (retail, commercial, business) include (in no particular order):*** ▪ Encourage small businesses ▪ Grocery store on west side of Town ▪ Zone – commercial areas – Don't spot zone commercial in A-1, R-1 ▪ Need to draw more entertainment venues, restaurants ▪ No more spot zoning ▪ Need real jobs ▪ Any plans for land – North side of Route 7 (Burdeck Street to I-88) ▪ Need stores for retail shopping ▪ Fill and expand Rotterdam Industrial Park ***Input received about community character, neighborhoods and housing include (in no particular order):*** ▪ No new development without requiring sidewalks ▪ Stop taxing our sewer system and water system with apartment complexes ▪ No more "ugly" apartment complexes ▪ No more apartments! ▪ Need a Town Center – too disjointed ▪ Transitional housing rental, homeowners, elderly in one spot ▪ No more apartment buildings 3 plus stories, ruining Town character; too much traffic

Activity Station 8: Other Thoughts and Ideas	This station included an opportunity for any additional thoughts and ideas. The thoughts shared are listed below: ▪ Age friendly policy
Presentation	The presentation included a welcome introduction by Project Manager, Jaclyn Hakes from MJ Engineering and Land Surveying, P.C. (MJ). Ms. Hakes also recognized, Peter Comenzo, Senior Planner, Town of Rotterdam representative, the CPAC and the project team. Ms. Hakes lead an overview of the Comprehensive Plan process which included project goals, scope, process, and schedule. The presentation also included a review of the next steps for the project and how the public can stay involved. Attendees were encouraged to continue sharing ideas at the activity stations after the presentation to provide their input and vision for Rotterdam. For more information please visit: www.RotterdamNYPlan.com Written comments can be sent to: RotterdamNYPlan@gmail.com
Input Provided on Written Comment Cards	In addition to gathering input via maps and station boards, participants had the opportunity to provide input on written comment forms. Below is a list of written comments received: ▪ For Station 4, add stickers for place of employment ▪ Excellent presentation and look forward to the upcoming meetings/updates. Keep us informed, engaged and follow through! ▪ Fewer apartment complexes ▪ ShopRite at Mall ▪ Aldi's at Five Corners A comment card for children was developed to gather input from the younger generation of Town Residents and included two prompt questions. The questions and comments received follows: **What do you like best about the Town?** ▪ Our Town is safe **What do you think needs to be fixed in the Town?** ▪ No mean anymore

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andrew Gillcrist, MJ Engineering and Land Surveying, P.C.

cc: CPAC, Town Planning & Zoning Department, Website

Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

MEETING SUMMARY

PURPOSE: **Public Open House & Visioning Workshop #2**

DATE/TIME: **February 27, 6:30-8:30 PM**

LOCATION: **Fire District #1, 1215 Main Street, Rotterdam Junction, NY**

ATTENDEES: **See Attached Sign-in**

Agenda Item	Discussion
Overview	The Town of Rotterdam is updating its 2001 Comprehensive Plan to reflect the needs of today and identify a vision for the future. The Comprehensive Plan will create a framework for the future for a range of topic areas including but not limited to land use, economic development, infrastructure, transportation, neighborhoods, the environment and housing. On Thursday, February 27, 2020 the Comprehensive Plan Advisory Committee (CPAC) held the second public open house and visioning workshop for the Town Comprehensive Plan update. The event was held from 6:30-8:30 PM at Fire District #1, 1215 Main Street, Rotterdam Junction. Over 45 residents, property owners, business owners, and other stakeholders participated in the event. The schedule included: 6:30 PM to 7:00 PM – Open House 7:00 PM to 7:15 PM – Presentation by Consultant Team 7:15 PM to 8:30 PM – Open House The open house component of the event allowed participants to informally walk through nine (9) activity stations to learn about the project at their own pace and provide input and ideas about the community. A Participant Guide was provided to guide attendees through the stations.

	The activity stations included: Station 1 – Project Overview Station 2 – Community Profile Station 3 – Community Vision Station 4 – Community Hot Spots Station 5 – Planning Across Generations Station 6 – Challenges and Opportunities Station 7 – Idea Station Station 8 – Survey Station Station 9 – Other Thoughts and Ideas Additionally, participants had the opportunity to speak with Town staff, CPAC members and the Project Team. Comment cards were also provided to share additional thoughts or ideas. Workshop materials are provided as attachments to this summary. Attachments include: ▪ Participant Guide for Activity Stations ▪ Open House Boards ▪ PowerPoint Presentation ▪ Sign In
Activity Station 1: Project Overview	This station provided information about the Comprehensive Plan Update, including an overview of the project and its intended purpose, the stages of a Comprehensive Plan update and information about the CPAC and who is facilitating the process.
Activity Station 2: Community Profile	This station provided an overview of current demographic and socioeconomic trends of the Town displayed in charts, tables and infographics. An overview of the current land use, zoning, agricultural districts, environmental resources, transportation and property ownership were illustrated in maps. Existing Conditions maps are available at https://rotterdamnyplan.com/maps-reports/.
Activity Station 3: Community Vision	The Vision station provided an opportunity for participants to share their Vision for the Town of Rotterdam over the next 5, 10 and 20 years. ***Ideas expressed through this exercise include (in no particular order):*** ▪ Update sidewalk and lighting in Rotterdam Junction Hamlet ▪ Participate with economic growth using a “new” corridor featuring hotel accommodations and food service – tie into Rivers Casino access

	▪ Future needs – public bandstand or stadium for celebrating events related to Town groups, education facilities and seniors ▪ Open more senior citizens annexes
Activity Station 4: Community Hot Spots	Participants used stickers representing a variety of activities to identify the places they go in the community and what they are doing there. The activities represented education, religious & spiritual, shopping, recreation, socializing, dining, and neighborhood. The following highlights locations for where attendees gather most: **Education:** Participants indicated clusters of activity for education in the areas around Schalmont Middle and High Schools, Jefferson Elementary School and Rotterdam Public Library. **Recreation:** Participants indicated clusters of activity for recreation in the areas around Jefferson Elementary School, Lock 8 Park, Rotterdam Kiwanis Park and Woestina Park. **My Neighborhood:** Participants indicated various neighborhood affiliations, including Rotterdam Junction and areas near Pangburn Road, The I-90 and I-890 interchange and the area between Dunnsville Road and I-90. **Shopping:** Participants indicated where they shop in areas including Rotterdam Junction, Via Port and Hannaford Plaza off Altamont Avenue, **Dining:** Participants indicated several locations where they dine, including Rotterdam Junction. Rotterdam Kiwanis Park, near the intersection of Curry Road and Guilderland Avenue and on Carmen Road near Leonard C. White Park. **Religious & Spiritual:** Areas noted for religious and spiritual hot spots include Rotterdam Junction
Activity Station 5: Planning Across Generations	This station encouraged participants to share their insight about generational needs. Generations tend to share similar characteristics and have similar needs for services, housing, shopping, learning, healthcare, transportation. The generations are categorized by birth year and include Traditionalists or Silent Generation: Born 1945 and before; Baby boomers: Born 1946- 1964; Generation X: Born 1965-1976; Millennials or Generation Y: Born 1977- 1995; and Generation Z: Born after 1996.

	Common themes identified in multiple generations include: **No comments received**
Activity Station 6: Challenges & Opportunities	This station encouraged participants to share their insight about challenges and opportunities for the Town. **No comments received**
Activity Station 7: Idea Station	At the Idea Center, participants were asked to share ideas about a variety of topic areas such as recreation, open space and the environment, history, culture and education, infrastructure, transportation and mobility, economic development and community character, neighborhoods and housing types. The following is a summary of comments received at the Idea Station: ***Input received about recreation, open space and the environment include (in no particular order):*** ▪ Recreation – A town indoor recreation center would benefit town residents and other groups. Other groups would be local youth sports organizations, the local ***Input received about infrastructure include (in no particular order):*** ▪ My well water has methane gas in it. Does anyone care? Can we frack the land for it? ▪ I have no sewer, no municipal water. 160 floods to the I90 overpass. ▪ Infrastructure is a definite need. Especially water and the pumps to get it to residents ▪ Expand the sewer system and expand the filtration plant to accommodate the expansion ▪ ***Input received about transportation and mobility (bicycles, pedestrians, vehicles, transit, accessibility and connectivity, etc.) include (in no particular order):*** ▪ Bike trail needs bathrooms ▪ Rotterdam Junction area needs to provide signage and other information to direct to public bathroom facilities and water ***Input received about history, culture and education include (in no particular order):*** ***Input received about economic development (retail, commercial, business) include (in no particular order):***

	Input received about community character, neighborhoods and housing include (in no particular order): ▪ No comments received
Activity Station 8: Other Thoughts and Ideas	This station included an opportunity for any additional thoughts and ideas. The thoughts shared are listed below: ▪ No comments received
Presentation	The presentation included a welcome introduction by Project Manager, Jaclyn Hakes from MJ Engineering and Land Surveying, P.C. (MJ). Ms. Hakes also recognized, Peter Comenzo, Senior Planner, Town of Rotterdam representative, the CPAC and the project team. Ms. Hakes lead an overview of the Comprehensive Plan process which included project goals, scope, process, and schedule. The presentation also included a review of the next steps for the project and how the public can stay involved. Attendees were encouraged to continue sharing ideas at the activity stations after the presentation to provide their input and vision for Rotterdam. For more information please visit: www.RotterdamNYPlan.com Written comments can be sent to: RotterdamNYPlan@gmail.com
Input Provided on Written Comment Cards	In addition to gathering input via maps and station boards, participants had the opportunity to provide input on written comment forms. Below is a list of written comments received: ▪ No comments received A comment card for children was developed to gather input from the younger generation of Town Residents and included two prompt questions. The questions and comments received follows: **What do you like best about the Town?** ▪ No comments received **What do you think needs to be fixed in the Town?** ▪ No comments received

This meeting summary conveys our understanding of the items discussed and input received. Please forward any additions, corrections and/or questions to my attention.

Submitted by: Andrew Gillcrist, MJ Engineering and Land Surveying, P.C.

cc: CPAC, Town Planning & Zoning Department, Website



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

ONLINE COMMUNITY SURVEY SUMMARY

Town of Rotterdam Comprehensive Plan Update

Online Community Survey Summary

Survey Overview

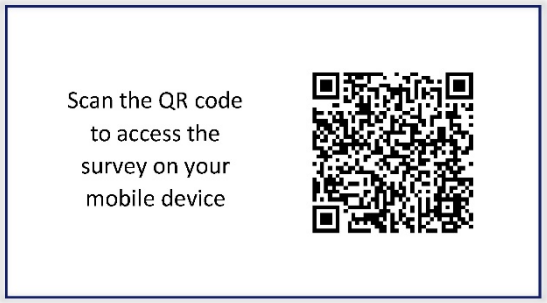
The Town is updating its 2001 Comprehensive Plan to reflect the needs of today and identify a vision for the future. The Comprehensive Plan will create a framework for the future for a range of topic areas including but not limited to land use, economic development, infrastructure, transportation, neighborhoods, the environment and housing.

The purpose of the online survey was to gather input from community members, business owners and other stakeholders about the Town of Rotterdam. The information gathered will help to inform the overall vision, goals and strategies for the town and help shape the Comprehensive Plan update.

The survey was created and distributed using Survey Monkey and went live on February 27, 2020. The survey remained open until April 1, 2020 and received a total of 223 responses.

The survey was advertised on several platforms, including the Rotterdam Comprehensive Plan project website, Town website and social media and through a press release that was distributed prior to and during the survey period. Information and links to the survey were also distributed on flyers and business cards which included Quick Response (QR) code so respondents could access the survey directly on their smartphone or tablet.





Data Limitations

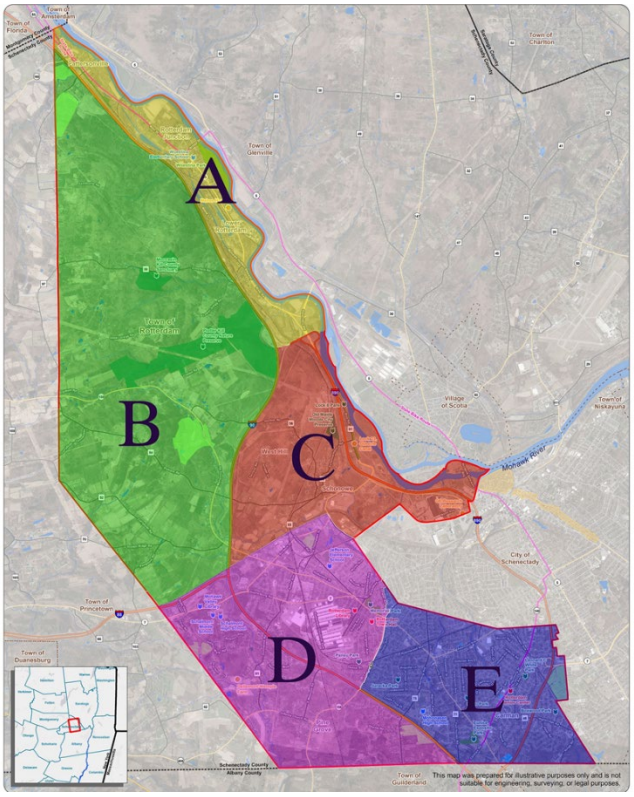
The survey is one of several public engagement activities to help identify needs and opportunities in the Town of Rotterdam. The responses to the survey are self-selecting and are not statistically valid. The survey alone cannot be used to find the "answer" or "solution" but can assist in providing direction for the Comprehensive Plan effort.

Survey Topic Areas

The survey was categorized into several topic areas to focus the questions. The survey topic areas include Demographic and Background Information, The Places We Gather, The Way Land is Used and The Future. Following is a description of each topic area.

Demographic and Background Information

The demographic information focused on who is taking the survey. Understanding the age and general location of respondents can help inform how to address the needs of the community. Furthermore, knowing that responses are representative of a variety of respondents can assist in decision making that incorporates all members of the community.



The Places We Gather

This section of the survey focused on the places that residents and visitors go for dining, shopping, entertainment and recreation. For these questions, respondents were shown a map of the Town divided into five regions. Survey respondents were then asked to select the regions that they frequent most for dining, shopping, entertainment and recreation.

The Way Land Us Used

In this section of the survey, respondents were presented with a table of various land uses in the Town and asked if they would encourage or discourage those land use types in the Town. Respondents also had the opportunity to provide open ended responses to questions that relate to the way land is used, including where retail/commercial growth should be directed in the town, where residential growth should be directed in the town and other land uses that would be encouraged or discourage in the town.

The Future

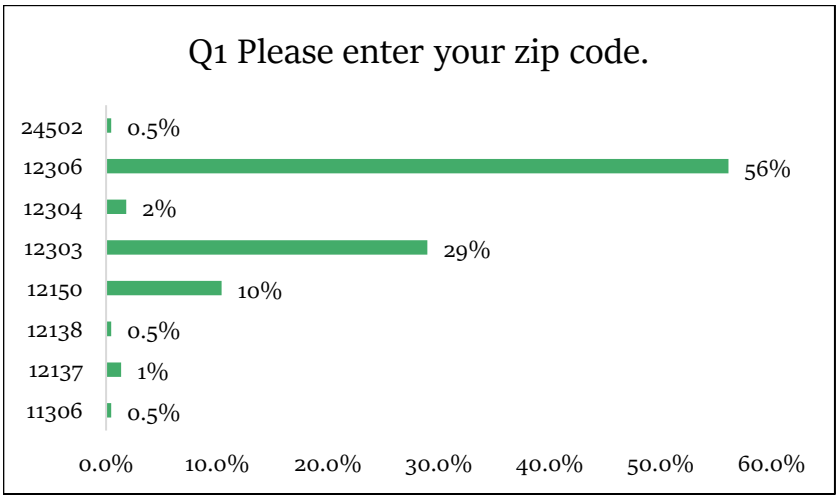
In the final section of the survey, respondents were asked several questions related to the future vision for the town. This included what their ideal vison for the town is in the next 5, 10 or 20 years, major challenges to overcome in the future and significant opportunities for the town.

Survey Highlights

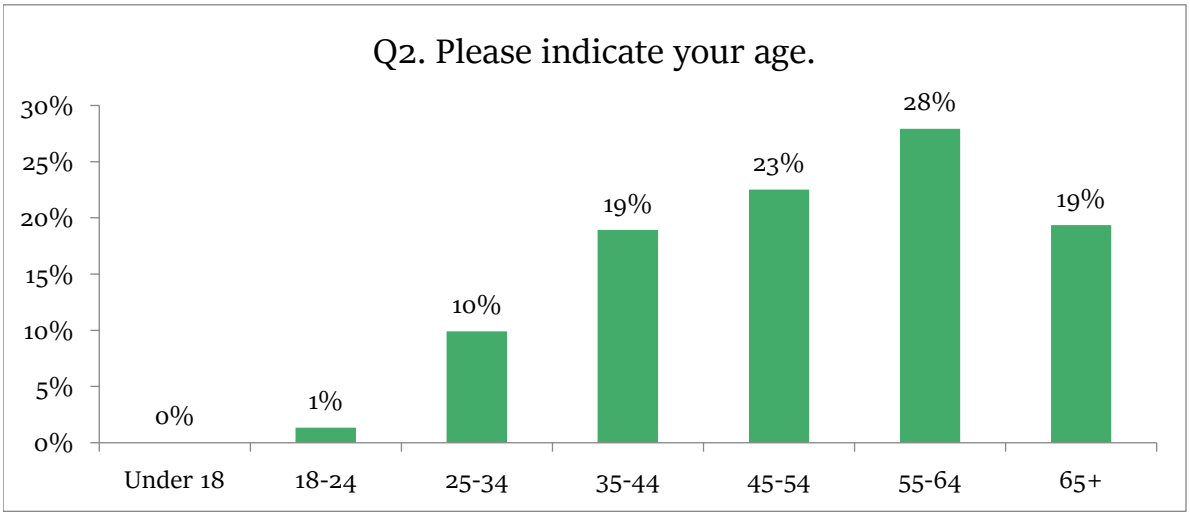
The following is a brief highlight of survey findings from each section of the survey. For a full summary of findings see the attached survey questions and answers.

Demographic and Background Information

Question 1 (Q1) of the survey asked respondents to indicate their zip code. Of the 221 responses to Q1, eight zip codes were represented, including 11306, 12137, 12138, 12150, 12303, 12304, 12306 and 24502. Most responses originated from the 12306 area, representing 56% of responses, followed by 12303 at 29% of responses and 12150 at 10% of responses.

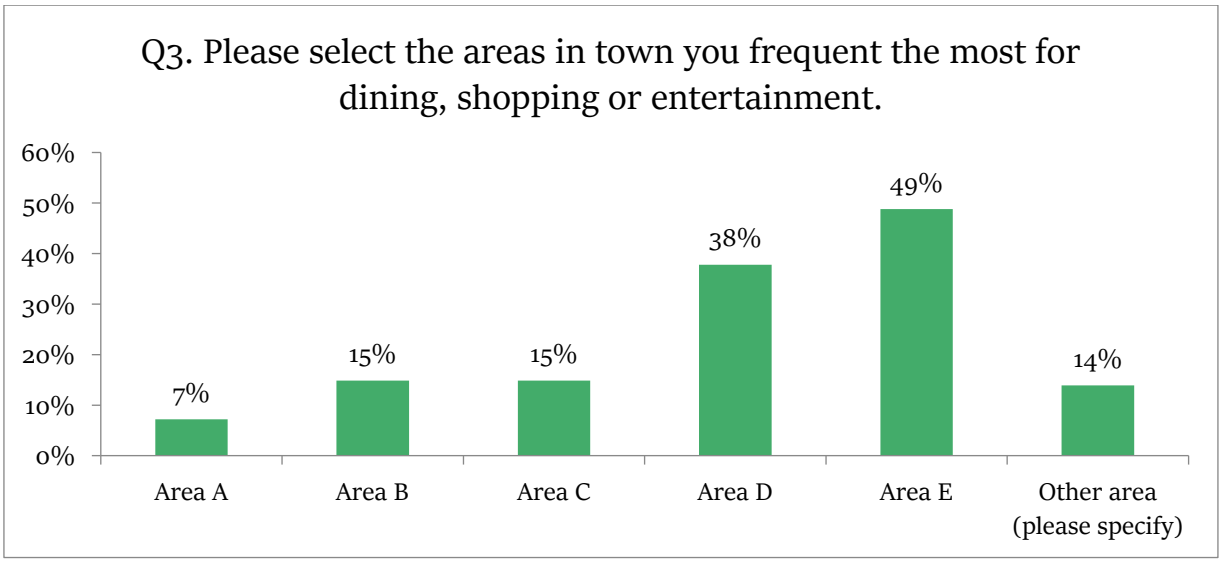


Question 2 (Q2) of the survey asked respondents to indicate their age. The largest respondent age group was the 55-64 age group at 28% of survey respondents. This was followed by the 45-54 age group at 23% and the 35-44 and 65+ groups, both at 19% of respondents.

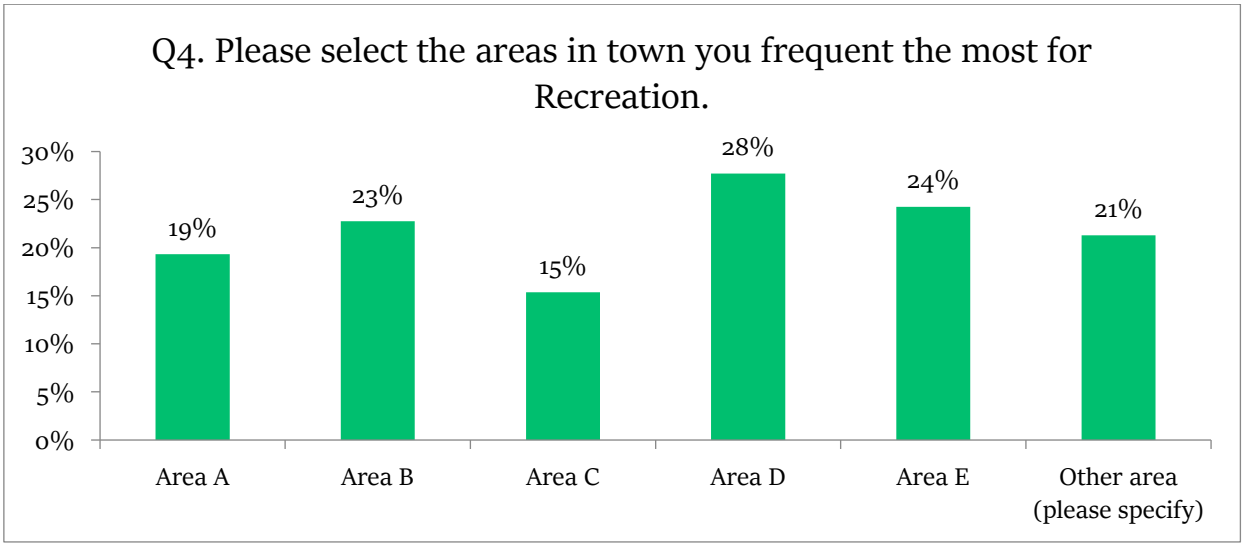


The Places We Gather: Dining, Shopping and Entertainment

Question 3 (Q3) asked respondents to select the areas they frequent most for dining, shopping and entertainment and were presented with a map of the town divided into five regions labeled A through E. The majority of respondents to this question selected Area E at 49% of responses, followed by Area D at 38% and Areas B and C were tied at 15% of responses. About 14% of respondents selected Other and indicated a range of other areas throughout the Capital Region that they frequent for Dining, Shopping and Entertainment. These areas include, but are not limited to Colonie, Guilderland, Glenville, Scotia, Albany, Schenectady and Amsterdam.

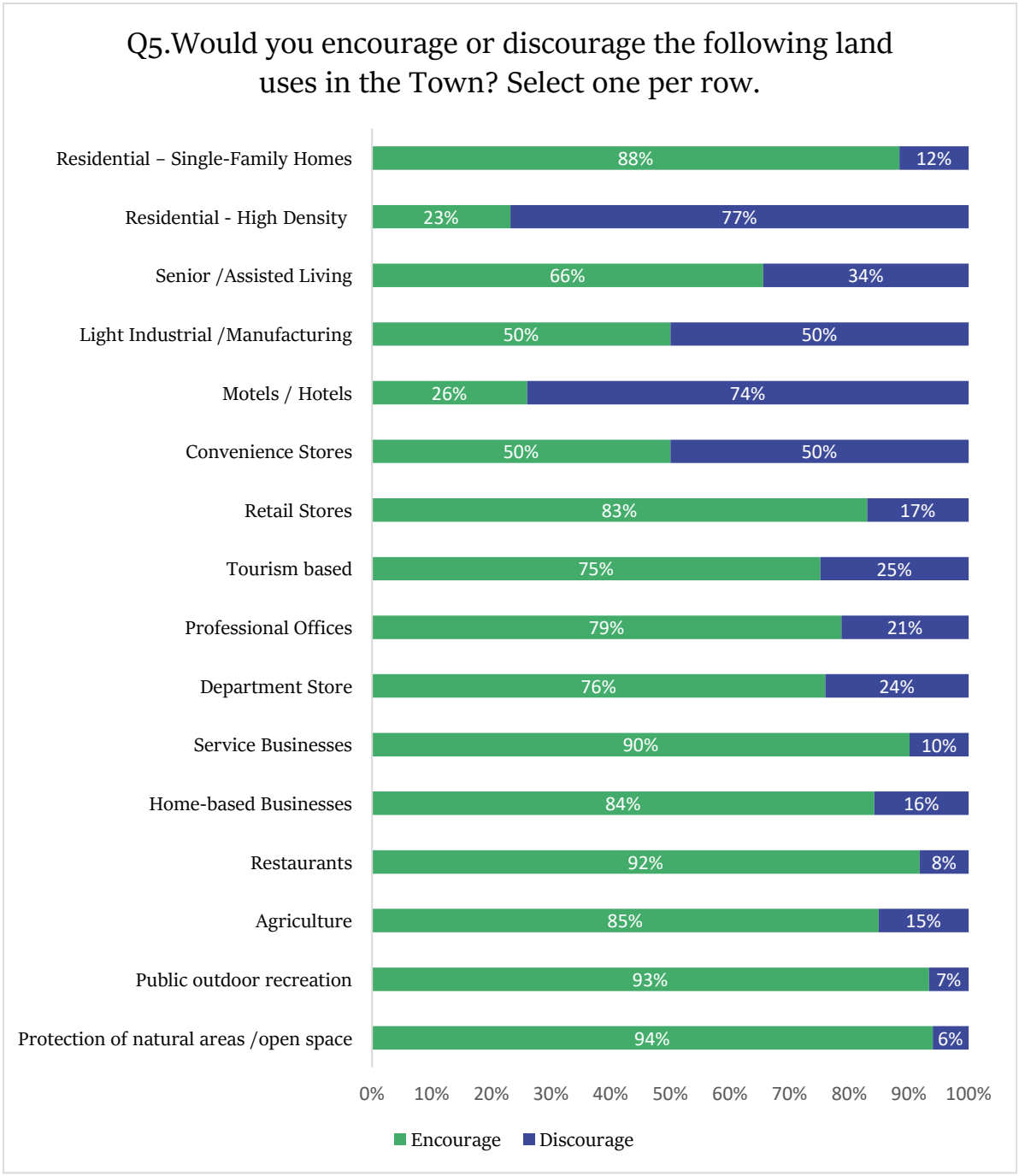


Question 4 (Q4) asked respondents to indicate the areas of town they frequent most for Recreation. Approximately 28% of respondents indicated that the frequent Area D most for recreation, followed by Area E at 24% and Area B at 23%. About 23% of respondents indicated Other as a response and noted location including but not limited to the Crossings in Colonie, Guilderland, downtown Schenectady, Saratoga, Clifton Park and the Adirondacks.



The Way Land is Used

Question 5 (Q5) asked respondents to which land uses they would encourage or discourage in town. The land use that was most encouraged was the protection of natural areas/open space at 94%, followed by public outdoor recreation at 93%, restaurants at 92% and service businesses at 90% of respondents to this question. The most discouraged land uses in town included Residential high density residential at 77% and Hotels/Motels at 74% of respondents to Q5.



Question 6 (Q6) was an open response question that asked what other land uses you would encourage in the Town. The following are common themes that arose from the answers provided. For a full list of responses, see the survey responses attached.

Common Themes:

- More parks and recreational facilities with an emphasis on developing a large, centrally located park.
- More commercial/retail land uses, particularly grocery stores, restaurant and shopping.
- Re-use/redevelopment of existing areas

Question 7 (Q7) was an open response question that asked what land uses you would discourage in the Town. The following are common themes that arose from the answers provided. For a full list of responses, see the survey responses attached.

Common Themes:

- High density residential, including apartments, condominiums and high-rise structures.
- Some commercial uses, such as auto parts stores, convenience stores, banks and pharmacies.
- Industrial development

Question 8 (Q8) asked where commercial/retail growth should be directed within the Town. The following are common themes that arose from the answers provided. For a full list of responses, see the survey responses attached.

Common Themes:

- Five Corners area
- Via Port Mall
- Curry Road and Altamont Avenue
- Reuse of abandoned and vacant areas
- Western portion of Town

Question 9 (Q9) asked where residential growth should be directed within the Town. The following are common themes that arose from the answers provided. For a full list of responses, see the survey responses attached.

Common Themes:

- Western Rotterdam
- In existing residential areas
- Encourage better property maintenance and rehabilitation of structures rather than new residences.
- Encourage the construction of single-family homes as opposed to apartments

The Future

Question 10 (Q10), asked respondents to describe their ideal vision of Rotterdam in 5, 10 or 20 years? The following are common themes that arose from the answers provided. For a full list of responses, see the survey responses attached.

Common Themes:

- A safe community with a strong economy
- A more vibrant community with public recreation spaces that is welcoming to new businesses
- A more walkable community and an improved streetscape
- Better sense of community
- Balance of residential areas, shopping, dining and entertainment while maintaining natural areas and greenspace
- A thriving and active town

Question 11 (Q11) asked respondents to identify the top three concerns or challenges for Rotterdam. Following is a highlight of common responses provided. For a full list of responses, see the survey responses attached.

Common responses:

- Taxes too high
- Lack of commercial/retail businesses
- Property maintenance
- Too many apartments

- Infrastructure concerns related to water/sewer and road conditions
- Traffic congestion
- No sense of community
- Walkability/pedestrian infrastructure
- Lack of a large centralized park facility

Question 12 (Q12) asked respondents to identify the top three opportunities for Rotterdam. Following is a highlight of common responses provided. For a full list of responses, see the survey responses attached.

Common responses:

- Commercial growth
- Access via major transportation networks
- Industrial Park
- Via Port Mall property
- Riverfront access
- Stable population via residential neighborhoods
- Agricultural opportunities
- Great schools

Town of Rotterdam Community Survey

Welcome!

Thank you for participating in the Rotterdam Community Survey.

The Town is updating its 2001 Comprehensive Plan to reflect the needs of today and identify a vision for the future. The Comprehensive Plan will create a framework for the future for a range of topic areas including but not limited to land use, economic development, infrastructure, transportation, neighborhoods, the environment and housing.

The purpose of this survey is to gather input from community members, business owners and other stakeholders about Rotterdam. This information will help inform the overall vision, goals and strategies for the town and help shape the Comprehensive Plan update.

Please note that the survey represents just one of several public engagement activities for public comment about the corridor. Survey respondents are self-selecting and the responses are not statistically valid but can still assist in providing direction.

The information provided cannot be used to identify you and survey responses are kept anonymous.

Q1 Please enter your zip code.

Answered: 222 Skipped: 1

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	222
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

#	NAME	DATE
	There are no responses.	

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
	There are no responses.	

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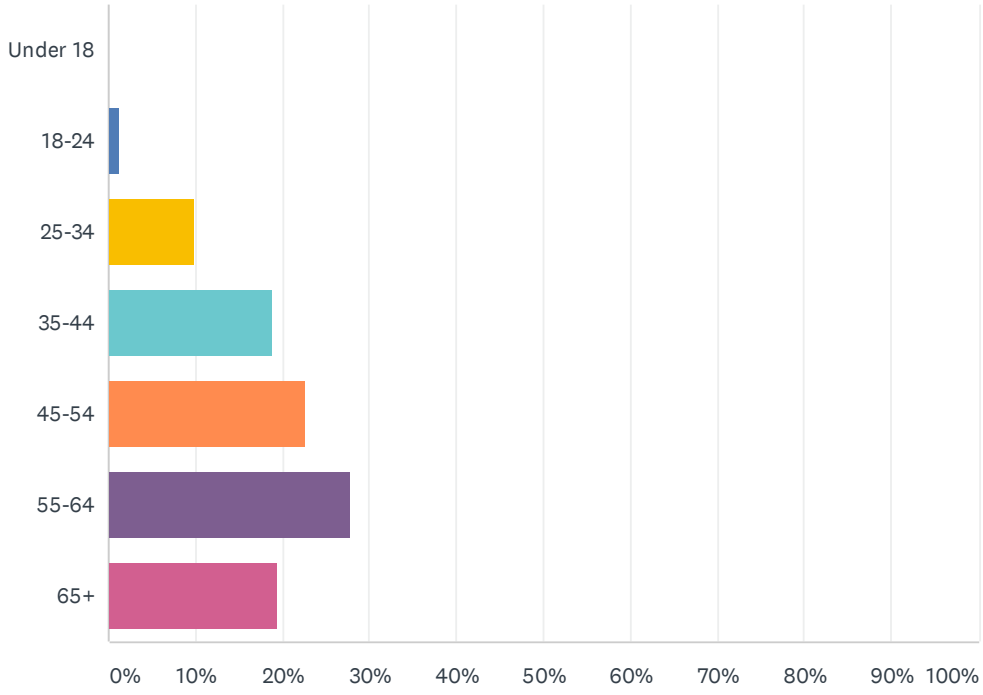
#	COUNTRY	DATE
	There are no responses.	

#	EMAIL ADDRESS	DATE
	There are no responses.	

#	PHONE NUMBER	DATE
	There are no responses.	

Q2 Please indicate your age.

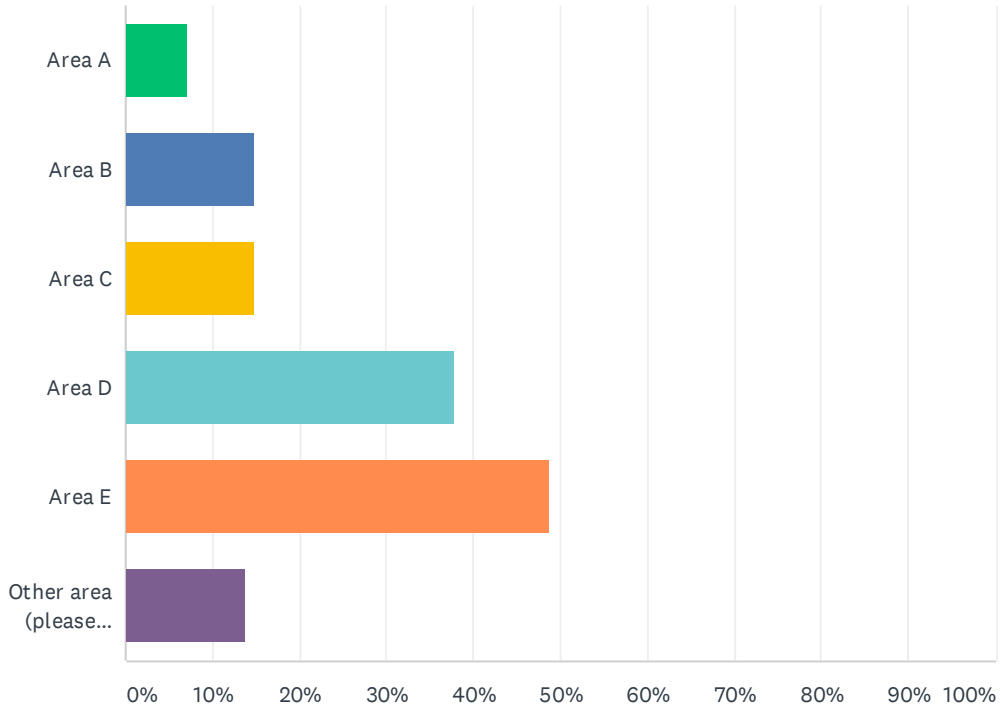
Answered: 222 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.35%	3
25-34	9.91%	22
35-44	18.92%	42
45-54	22.52%	50
55-64	27.93%	62
65+	19.37%	43
TOTAL		222

Q3 Please select the areas in town you frequent the most for dining, shopping or entertainment.

Answered: 209 Skipped: 14

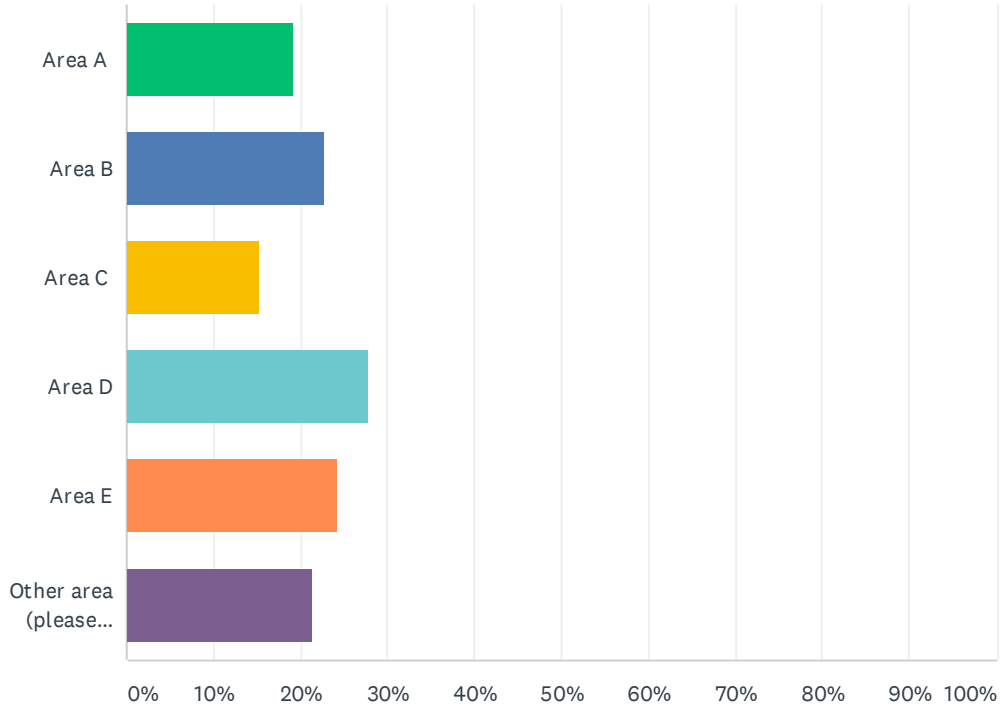


ANSWER CHOICES	RESPONSES	
Area A	7.18%	15
Area B	14.83%	31
Area C	14.83%	31
Area D	37.80%	79
Area E	48.80%	102
Other area (please specify)	13.88%	29
Total Respondents: 209		

#	OTHER AREA (PLEASE SPECIFY)	DATE
1	Latham or Colonie	3/31/2020 7:13 PM
2	West (not sure how to read this map)	3/26/2020 5:52 PM
3	I usually dine outside of Rotterdam. Armondo’s is the one restaurant that we enjoy.	3/6/2020 10:25 PM
4	Guilderland	3/6/2020 7:53 AM
5	I leave and head to Guilderland to shop and Schenectady to eat	3/6/2020 7:45 AM
6	can't see clearly the map areas - propably B	3/4/2020 8:37 PM
7	colonie, glenville, latham	3/3/2020 5:01 PM
8	other towns because we only have a few places available in town	3/3/2020 12:25 PM
9	cannot tell where these locatins are	3/3/2020 9:49 AM
10	Outside of town	3/3/2020 6:55 AM
11	No	3/2/2020 11:05 PM
12	Albany county	3/2/2020 10:15 PM
13	Downtown Schenectady	2/29/2020 9:08 PM
14	Schenectady	2/29/2020 2:49 PM
15	Schenectady, Colonie	2/29/2020 12:10 PM
16	Schenectady NY	2/29/2020 11:44 AM
17	Outside of Rotterdam	2/29/2020 9:35 AM
18	Schenectady, Glenville	2/29/2020 8:14 AM
19	We leave Rotterdam for all of those	2/28/2020 10:22 PM
20	Not much in Rotterdam	2/28/2020 8:43 PM
21	Not rotterdam	2/28/2020 8:08 PM
22	I have no idea by looking at this map. You should have labeled the selections w street names or neighborhoods	2/28/2020 5:40 PM
23	Altamont ave	2/28/2020 4:58 PM
24	Amsterdam, NY	2/28/2020 3:19 PM
25	Schenectady	2/28/2020 10:47 AM
26	only 1 place near me , wish we had more places near	2/28/2020 10:37 AM
27	12302, Scotia	2/28/2020 7:52 AM
28	Albany	2/28/2020 7:38 AM
29	Scotia/Glenville	2/28/2020 7:35 AM

Q4 Please select the areas in town you frequent the most for Recreation.

Answered: 202 Skipped: 21



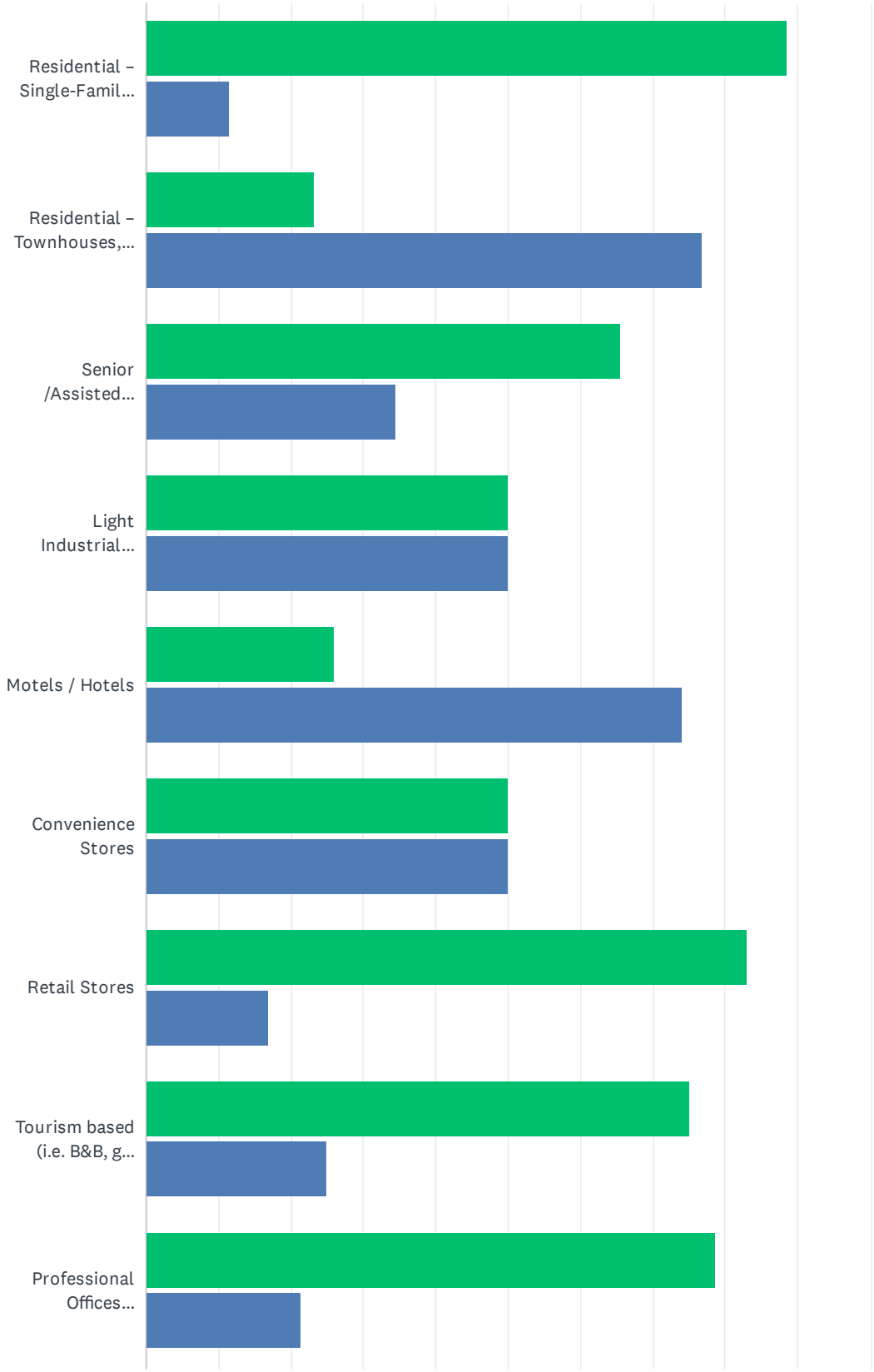
ANSWER CHOICES	RESPONSES	
Area A	19.31%	39
Area B	22.77%	46
Area C	15.35%	31
Area D	27.72%	56
Area E	24.26%	49
Other area (please specify)	21.29%	43
Total Respondents: 202		

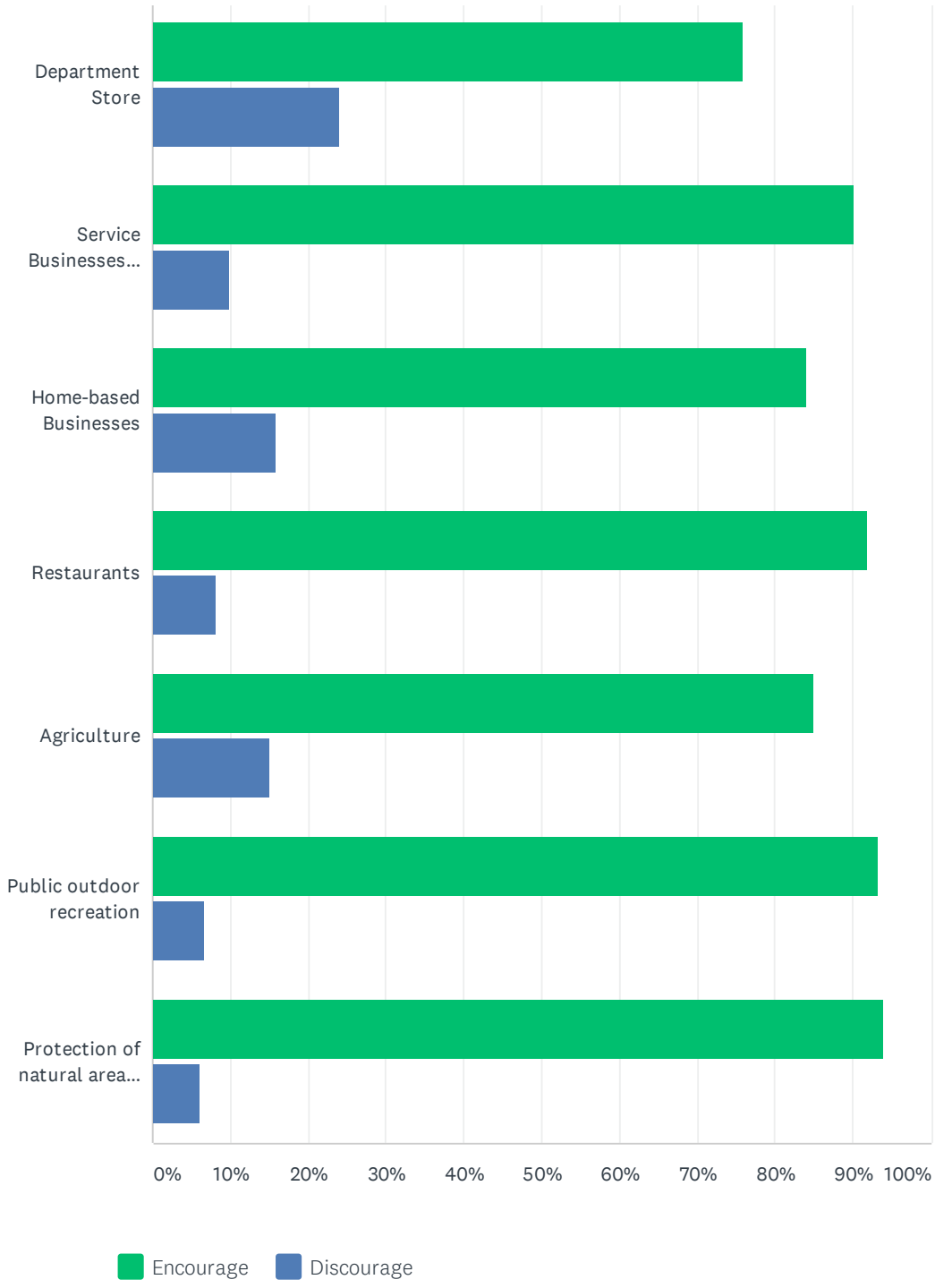
#	OTHER AREA (PLEASE SPECIFY)	DATE
1	Movies	3/29/2020 7:27 PM
2	Do not	3/27/2020 6:44 PM
3	The Crossings	3/27/2020 4:19 PM
4	None of the above	3/27/2020 6:50 AM
5	We love parks, but don’t find any of the Rotterdam parks to be like others found in Scotia, Guilderland or Colonie	3/26/2020 7:00 PM
6	Downtown Schdy	3/26/2020 6:28 PM
7	none of the above	3/15/2020 7:30 AM
8	I don’t.	3/13/2020 7:31 AM
9	None....Nothing really to do in Rotterdam! Schenectady’s Harbour Area and Saratoga have much more going on!	3/6/2020 10:27 PM
10	None	3/6/2020 7:36 PM
11	None	3/6/2020 2:25 PM
12	Don’t really do this at all in the area	3/6/2020 11:36 AM
13	I have no idea how to read this map.	3/6/2020 8:12 AM
14	None	3/6/2020 7:54 AM
15	same as previous	3/4/2020 8:38 PM
16	colonie	3/3/2020 5:02 PM
17	Adirondacks	3/3/2020 1:19 PM
18	Sacandaga	3/3/2020 12:26 PM
19	No place in Rotterdam	3/3/2020 9:53 AM
20	Outside of town	3/3/2020 6:56 AM
21	Colonie	3/3/2020 5:42 AM
22	My backyard or my camp Sacandaga Lake	3/3/2020 1:54 AM
23	No	3/2/2020 11:06 PM
24	schenectady	3/2/2020 10:44 PM
25	N/A	3/2/2020 10:42 PM
26	Saratoga county	3/2/2020 10:15 PM
27	none	3/2/2020 8:48 PM
28	Schenectady	2/29/2020 2:50 PM
29	Sacandaga	2/29/2020 11:45 AM
30	Lake George	2/29/2020 9:54 AM
31	None	2/29/2020 9:35 AM
32	Sacandaga	2/29/2020 8:14 AM
33	No music in Rotterdam	2/28/2020 9:54 PM
34	Colonie	2/28/2020 9:35 PM
35	Colonie	2/28/2020 8:54 PM
36	Not Rotterdam.	2/28/2020 8:08 PM

37	None	2/28/2020 7:35 PM
38	Schenectady	2/28/2020 5:36 PM
39	Outside of the Town.	2/28/2020 5:09 PM
40	don't use	2/28/2020 5:02 PM
41	None	2/28/2020 4:59 PM
42	Out of county	2/28/2020 9:14 AM
43	Clifton park	2/28/2020 9:12 AM

Q5 Would you encourage or discourage the following LAND USES in the Town? Select one per row.

Answered: 185 Skipped: 38




Department Store
Service Businesses...
Home-based Businesses
Restaurants
Agriculture
Public outdoor recreation
Protection of natural area...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Encourage
Discourage

	ENCOURAGE	DISCOURAGE	TOTAL	WEIGHTED AVERAGE
Residential – Single-Family Homes	88.40% 160	11.60% 21	181	1.88
Residential – Townhouses, Condominiums, Apartments (high density residential)	23.20% 42	76.80% 139	181	1.23
Senior /Assisted Living	65.56% 118	34.44% 62	180	1.66
Light Industrial /Manufacturing (i.e. distribution warehouse)	50.00% 91	50.00% 91	182	1.50
Motels / Hotels	25.99% 46	74.01% 131	177	1.26
Convenience Stores	50.00% 89	50.00% 89	178	1.50
Retail Stores	82.97% 151	17.03% 31	182	1.83
Tourism based (i.e. B&B, gift shops)	75.14% 136	24.86% 45	181	1.75
Professional Offices (medical, legal, technology)	78.65% 140	21.35% 38	178	1.79
Department Store	75.98% 136	24.02% 43	179	1.76
Service Businesses (i.e. dry cleaner. bakery)	90.11% 164	9.89% 18	182	1.90
Home-based Businesses	84.18% 149	15.82% 28	177	1.84
Restaurants	91.80% 168	8.20% 15	183	1.92
Agriculture	84.92% 152	15.08% 27	179	1.85
Public outdoor recreation	93.33% 168	6.67% 12	180	1.93
Protection of natural areas /open space	93.99% 172	6.01% 11	183	1.94

Q6 What other land uses would you encourage in the Town? Please provide response below.

Answered: 85 Skipped: 138

#	RESPONSES	DATE
1	Town park	4/1/2020 11:01 AM
2	Type of parks	3/31/2020 9:29 PM
3	sports fields	3/30/2020 11:08 PM
4	More trails more courts and better play grounds	3/30/2020 3:18 PM
5	A senior living community with a swimming pool, gym, pickleball courts, but no hospital type structures like the current plan. You ruined a good thing.	3/30/2020 12:50 PM
6	revitalize what we have	3/28/2020 7:16 PM
7	Neighborhood parks that promote community and healthy lifestyles	3/28/2020 6:09 PM
8	More retail, supermarkets, restaurants and shopping centers that actually recruit and keep good tenants.	3/27/2020 4:26 PM
9	You should consider more land re-use (i.e. the old draper school or the old Schonowe school) for apartments or business offices instead of building new.	3/27/2020 3:00 PM
10	grocery store at the 5 corners end of town	3/27/2020 12:14 PM
11	Leave the land alone please	3/26/2020 9:48 PM
12	We need more community facilities. Also more “destination” business that will bring in revenue.	3/26/2020 7:33 PM
13	Use for a large recreation area like a large town park. Also would encourage more affordable quick service restaurants and other businesses. It’s frustrating to travel to Glenville or Schenectady/Niskayuna to get to a large store like Target or quick restaurants like Panera or Five Guys. Also would appreciate other grocery store options other than Price Chopper and Hannaford, which is only on one side of town.	3/26/2020 7:04 PM
14	Sports facilities Concerts Off road courses	3/26/2020 6:44 PM
15	Supermarket/ grocery store In west rotterdam	3/26/2020 6:32 PM
16	There is no land left in Rotterdam that you can develop with existing infrastructure.	3/26/2020 6:01 PM
17	Parks	3/26/2020 1:19 PM
18	Recreational	3/26/2020 12:11 PM
19	Park	3/26/2020 11:49 AM
20	Cannibas, Solar, Wind Power, Trails	3/24/2020 1:24 PM
21	An outdoor park/community area with music in summer, artisan sales, car shows, maintained by a Rotterdam garden club.	3/22/2020 8:58 PM
22	Mixed use: residential/small business	3/20/2020 9:22 AM
23	Retail - open air mall like shopping	3/15/2020 7:32 AM
24	Town park complex. Pool, outdoor skating rink.	3/13/2020 7:33 AM
25	Dog parks	3/9/2020 7:48 PM
26	Shopping Area’s like Mohawk Commons.	3/6/2020 10:46 PM
27	Anything that is not a bank or drug store!!!! Niskayuna commons is a great blue print!!!	3/6/2020 7:41 PM
28	Banquet house at 5 corners	3/6/2020 7:24 PM
29	Town park and community center w pool	3/6/2020 8:14 AM
30	Town park. We need a large park for families, not little pocket parks that are barely taken care of.	3/6/2020 7:58 AM
31	A real town park for concerts farmers markets dog park. A central gathering spot	3/6/2020 7:50 AM
32	Outdoor recreation: hiking, snowshoeing, sledding, public sprinklers at parks. Activities for	3/5/2020 9:58 PM

	youngsters at playgrounds that are SCHEDULED, not paid personnel sitting on picnic tables. Maintenance of open lands to promote quality habitat for wildlife.	
33	Town Park / Common area	3/4/2020 8:39 PM
34	Dog Park, restaurants	3/3/2020 10:01 AM
35	A big park somewhere like the town of Colonie or Clifton Park has.	3/3/2020 9:49 AM
36	Expand emergency service resources by building larger more centralized facilities.	3/3/2020 8:42 AM
37	place for teen youth and young adults of the town participate in out door activities. Baseball, basketball, skate something beside gaming.	3/3/2020 8:38 AM
38	Most towns our size have large community parks. We need something like that. We also need a retail shopping center, as we have to travel to neighboring towns to shop!	3/3/2020 7:45 AM
39	Would love a place like the crossings a large area park all in one place biking walking skating a community outdoor water area. Make it for all ages. A nice music area like in scotia. Put in western part of rotterdam.	3/3/2020 6:36 AM
40	All	3/3/2020 6:22 AM
41	golf course	3/3/2020 2:02 AM
42	Park	3/3/2020 1:27 AM
43	Youth sports/recreation	3/2/2020 11:20 PM
44	Movie theater, other entertainment venues	3/2/2020 11:02 PM
45	Parks/recreation	3/2/2020 10:48 PM
46	Need more affordable housing for seniors and the working poor!	3/2/2020 10:29 PM
47	Please bring in more businesses. The Schalmont side of town NEEDS a supermarket. We need a Kohl's or a target.	3/2/2020 9:02 PM
48	A real nice park with updated playground equipment	3/2/2020 9:01 PM
49	a centralized town park in the Western part of the town	3/2/2020 3:19 PM
50	Parks	3/1/2020 1:39 PM
51	Rotterdam town pool, electric car charging opportunities, consider a round about at "5 corners"	2/29/2020 9:12 PM
52	Parks, grocery stores	2/29/2020 4:47 PM
53	Whispering pine senior development	2/29/2020 2:32 PM
54	Supermarket	2/29/2020 12:16 PM
55	Dog park - why doesn't Rotterdam have one?	2/29/2020 10:47 AM
56	More parks for kids or and more sidewalks so people can safely walk to places . Healthier for people to be able to walk places !	2/29/2020 9:59 AM
57	Doing something about empty business instead of building new ones more like the Draper Loft project	2/29/2020 9:42 AM
58	Riverfront activity. Upkeep on bike path, clear, enforced standards for landlords	2/29/2020 8:18 AM
59	Dog park	2/29/2020 7:02 AM
60	Dog parks, places for teenagers to ride bikes, skateboards, or scooters and splash park for summer heat. Round about at 5 corners	2/29/2020 4:51 AM
61	Need more convenient retail section, particularly a supermarket located on the westside of town..	2/29/2020 1:47 AM
62	Please stop building everywhere.	2/28/2020 9:56 PM
63	A community area where gatherings could be. Bands could play...flea markets...farmers markets...car shows...why should we have to go elsewhere ....shouldn’t be tied in with a school	2/28/2020 9:23 PM

	or historic site.	
64	Less use of solar panels. Boost the sales tax base and work with the owners of via port mall to bring in more retail.	2/28/2020 8:54 PM
65	ReC facilities	2/28/2020 8:10 PM
66	A larger park for kids to play and nice walking paths	2/28/2020 8:03 PM
67	More business to increase tax base and offset the the burden on homeowners. In turn encouraging people to move into the town.	2/28/2020 7:45 PM
68	Solar and Wind farms	2/28/2020 6:34 PM
69	An outdoor Town Pool incorporated into one of our parks for summer fun for families . I know there is one at Hillhurst Park yet that neighborhood isn't a what it used to be . There is a lot of problems with the Bellevue area .	2/28/2020 6:12 PM
70	Parks with nice pools for swimming n ice skating	2/28/2020 6:03 PM
71	Dog park	2/28/2020 5:55 PM
72	Something like The Crossings, in Colonie.	2/28/2020 5:45 PM
73	Public outdoor recreation is something I would like to emphasis. Parks, hiking trails, pavilions, a splash pad, etc. Families are going out of Town to find these. Our parks are nice for someone with a small child, but not for a family to sit outside and have a picnic. Memorial park is not family friend at all for that either. That is mostly for teenagers and young adults for basketball.	2/28/2020 5:15 PM
74	We need more department type stores to shop in an better grocery stores. Hannaford on Altamont is crappy and small. Need more stores along where the old Rotterdam Mall used to be. Many apartment bldgs. have gone up in that area, where are people supposed to shop? Also mall close to casino, maybe people staying or living there would like a closer mall to shop in.	2/28/2020 5:11 PM
75	Giving kids in the area place to do things	2/28/2020 4:48 PM
76	Not sure I can think of another one as the above list touched on residential, commercial, industrial and recreation.	2/28/2020 10:59 AM
77	Park behind the school land area in Rotterdam Junction. Add picnic tables on Glenville side of the Lock9, where the kayak/canoe launch is.	2/28/2020 10:53 AM
78	more things for children to participate in, there is nothing in rotterdam jct for these kids	2/28/2020 10:42 AM
79	Entertainment	2/28/2020 10:24 AM
80	La nd along the old erie canal locks in RJ made into a park..	2/28/2020 9:19 AM
81	I would keep the farm land . We are taking away are wild life .	2/28/2020 9:17 AM
82	Light business but keep the natural open space	2/28/2020 7:59 AM
83	Supermarket	2/28/2020 7:57 AM
84	Not a land use answer but please clean up our abandoned buildings. Its a safety issue	2/28/2020 7:42 AM
85	Central gathering place.	2/27/2020 9:31 PM

Q7 What other land uses would you discourage in the Town? Please provide response below.

Answered: 82 Skipped: 141

#	RESPONSES	DATE
1	Apts condos not needed	4/1/2020 11:01 AM
2	Walmart's	3/31/2020 9:29 PM
3	Building multiple houses in one area right behind houses and not force them to put up a 10ft or higher fence no privacy its sad	3/30/2020 3:18 PM
4	High-rise structures	3/30/2020 12:50 PM
5	to many empty buildings now	3/28/2020 7:16 PM
6	The apartments and condos are nice but it seems there are enough, and in the rural areas, I'd discourage debelopment	3/28/2020 6:09 PM
7	No more banks, drug stores, gas stations, and auto parts stores.	3/27/2020 4:26 PM
8	Too many pharmacy/mini-marts. There are already "super" stores in surrounding areas. We don't need them. There are already many empty buildings that we need find uses for.	3/27/2020 3:00 PM
9	no more apartments	3/27/2020 12:14 PM
10	Low income type of business, ie dollar general .	3/27/2020 9:24 AM
11	No more apartment	3/27/2020 6:53 AM
12	All developers	3/26/2020 9:48 PM
13	Apartments.	3/26/2020 7:33 PM
14	Apartments!!!!!!	3/26/2020 7:27 PM
15	We don’t need more banks or condos/townhomes.	3/26/2020 7:04 PM
16	No more apartments on the Schalmont side of town.	3/26/2020 6:49 PM
17	Apartments	3/26/2020 6:32 PM
18	Stop building apartments!!! It is attracting a very bad element!	3/26/2020 6:01 PM
19	Apartment and condos. We have too many as it is. The school system can't handle more students.	3/26/2020 2:05 PM
20	Enough with the apartments already!	3/26/2020 1:36 PM
21	No more apartments, too many now, infrastructure needs upgrades to accomodate	3/26/2020 1:19 PM
22	Industrial	3/26/2020 12:11 PM
23	Land fill	3/26/2020 11:49 AM
24	land use needs to be controlled, we need to discourage spot zoning if we agree with an industrial zone we need to stick to it and not build apartments or condos. If we have residential and school zones we need to avoid industrial and warehouse use.	3/26/2020 8:48 AM
25	Landfills, junkyards, power plants, incinerators	3/24/2020 1:24 PM
26	Industrial	3/20/2020 9:22 AM
27	continued apartments and truck stops	3/15/2020 7:32 AM
28	We are saturated with apartment complexes that pay no taxes!	3/14/2020 11:17 AM
29	Apartments	3/6/2020 10:46 PM
30	No more banks or drug stores. No more sketchy neighborhood retail stores. No more auto parts stores. This town is awful and embarrassing	3/6/2020 7:41 PM
31	Trucking depot	3/6/2020 8:14 AM
32	Enough with the apartments already!!!!	3/6/2020 7:58 AM
33	No more auto parts stores or drug stores!	3/6/2020 7:50 AM

34	No building or destruction of natural sites.	3/5/2020 9:58 PM
35	Apartments, Liquor Stores, Auto Part stores	3/3/2020 10:01 AM
36	limit where the solar footprint takes place not next to house. Where also need to reap the rewards from solar and not give it all away	3/3/2020 9:49 AM
37	No more convenience store/gas stations. Let’s get some name brand businesses in the area to promote further commercial interest.	3/3/2020 8:42 AM
38	things that harm our water supply or land.	3/3/2020 8:38 AM
39	We have enough apartments! We have enough drug stores and auto parts stores!!!	3/3/2020 7:45 AM
40	I would discourage further development of rt 7 @ exit 25a	3/3/2020 7:00 AM
41	No more banks.	3/3/2020 6:36 AM
42	None	3/3/2020 6:22 AM
43	NO MORE APARTMENT BUILDINGS	3/3/2020 2:02 AM
44	Waste/dumps. Large population complexes/senior housing	3/2/2020 11:20 PM
45	No more apartments and no absentee landlords	3/2/2020 11:08 PM
46	Landfill	3/2/2020 11:02 PM
47	I am not pleased with the enormous apartment complex on Curry Rd. Having so many of those buildings when I look out my windows is depressing.	3/2/2020 10:48 PM
48	Bike paths, parks with ball field, picnicking, playground, walking paths.	3/2/2020 10:29 PM
49	Apartments	3/2/2020 10:18 PM
50	No more banks!!!! No more apartments!!! If Rotterdam insists on all these apartments, then we need more retail businesses and restaurants. Why is the Recovery room gone!? This town needs to take a look at Clifton Park, Glenville and Niskayuna. There isn't any reason why Rotterdam can't be like those places. It is not a nice place to live like the sign says.	3/2/2020 9:02 PM
51	No more apartments!!	3/2/2020 9:01 PM
52	enough with the multiple-housing units - they bring people but they use infrastructure and do not contribute taxes as do the rest of us - they are not taxed nearly at the rate of homeowners	3/2/2020 3:19 PM
53	Enough apartments	3/1/2020 1:39 PM
54	No more apartments, encourage business	2/29/2020 9:12 PM
55	No more allowing code violations of business in residential areas. No more industrial parks or gravel pits!	2/29/2020 2:52 PM
56	Banks, health care services	2/29/2020 12:16 PM
57	Not sure.	2/29/2020 10:47 AM
58	Apartment building	2/29/2020 9:59 AM
59	Stop building apartment buildings	2/29/2020 9:42 AM
60	Do not need another bank, auto supply Or gas station	2/29/2020 4:51 AM
61	No more apartment buildings!!!	2/29/2020 1:47 AM
62	Apartments and condos	2/28/2020 9:43 PM
63	anything that drains more than it brings in....ie....more apartments that bring in kids and taxes that aren’t covered	2/28/2020 9:23 PM
64	Encourage better use of the aquifer system and better use/access to the river at locks 8 & 9 by working with the state and canal corporation.	2/28/2020 8:54 PM
65	There are too many apartments.	2/28/2020 8:10 PM

66	No more pharmacies	2/28/2020 8:03 PM
67	More apartments we have enough already	2/28/2020 7:48 PM
68	No more apartments or condos. No more new construction. We need businesses, not more pizza shops, hair salons or banks. Bigger chain businesses. In the mall, in old buildings or empty lots.	2/28/2020 7:45 PM
69	No more chemical plants	2/28/2020 6:38 PM
70	Solar Farms and Huge apartment complexes . Our class sizes in the schools are busting at the seems . I want more opportunity for our youth to do well . Large class sizes are a negative impact to the students and staff .	2/28/2020 6:12 PM
71	No more condos, apartments or town houses. We have too many vacancies already with the ones that are built.	2/28/2020 6:03 PM
72	No more apartments!	2/28/2020 5:55 PM
73	Banks, drug stores, fast food places, convienience stores/ gas stations	2/28/2020 5:45 PM
74	Apartment complexes	2/28/2020 5:16 PM
75	NO MORE APARTMENT BUILDINGS. Rotterdam is saturated with too many in the last couple of years.	2/28/2020 5:11 PM
76	Same answer as number 6.	2/28/2020 10:59 AM
77	department stores , but small business would be good, ex, dollar store, food mart,	2/28/2020 10:42 AM
78	Solar farms,	2/28/2020 10:34 AM
79	More gas stations	2/28/2020 10:24 AM
80	Solar farms	2/28/2020 9:25 AM
81	solar farms, mass housing especially low income govt housing	2/28/2020 7:59 AM
82	Please no more appartments/townhouses!	2/27/2020 9:31 PM

Q8 Where should commercial/retail growth be directed within the town? Please provide response below.

Answered: 106 Skipped: 117

#	RESPONSES	DATE
1	Retail at the Mall	4/1/2020 11:01 AM
2	Small businesses, not another Walmart's,ruined Rotterdam..	3/31/2020 9:29 PM
3	5 corners and out around the mall	3/30/2020 11:08 PM
4	5 corners	3/30/2020 3:18 PM
5	The business district should be confined to Hamburg Street, altamont avenue, and Curry road.	3/30/2020 12:50 PM
6	The main roads	3/28/2020 7:16 PM
7	In the existing shopping area, there are enough shopping plazas and malls that have "dead " buildings, new business should develop there to benefit the existing businesses and to not take away from the green areas where we could have several parks in neighborhoods	3/28/2020 6:09 PM
8	It should not	3/27/2020 6:46 PM
9	On Altamont Avenue and Curry Road. Also take down the mall and make it into a shopping complex like Mohawk Commons. Plenty of room by Schalmont High School and Pilot .	3/27/2020 4:26 PM
10	Commercial/retail should be as indicated on the previous Comp Plan, along major roads and away from established residential areas. It was a good plan that was wasted by innumerable amendments that ruined several areas at the favor of developers.	3/27/2020 3:00 PM
11	5 corners	3/27/2020 12:14 PM
12	The mall area should be restructured.	3/27/2020 9:24 AM
13	Curry Rd and Altamont ave	3/27/2020 6:33 AM
14	No, leave land alone	3/26/2020 9:48 PM
15	There Are many vacancies that need To be filled.	3/26/2020 7:33 PM
16	Near ssfd and ALL OF THE ABANDONED BUILDINGS/Non leased buildings (ex. Old CVS next to Lucias)	3/26/2020 7:27 PM
17	Away from Altamont Ave. it’s already congested with traffic there. Pursue more growth in the Rotterdam Mall area and near Five Corners.	3/26/2020 7:04 PM
18	Grocery chain in/next to the mall	3/26/2020 6:49 PM
19	Curry road Altamont ave Rotterdam Square mall	3/26/2020 6:44 PM
20	West Rotterdam	3/26/2020 6:32 PM
21	Western part of town!	3/26/2020 6:01 PM
22	In existing areas that are zoned commercial. Not in residential areas	3/26/2020 2:05 PM
23	Altamont Ave! Make it a Wolf Roaf!	3/26/2020 1:19 PM
24	Via port needs big box stores!	3/26/2020 12:11 PM
25	Not sure	3/26/2020 11:49 AM
26	Try to encourage business back into the Mall	3/26/2020 11:42 AM
27	exist 25a is open and ready for retail. It can be similar to I90/I87 interchange. We have I90/I88.	3/26/2020 8:48 AM
28	Areas/exits near 890 and I-90 Exits	3/24/2020 1:24 PM
29	Clean up / face lift is needed by local businesses on Altamont. Many are Eyesore	3/22/2020 8:58 PM
30	Existing unused space	3/20/2020 9:22 AM
31	route 7 corridor from Burdeck st west	3/15/2020 7:32 AM
32	Hamburg Street	3/14/2020 11:17 AM
33	Anywhere without distrusting residential living.	3/13/2020 7:33 AM

34	There are many unoccupied buildings through the town	3/9/2020 7:48 PM
35	Rotterdam square mall area	3/8/2020 10:41 PM
36	All over	3/6/2020 10:46 PM
37	Altamont ave and curry road are the gateways Into town. Spruce it up and make it more welcoming. Same with route 7	3/6/2020 7:41 PM
38	Mall	3/6/2020 7:24 PM
39	Via port complex	3/6/2020 2:27 PM
40	25a	3/6/2020 8:14 AM
41	Hear viaport	3/6/2020 7:58 AM
42	Western edge of town we a grocery store and shopping besides BJs	3/6/2020 7:50 AM
43	Along route 7 and Altamont Avenue	3/5/2020 9:58 PM
44	Hamburg St and Via port	3/3/2020 12:28 PM
45	All the current empty stores, 5 Corners, Hannaford Plaza,	3/3/2020 10:01 AM
46	Strip malls and Rotterdam mall to bring them all back to life	3/3/2020 9:49 AM
47	Altamont Ave/Curry Road area to enhance amenities for a large populated area; also there is space in the roundabout area by Curry/Hamburg Streets that could be better utilized and would offer easier access to amenities for residents living farther down Curry towards Guilderland.	3/3/2020 8:42 AM
48	the industrial park	3/3/2020 8:38 AM
49	At Rotterdam Square mall near Walmart.	3/3/2020 7:45 AM
50	Utilize the existing Via Port mall	3/3/2020 7:09 AM
51	Revitalize the mall, Campbell rd development and restructuring	3/3/2020 7:00 AM
52	Away from altamont ave. More in the western part of rotterdam.	3/3/2020 6:36 AM
53	Altamont Ave., Curry Rd., Hamburg st. and Industrial Park	3/3/2020 6:22 AM
54	In one of the many abandoned buildings	3/3/2020 2:02 AM
55	Near Rotterdam/via port mall	3/2/2020 11:20 PM
56	Five corners	3/2/2020 11:08 PM
57	Viaport Mall, Hamburg Street, Curry Road from I-890 to Altamont Ave., Guilderland Ave., 5 corners	3/2/2020 11:02 PM
58	Renovate and re-purpose existing-Via Port, Staples, other closed businesses.	3/2/2020 10:48 PM
59	Already developed areas, especially where there are vacant buildings.	3/2/2020 10:29 PM
60	Industrial parks	3/2/2020 10:18 PM
61	Where the mall is.... Get rid of the mall and turn it into a plaza.	3/2/2020 9:02 PM
62	Hannaford plaza needs serious help as does the mall	3/2/2020 9:01 PM
63	How about a grocery store in Viaport Mall or area	3/1/2020 1:39 PM
64	Former Rotterdam Mall	2/29/2020 9:12 PM
65	Altamont Avenue	2/29/2020 4:47 PM
66	In the empty mall.	2/29/2020 2:52 PM
67	Western end around Berdeck St and west of Thruway. Also the plot of land around BJs	2/29/2020 12:16 PM
68	Not sure where there is space that would be appropriate that would not adversely affect quiet and safe community. Would have to be decided on a case by case basis.	2/29/2020 10:47 AM

69	Via mall area bjs has a big space add more to that.	2/29/2020 9:59 AM
70	Where roads can accommodate additional traffic. Major problem for all of Rotterdam.	2/29/2020 9:50 AM
71	To existing empty storefronts	2/29/2020 9:42 AM
72	Altamont ave area	2/29/2020 8:18 AM
73	West side of town near Schalmont. Takes 15 min to get across town due to traffic and lights. All commercial is on other side of town. If round abouts were put in...	2/29/2020 4:51 AM
74	Westside.. Need to get out of the congested Altamont Ave corridor.	2/29/2020 1:47 AM
75	West Rotterdam / Schalmont side	2/28/2020 10:25 PM
76	Many vacant storefronts in Hannaford plaza for example. Hey those occupied	2/28/2020 9:56 PM
77	Viaport. It would be nice to have an anchor store back there again.	2/28/2020 9:43 PM
78	The mall area. Tear down and have more of a shopping village instead of a covered indoor mall.	2/28/2020 9:23 PM
79	More towards the mall as I feel it’s more centrally located and ease of access from the highway. Altamont Avenue and curry Road intersection, 5 corners and 4 corners is congested with enough traffic already.	2/28/2020 8:54 PM
80	The empty mall	2/28/2020 8:10 PM
81	Near five corners, there are empty buildings and lots that could be used for restaurants etc	2/28/2020 8:03 PM
82	At mall	2/28/2020 7:48 PM
83	By the mall. Mariaville rd. Duanesburg rd.	2/28/2020 7:45 PM
84	Campbell rd area and rotterdam junction needs something.	2/28/2020 6:38 PM
85	5 Corners area	2/28/2020 6:34 PM
86	Rotterdam Junction , Curry Rd ext. , Viaport Mall section of town	2/28/2020 6:12 PM
87	Along major corridors like Hamburg St, Altamont Ave, Curry Rd.	2/28/2020 6:03 PM
88	Target! Healthy restaurants (fast and sit down) Drive through food places for busy families on the go	2/28/2020 5:55 PM
89	Altamont Ave., Viaport	2/28/2020 5:45 PM
90	Altamont Avenue, curry road, Hamburg street	2/28/2020 5:16 PM
91	Service industry would seem to be the most likely to be here. Larger retail opportunities are already available within a short drive and I really do not see why they would want to build/develop in an area that will not support it to the level that is expected.	2/28/2020 5:15 PM
92	Get the owners of the old Rotterdam Mall to induce stores to invest in that mall. PetSmart; Michaels; JoAnn; reasonable clothing stores; maybe a few family based restaurants. Spruce up the mini mall called Hannaford Plaza on Altamont. Used to be a nice looking shopping plaza until all the good stores left. Now all that's left is Hannaford, Fantastic Sams and Walmart. Place rundown, looks like a innercity dump.	2/28/2020 5:11 PM
93	In the commercial areas, altamont ave, Hamburg st, curry rd, 5 corners	2/28/2020 5:02 PM
94	Schalmont district	2/28/2020 4:47 PM
95	I believe that there should be a focus of a few main/larger commercial retail areas within the town that are located near highways/main corridors or centrally located for easy access and ability to efficiently filter a larger amount of people in and out. However, I think proper planning also needs to think about areas where residents may not have access to personal vehicles and how they would get the same amenities as everyone else, either via walkable routes or public transit which may require a few additional smaller commercial/retail areas.	2/28/2020 10:59 AM
96	a small grocery store in Rotterdam Junction, location main street.	2/28/2020 10:53 AM
97	I would say schalmont side of town. we could use our taxes to get some help	2/28/2020 10:42 AM

98	Rotterdam Square	2/28/2020 10:24 AM
99	Area where it is now	2/28/2020 9:25 AM
100	Rotterdam jct area	2/28/2020 9:19 AM
101	Commercial/retail just don’t work in this town . History has proven that.	2/28/2020 9:17 AM
102	More in Rotterdam Junction. A little revitalization is needed	2/28/2020 9:00 AM
103	Services such as hair salon, dog groomer, small ma & pa specialty shops, 1 or 2 restaurants	2/28/2020 7:59 AM
104	Junction	2/28/2020 7:57 AM
105	Rotterdam Junction	2/28/2020 7:42 AM
106	Curry Road	2/27/2020 9:31 PM

Q9 Where should residential growth be directed within the town? Please provide response below.

Answered: 78 Skipped: 145

#	RESPONSES	DATE
1	Schalmont district, to Include Pocket Parks	4/1/2020 11:01 AM
2	12306 area, because schamont school taxes to high and have always been.	3/31/2020 9:29 PM
3	Not a loop or of free land to use taking houses away from animals	3/30/2020 3:18 PM
4	A properly planned community on Whispering Pines property would free up real estate in Rotterdam as us older folks moved into a retirement development intended to create community among other similar aged town residents. Instead, it feels like you are just sweeping old people into one corner of town. Aging in place. Whoever came up with that stupid idea?	3/30/2020 12:50 PM
5	In residential areas. (strange question)	3/28/2020 7:16 PM
6	I would say that there has been so much development lately i think that should slow down and again cant stress enough the benefit of neighborhood parks for the health and community of neighbors	3/28/2020 6:09 PM
7	It should not	3/27/2020 6:46 PM
8	All areas of Rotterdam.	3/27/2020 4:26 PM
9	Sections E of the map is already the most dense in all of Rotterdam and is becoming an arm of the city. It's time to most residential growth to the other side of the Thruway and to areas of sparse population.	3/27/2020 3:00 PM
10	Near the junction.	3/27/2020 9:24 AM
11	None	3/26/2020 9:48 PM
12	Mariaville area	3/26/2020 7:04 PM
13	West Rotterdam	3/26/2020 6:32 PM
14	Mariaville	3/26/2020 6:01 PM
15	Anywhere	3/26/2020 2:05 PM
16	Anyplace and apartments need to be affordable	3/26/2020 12:11 PM
17	Where it is already	3/26/2020 11:49 AM
18	Not necessarily more residences, but more encourage rehabilitation/rebuilding vacant and dilapidated houses or buildings that are currently within the town instead of them remaining abandoned.	3/26/2020 11:42 AM
19	Where it currently exists and open space to the west.	3/26/2020 8:48 AM
20	West of 5 corners, mariaville rd, princetown rd	3/24/2020 1:24 PM
21	Existing residential areas	3/20/2020 9:22 AM
22	in it's existing areas	3/15/2020 7:32 AM
23	Whole Town	3/14/2020 11:17 AM
24	Single family homes off route 7	3/8/2020 10:41 PM
25	Western part	3/6/2020 7:41 PM
26	Whispering pines	3/6/2020 7:24 PM
27	More single family homes near scamming that are affordable for young families.	3/6/2020 7:58 AM
28	Along Hamburg Street or areas where older homes and buildings can be renovated.	3/5/2020 9:58 PM
29	no where	3/3/2020 12:28 PM
30	If your referring to single family homes, all around town and I don't mean rentals. If you're referring to apartments, we have enough of them	3/3/2020 10:01 AM
31	We should try to revive areas that have become run down and eyesores	3/3/2020 9:49 AM

32	Outlying areas by the thruway	3/3/2020 8:42 AM
33	through out the down, but keeping in mind house do not need to be on top of each other	3/3/2020 8:38 AM
34	Not sure.	3/3/2020 7:45 AM
35	Western part of rotterdam. Spread the wealth	3/3/2020 6:36 AM
36	West End of Town	3/3/2020 6:22 AM
37	Any open or available land as long as they stop building apartments everyday Altamont Ave and Curry Rd traffic is backed up	3/3/2020 2:02 AM
38	Western part of town and also off Highbridge	3/3/2020 1:27 AM
39	The Schalmont school district	3/2/2020 11:20 PM
40	Where it is not currently existing.	3/2/2020 10:48 PM
41	Both the Mohonason and Schalmont district's need affordable housing.	3/2/2020 10:29 PM
42	West end	3/2/2020 10:18 PM
43	We don't need any more residential growth. We need businesses to accommodate the already large population.	3/2/2020 9:02 PM
44	Mohonasen district	3/2/2020 9:01 PM
45	Single family homes in section B	2/29/2020 4:47 PM
46	No more residential growth.	2/29/2020 2:52 PM
47	We have too many residential areas Ac nd not enough services for the areas you are developing.	2/29/2020 12:16 PM
48	Not sure where there is space that would be appropriate that would allow for a quiet and safe community (which Rotterdam is known for) . Would have to be decided on a case by case basis.	2/29/2020 10:47 AM
49	Not sure	2/29/2020 9:59 AM
50	Probably only western part of Town.	2/29/2020 9:50 AM
51	Helderberg Ave Guilderland Ave toward county line	2/29/2020 9:42 AM
52	Junction,Pattersonville area	2/29/2020 8:18 AM
53	Wherever there is space for it which is mainly western side of town	2/29/2020 4:51 AM
54	Wherever there is available land.	2/29/2020 1:47 AM
55	West Rotterdam/ Schalmont side	2/28/2020 10:25 PM
56	As long as it's single family homes, anywhere.	2/28/2020 9:43 PM
57	Smaller starter houses should be built instead of all these expensive housing developments. The golf course off helderberg is a good place to start	2/28/2020 9:23 PM
58	Depends on demand in the school districts. In my opinion, make lower income residence/housing available to mohonasen district and encourage land sale or use for residences in the hills or schalmont district where available or feasible.	2/28/2020 8:54 PM
59	Where you are allowing all the apartments there could be a few single family homes with decent size yards	2/28/2020 8:10 PM
60	I honestly feel there is already an abundance of people	2/28/2020 8:03 PM
61	By viaport area	2/28/2020 7:48 PM
62	We are approaching maximum capacity. I would not encourage more residential growth. We need business, big non industrial business. However we do have an industrial park for “industry”	2/28/2020 7:45 PM
63	It shouldn't ! Let's improve what's already here ! Give the seniors a new community center with	2/28/2020 6:12 PM

	better services and transportation .	
64	Almost nowhere. There's very little undeveloped land for the wild animals left.	2/28/2020 6:03 PM
65	Single family homes should be encouraged in any area of Rotterdam	2/28/2020 5:16 PM
66	Where the market is going. People expect Rotterdam to continue to be a 1950s single family residence Town however it would seem that apartments and Townhouses are more in demand so if that is how we maintain a population and tax base, I am good with that.	2/28/2020 5:15 PM
67	No place, too many apartments and homes already saturate the area.	2/28/2020 5:11 PM
68	Single family homes in the the neighborhoods	2/28/2020 5:02 PM
69	No where	2/28/2020 4:47 PM
70	I am very new to Rotterdam so I'm not sure how specific I could be. I will say that playing off of my response on commercial areas, I think you need to take a look at what exists now, where do people work and play, Are most residents commuters or do they use public transit? Do we want more people using public transit to aid in being more environmentally conscious and if so what makes the most sense for that within the town to connect to major routes? If there is a large population of low income residents the growth focus should be somewhere located close to grocery stores and necessities but still have a few areas of recreation & leisure. I think preservation and protection of natural areas is very important so if I am remembering the map correctly I believe area A and area B are most likely not where residential growth should be focused. Area E (I think) by Carman(?) could be a great spot as it is located close to downtown Schenectady, has potential for some outdoor leisure and is located near route 7 which can easily get to 5, I90 etc.	2/28/2020 10:59 AM
71	I would say again on the schalmont side of town	2/28/2020 10:42 AM
72	Within the town. Replace old with new.	2/28/2020 10:24 AM
73	Rotterdam jct.	2/28/2020 9:19 AM
74	There a no place that I can think of	2/28/2020 9:17 AM
75	keep it at single family homes. No apartments or govt housing.	2/28/2020 7:59 AM
76	Junction	2/28/2020 7:57 AM
77	Rotterdam Junction	2/28/2020 7:42 AM
78	No more	2/27/2020 9:31 PM

Q10 How would you describe your ideal vision of Rotterdam in 5, 10 or 20 years?

Answered: 105 Skipped: 118

#	RESPONSES	DATE
1	Clean up to date modern peaceful , schools to be Proud of,.	4/1/2020 11:12 AM
2	Still a nice hometown with out ruining the community. Done nicely, not lost, like what Walmart's did to it.	3/31/2020 9:39 PM
3	Refreshed	3/30/2020 11:32 PM
4	More owner occupied property	3/30/2020 9:14 PM
5	5	3/30/2020 3:21 PM
6	A simple town that has shopping as well as Entertainment venues for our residents to enjoy. The town is just growing too fast.	3/30/2020 1:00 PM
7	Hopefully stays away from building more apartments.	3/29/2020 9:26 AM
8	Ideal? Clean and safe.	3/28/2020 7:25 PM
9	In the center of town, more small business which offers more variety, sm all town atmosphere	3/28/2020 6:14 PM
10	To try to preserve the long standing character as a (mostly single-family) residential town. Commercial developments restricted to higher-trafficked roads with buildings kept to single story. Enough to provide local jobs. More use of rural areas for hiking/walking/nature. More preservation of historic sites with public access. More small, safe community parks for children to play. A younger population of growing families that will stay and contribute (yes that's a knock on apartments).	3/27/2020 9:06 PM
11	within 5 years I would like to say more retail development in Rotterdam especially better choices for grocery shopping, clothing shopping, and gift shopping. In the next 10 years I would like to see more of a Park Place similar to The Crossings. In 20 years I would like to see Rotterdam again being nice place to live for my children and grandchildren when I'm no longer here.	3/27/2020 4:36 PM
12	grocery store near 5 corners and a dept store	3/27/2020 12:17 PM
13	I would love to see planned neighborhoods similar to the Denver area. They have business, residential combination.	3/27/2020 9:32 AM
14	Commercial space more condensed on Altamont and Curry Rd. Sidewalks, boulevard on Altamont and Curry. Underground electric utilities on Altamont. Roundabout at 5 corners with sidewalks leading down curry Rd	3/27/2020 6:51 AM
15	The way it is now	3/26/2020 9:50 PM
16	A safe community with a strong economy, nice streets and landscaping and places for children and adults to engage in community activities	3/26/2020 7:36 PM
17	Less apartments and industrial places and more local businesses	3/26/2020 7:27 PM
18	A more vibrant community similar to Scotia or Guilderland with more public recreation spaces and welcoming to new businesses. I would also envision a town that is financially responsible.	3/26/2020 7:07 PM
19	Hopefully with more grocery options	3/26/2020 6:54 PM
20	A large suburb like how we have now with more sense of community with greater programs in parks. A more culture like how Scotia has with Collins park.	3/26/2020 6:47 PM
21	Safe! Sidewalks, shops, family oriented, waterlines and sewers extended! No more industrial, clean up the rundown buildings!!! Plant more trees, consistent look and feel throughout our town (too ondustrial); no more truck stops!	3/26/2020 6:17 PM
22	A small town with a community that helps one another	3/26/2020 2:11 PM
23	Hopefully a growing town of both residents & businesses	3/26/2020 1:20 PM
24	Improvements to keep Rotterdam a nice place to live	3/26/2020 12:13 PM
25	More retail and parks . Less empty buildings	3/26/2020 11:50 AM
26	Better sense of community and increased recreation areas for all ages. Also more shopping	3/26/2020 11:48 AM

	variety.	
27	We need to take the best attributes of Saratoga, Clifton Park, Glenville, Queensbury (our competition) and provide new and existing residents with quality of life features such as retail access, vehicle/pedestrian access/balance and open space.	3/26/2020 8:57 AM
28	Tidier, central area for community events. Possibly a walking trail for families and elderly to walk. Tree lined roads & neighborhoods to build on small town charm. Enticing new buyers vs shabby streets with no charm.	3/22/2020 9:05 PM
29	A community based town, with goods & services available to meet the needs of daily life	3/20/2020 9:29 AM
30	Need appropriate infrastructure across the town if this plan is to go anywhere, including water, sewers, FIOS, roadways, etc	3/15/2020 7:39 AM
31	More grocery in a wider area of the Town. Retail to compete with Walmart. Apartment complexes that PAY taxes!!!!	3/14/2020 11:18 AM
32	Not sure. I will be retired and leaving New York.	3/13/2020 7:35 AM
33	A nice and safe neighborhood with good restaurants and outdoor space to enjoy. Small business and professional offices	3/11/2020 2:34 PM
34	Have a place for elders to age in Rotterdam.	3/9/2020 7:24 PM
35	I feel we need to keep the “small town” feel -	3/8/2020 10:45 PM
36	Cleaner. Safer. More welcoming. Hopefully nicer like Niskayuna	3/6/2020 7:52 PM
37	Green areas	3/6/2020 7:26 PM
38	More shopping options, grocery stores and restaurants on west side of town. Town park and sports complex on west side of town for residents.	3/6/2020 2:34 PM
39	Less pizza and gas stations. Planning to be thoughtful bringing business to 25a area	3/6/2020 8:17 AM
40	More family friendly. More mom and pop stores. More town activities and a youth center for the kids. We need to focus more on keeping them off the streets.	3/6/2020 8:03 AM
41	Quaint walkable areas with bars restaurants and shopping uniform building codes outdoor dining farmers markets more of a community feel	3/6/2020 7:58 AM
42	Charging stations for electric vehicles. Reuse of old service/gas stations. Public employees earning salary equated to median income of residents.	3/5/2020 10:09 PM
43	taxes to high for home owners	3/3/2020 5:06 PM
44	better than it has been	3/3/2020 12:30 PM
45	More business populated	3/3/2020 11:01 AM
46	Where people in town don't have to travel to enjoy daily life and that we care about our communities safety.	3/3/2020 9:57 AM
47	A quaint but bustling township with sidewalks and a “Mayberry” feel.	3/3/2020 8:46 AM
48	close knit community who works together for the greater good. go back to old time values.	3/3/2020 8:40 AM
49	In the short term, establish a consumer friendly commercial corridor on Campbell rd that brings in commercial interests to alleviate tax burdens on residents. Long term would be to get back to Rotterdam being a nice place to live.	3/3/2020 7:58 AM
50	Would like to see more places family growing in popularity.	3/3/2020 6:42 AM
51	A nice place to live.	3/3/2020 6:25 AM
52	I will be moving as soon as i retire as I feel my ideal vision has passed and the Town Board has lost sight of what is important.	3/3/2020 2:12 AM
53	A commercial development along Route 7 including sidewalk and street improvements and turning lanes. Restaurants and a hotel near I 88 interchange	3/3/2020 1:27 AM
54	More residential. Less populated	3/2/2020 11:25 PM

55	Small town, more eclectic	3/2/2020 11:08 PM
56	Less vacant homes and businesses, more restaurant options, a movie theater and other entertainment and shopping options.	3/2/2020 11:06 PM
57	Still small town, clean, and safe.	3/2/2020 10:51 PM
58	Balance of residential areas, shopping/dining/entertainment areas with parks, leaving green space, protected nature areas and farms.	3/2/2020 10:35 PM
59	Family-friendly, more community interaction. Affordable living	3/2/2020 10:14 PM
60	5	3/2/2020 9:17 PM
61	It would look like Clifton Park.	3/2/2020 9:07 PM
62	Rotterdam is losing its community appeal . I think its more of a cultural thing . Young people are simply not interested in being part of a community . They want to be selfish and mobile . New York policies do not help.	3/2/2020 3:25 PM
63	Residential community with single family homes and a good school.	2/29/2020 4:51 PM
64	A new exit between 25 & 25A that redirects the industrial traffic and funnels it to the park and keeps the area residential. Use the mall to attract new businesses. better partnering with Schenectady development for the arts and small shops. Develop upper Broadway as a Main Street with cafes, coffee shops and restaurants and gift shops as a destination.	2/29/2020 2:59 PM
65	Expansion of the sewer system to cover west of Golub. Also expanding the sewer treatment plant. Finally getting a water pumping station strong enough to get the water without having to put water restrictions seriously we get our water from the Mohawk don’t see that drying up anytime soon. Infrastructure can’t say enough about that. Widening rt 7 through town possibly adding roundabouts to ease traffic congestion	2/29/2020 12:22 PM
66	Vacant Business	2/29/2020 11:48 AM
67	Same as now..."A Great Place to Live! ".	2/29/2020 11:07 AM
68	A community and government that supports, maintains and improves infrastructure	2/29/2020 9:56 AM
69	Back to the family friendly Town it used to be	2/29/2020 9:47 AM
70	Modernized, draws millennials for residential living, small business districts, riverfront go-to for many events throughout the year	2/29/2020 8:23 AM
71	5	2/29/2020 7:02 AM
72	Update run down homes, signs and basically clean up what is here. I won’t be here much longer than 5 years...state is too expensive and restrictive to want to retire here.	2/29/2020 4:58 AM
73	A mix of residential and convenient retail. It is NOT convenient now. Have to go to Niskayuna, Glenville or Amsterdam for retail sections with multiple types of stores conveniently located. A grocery store option will be located west of five corners.	2/29/2020 1:58 AM
74	Growth in population, retail, restaurants, parks etc	2/28/2020 10:35 PM
75	More parks. Nicer community spaces. Cleaned up streets	2/28/2020 9:57 PM
76	A peaceful community that helps one another	2/28/2020 9:51 PM
77	More consumer friendly businesses - retail, food, cleaners, etc. hopefully it will be cleaned up and. Doing well	2/28/2020 9:39 PM
78	For the town board to be less bureaucratic and stop messing with the property taxes, focus on obtaining grants and state tax funds for improving infrastructure (water mains, roads, etc) make it a place people want to shop close to home in Schenectady county as opposed to having to go to Other municipalities within the county for options.	2/28/2020 9:01 PM
79	Forever wild	2/28/2020 8:52 PM
80	More parks	2/28/2020 8:16 PM
81	Small/local business growth and maintenance.	2/28/2020 8:16 PM

82	Better food options. Upscale establishments. No more apartments	2/28/2020 8:12 PM
83	A thriving active town that people travel to everyday and enjoy as well as residents	2/28/2020 8:06 PM
84	Hometown feel - walkable neighborhoods. No more apartments.	2/28/2020 7:51 PM
85	No more transient housing. A greater number of mixed business and retail stores.	2/28/2020 7:50 PM
86	A safe family friendly community .	2/28/2020 6:22 PM
87	Close to what it is today, but with better road conditions and street lighting in neighborhoods.	2/28/2020 6:13 PM
88	Quiter, less traffic, more "town" like.	2/28/2020 6:06 PM
89	A place I can live in without having to go to neighboring towns to run my errands	2/28/2020 5:57 PM
90	Sewer systems in place	2/28/2020 5:38 PM
91	A good residential community with quality parks, locally owned service businesses, and a town that has locally owned food locations. We are not Guilderland, Clifton Park, or Colonie. Let's not try to copy that. They are a short drive and it is nice not to have in the Town.	2/28/2020 5:31 PM
92	Family friendly environment, where community is important and people stay in the area.	2/28/2020 5:23 PM
93	How about Rotterdam going back to being A NICE PLACE TO LIVE	2/28/2020 5:14 PM
94	I would like to see improvement of local busines in general to bolster the local economy. Particularly at viaport. Currently most of our business goes to niskayuna/ Albany	2/28/2020 5:10 PM
95	Additional restaurants, places to shop. Increase in population, decreased taxes	2/28/2020 5:04 PM
96	I would love to have more street lights and more green energy.	2/28/2020 4:54 PM
97	Again, I am new here so I am just trying to get a feel for the community. I also live in the junction so I am not completely immersed in the more dense part of Rotterdam. I do have a background in Landscape Architecture so I am very happy to see this survey and to give opinions on the relationships of place and space. I think the process of reaching an ideal vision starts with determining the biggest conflict areas in each of the land use categories and the biggest conflicts you receive as input from the community. You are only as strong as your weakest player right? In my opinion a lot of things start at the residential level. Everyone wants somewhere to call home whether it's a private house or an apartment. That is your base point to all of the functions of your daily life - working, shopping, playing ,going to school, etc. I think breaking down residential areas into smaller sections and putting a radius or giving a level of how accessible it is to groceries, schools, parks, places of work & how people are traveling to work and then taking that and saying what can we do to efficiently better whatever the prominent issues are in that specific section of the town is a great way to look at things. Unfortunately I don't think there is one over-arching same black and white answer to encompass the whole town. I just feel that if you are thinking about what people do day to day who already live here and what that requires first and foremost. Then after that start thinking about okay now that we have taken care of the people who live and work here, what can we do to entice people to visit and bring money into the local economy.	2/28/2020 1:03 PM
98	I'm happy the way it is and would like to it remain a rural community.	2/28/2020 11:45 AM
99	rotterdam jct should stay a very rural town, it has great history, but it needs to be cleaned up. and remember we are part of rotterdam, so treat us like it	2/28/2020 10:46 AM
100	More entertainment! Nobody from Rotterdam like having to to Albany or Troy for options. The roads and traffic suck.	2/28/2020 10:33 AM
101	It’s going down hill. Do to the drugs	2/28/2020 9:21 AM
102	As it was 50 yrs ago,nice sidewalk lined trees in the Junction	2/28/2020 8:10 AM
103	safe, quiet town with a few amenities but no big box stores and businesses. Would like to see more stores at Via Port Mall. Hope that makes a comeback.	2/28/2020 8:10 AM
104	Cleaning up all abandoned buildings paving streets installing sidewalks and adding supermarkets bakeries	2/28/2020 7:48 AM
105	Young, vibrant. Where people would enjoy coming (or living) and spending money.	2/27/2020 9:38 PM

Q11 Please identify the top 3 concerns or challenges for Rotterdam.

Answered: 129 Skipped: 94

ANSWER CHOICES	RESPONSES	
1	100.00%	129
2	93.02%	120
3	79.07%	102

#	1	DATE
1	Taxes	4/1/2020 11:12 AM
2	The main road going thru town.	3/31/2020 9:39 PM
3	big businesses closing	3/30/2020 11:32 PM
4	Crime	3/30/2020 9:14 PM
5	Parks to play and bbq	3/30/2020 3:21 PM
6	Water infrastructure	3/30/2020 1:00 PM
7	Lack of businesses	3/29/2020 10:22 AM
8	Crime	3/29/2020 9:26 AM
9	Homeowners and businesses don't keep property up	3/28/2020 7:25 PM
10	empty or half finished plazas or buildings	3/28/2020 6:14 PM
11	water pipes	3/28/2020 3:43 PM
12	Having the town's board and planning members review a project plan before proclaiming "I love that project!" (Respecting and following the plan!)	3/27/2020 9:06 PM
13	We need a market in west end of town.	3/27/2020 6:47 PM
14	Looks dumpy nothing around here makes me want to go out for dinner or shop around here. I have to go a distance to dine or shop.	3/27/2020 4:36 PM
15	to many apartments	3/27/2020 12:17 PM
16	Tax rate is high	3/27/2020 9:32 AM
17	Ugly apartments	3/27/2020 7:00 AM
18	Not enough commercial or business is Rotterdam.	3/27/2020 6:51 AM
19	Construction	3/26/2020 9:50 PM
20	Empty stores	3/26/2020 7:36 PM
21	Apartments	3/26/2020 7:27 PM
22	Too many condos/townhomes	3/26/2020 7:07 PM
23	Crime/drugs	3/26/2020 6:54 PM
24	Amount of apartments making it easy to move out	3/26/2020 6:47 PM
25	Too many apartment buildings-brings in undesirable.	3/26/2020 6:17 PM
26	Too many of the same type of businesses and financial institutions	3/26/2020 2:11 PM
27	Infrastructure meaning water lines,sewer etc needs to upgrade w/addition of dwellings & residences	3/26/2020 1:20 PM
28	Roads poor condition	3/26/2020 12:13 PM
29	Old buildings or empty business	3/26/2020 11:50 AM
30	Must be in a league in order to use any baseball fields in town.	3/26/2020 11:48 AM
31	Spot Zoning	3/26/2020 8:57 AM
32	Taxes	3/25/2020 9:57 PM
33	infrastructure	3/24/2020 1:36 PM
34	Lack of commercial pride in ownership	3/22/2020 9:05 PM
35	We seem to have an over abundance of apartment dwellings	3/20/2020 9:29 AM

36	Still have the 1950s mentality, no vision and no foresight	3/15/2020 7:39 AM
37	Town employees are not responsive to resident-tax payers!	3/14/2020 11:18 AM
38	Taxes	3/13/2020 7:35 AM
39	Code enforcement for homes neglected and dilapidated	3/11/2020 2:34 PM
40	Taxes	3/9/2020 7:24 PM
41	Keeping what makes our town welcoming	3/8/2020 10:45 PM
42	No sense of community	3/6/2020 7:52 PM
43	Stops sign not adhered to	3/6/2020 7:26 PM
44	Traffic	3/6/2020 5:17 PM
45	High taxes for what residents actually receive .	3/6/2020 2:34 PM
46	Roads	3/6/2020 11:43 AM
47	Water	3/6/2020 8:17 AM
48	High taxes	3/6/2020 8:03 AM
49	No uniformity in appearance new commercial space s	3/6/2020 7:58 AM
50	Quality school programs	3/5/2020 10:09 PM
51	do something with the mall right now its a waste	3/3/2020 5:06 PM
52	The need for grocery store near to five corners.	3/3/2020 1:23 PM
53	Crime	3/3/2020 12:39 PM
54	shopping	3/3/2020 12:30 PM
55	Lack of retail	3/3/2020 11:01 AM
56	enforcing laws	3/3/2020 9:57 AM
57	Taxes	3/3/2020 9:51 AM
58	Non-funding of emergency services (specifically REMS)	3/3/2020 8:46 AM
59	Pointing fingers	3/3/2020 8:40 AM
60	Taxes	3/3/2020 7:58 AM
61	To much traffic without updated roads	3/3/2020 6:42 AM
62	New Town Offices	3/3/2020 6:25 AM
63	to much traffic	3/3/2020 2:12 AM
64	Aging infrastructure	3/3/2020 2:05 AM
65	Traffic control	3/3/2020 1:27 AM
66	Population	3/2/2020 11:25 PM
67	Economic growth	3/2/2020 11:06 PM
68	Crime	3/2/2020 11:01 PM
69	The increase of crime-break ins, cars and houses	3/2/2020 10:51 PM
70	Affordable housing	3/2/2020 10:35 PM
71	Dilapidated homes, neighborhoods	3/2/2020 10:22 PM
72	Crime	3/2/2020 10:14 PM
73	The three turkeys.	3/2/2020 9:17 PM

74	Keeping crime down	3/2/2020 9:08 PM
75	Not enough businesses. Too many banks.	3/2/2020 9:07 PM
76	No decent department stores.	3/2/2020 8:52 PM
77	Many parts of Rotterdam do not have pubically available water	3/2/2020 3:25 PM
78	Too many apartments	3/1/2020 1:40 PM
79	No new business	2/29/2020 9:16 PM
80	NOT becoming Urban? too many housing developments are overwhelming schools	2/29/2020 4:51 PM
81	Too industrial	2/29/2020 2:59 PM
82	Senior housing	2/29/2020 2:34 PM
83	Infrastructure	2/29/2020 12:22 PM
84	More cable options	2/29/2020 11:48 AM
85	Lack of dog park	2/29/2020 11:07 AM
86	Infrastructure	2/29/2020 9:56 AM
87	Crime spread	2/29/2020 9:47 AM
88	Taxes	2/29/2020 8:23 AM
89	Space	2/29/2020 7:02 AM
90	Teenage boredom	2/29/2020 4:58 AM
91	Politics-at the expense of the general citizens.	2/29/2020 1:58 AM
92	No new businesses	2/28/2020 10:35 PM
93	Too many apartments and condos	2/28/2020 9:51 PM
94	Walmart/crane st area	2/28/2020 9:39 PM
95	Dated infrastructure	2/28/2020 9:01 PM
96	Pot holes	2/28/2020 8:25 PM
97	Schenectady	2/28/2020 8:16 PM
98	School budget	2/28/2020 8:16 PM
99	Apartments	2/28/2020 8:12 PM
100	Lack of green space	2/28/2020 8:06 PM
101	Poor road conditions	2/28/2020 7:53 PM
102	Not enough restaurants	2/28/2020 7:51 PM
103	5 corners congestion	2/28/2020 7:50 PM
104	There needs to be a grocery store closer to rotterdam junction. We have to spend our money in other towns would be nice to have one in the mall area	2/28/2020 6:43 PM
105	Crime	2/28/2020 6:22 PM
106	Lowering the ungodly taxes we already pay	2/28/2020 6:13 PM
107	Traffic, reckless drivers, speeding	2/28/2020 6:06 PM
108	Too many water main breaks... Work on infastructure	2/28/2020 5:57 PM
109	Septic at home	2/28/2020 5:38 PM
110	Maintaining a tax base.	2/28/2020 5:31 PM
111	Development and addition of Apartment complexes in the area. Too much congestion.	2/28/2020 5:23 PM

112	empty stores in many areas ie. old CVS store at 5 corners should be knocked down.	2/28/2020 5:14 PM
113	Business are old and run down	2/28/2020 5:10 PM
114	Taxes	2/28/2020 5:04 PM
115	Not having a brush dump.	2/28/2020 5:00 PM
116	Stores to fill Rotterdam mall	2/28/2020 3:28 PM
117	Accessibility to amenities	2/28/2020 1:03 PM
118	High Property Taxes with no end to growth sight	2/28/2020 11:45 AM
119	Taxes too high and does not attract residents	2/28/2020 10:54 AM
120	do mot leave woestina school empty when other school moves	2/28/2020 10:46 AM
121	Restrictions	2/28/2020 10:35 AM
122	Better entertainment options	2/28/2020 10:33 AM
123	Water issues	2/28/2020 9:36 AM
124	Businesses don’t serve in this town	2/28/2020 9:21 AM
125	The separation of Rotterdam Junction	2/28/2020 9:04 AM
126	Get rid of abandoned bldgs, in Junction	2/28/2020 8:10 AM
127	No Solar farm over water supply in the Junction	2/28/2020 8:10 AM
128	Abandoned buildings	2/28/2020 7:48 AM
129	Influx of appartment/townhouses	2/27/2020 9:38 PM

#	2	DATE
1	Payroll	4/1/2020 11:12 AM
2	Traffic	3/31/2020 9:39 PM
3	lack of sidewalk on long sections of Curry Rd.	3/30/2020 11:32 PM
4	Landlords not taking responsibility for tenets and property	3/30/2020 9:14 PM
5	More fishing areas	3/30/2020 3:21 PM
6	Traffic	3/30/2020 1:00 PM
7	Lack of youth opportunities	3/29/2020 10:22 AM
8	Low income housing atttracts undesirables	3/29/2020 9:26 AM
9	To many cars parking on the front grass and sidewalks of rentals and properties	3/28/2020 7:25 PM
10	Squeezing buildings in small spaces, ex hollywood and wildwood	3/28/2020 6:14 PM
11	too many apartments, townhouses	3/28/2020 3:43 PM
12	Preventing contractor favoritism that has for many years run the town (revolving door in planning)	3/27/2020 9:06 PM
13	Our taxes are way to high for what we get here in Rotterdam. Honestly the schools are mediocre at best. No where decent to shop or eat. We dont even have anything to brag about as far as a Recreational Park. Other towns pay much less in taxes and have much more to offer.	3/27/2020 4:36 PM
14	not enough outdoor space for kids	3/27/2020 12:17 PM
15	Not enough shopping, restaurant options	3/27/2020 9:32 AM
16	Overcrowding in schools	3/27/2020 7:00 AM
17	Taxes on new construction commercial and apartments are unfair causing a lack of demand which causes lack of overall growth.	3/27/2020 6:51 AM
18	Traffic	3/26/2020 9:50 PM
19	Lack of community facilities	3/26/2020 7:36 PM
20	Safety with crime	3/26/2020 7:27 PM
21	Spectrum as only cable and internet provider	3/26/2020 7:07 PM
22	Water infrastructure	3/26/2020 6:54 PM
23	Number of drug stores and gas stations that can be used for small businesses	3/26/2020 6:47 PM
24	Old waterline, sewer... needs to be rebuilt and extended	3/26/2020 6:17 PM
25	Too many apartment/condos	3/26/2020 2:11 PM
26	Needs more shopping offers	3/26/2020 12:13 PM
27	Retail or restaurants too close to housing development	3/26/2020 11:50 AM
28	Too many vacant houses/buildings.	3/26/2020 11:48 AM
29	Truck Traffic	3/26/2020 8:57 AM
30	Taxes	3/25/2020 9:57 PM
31	protect our Aquifer, water	3/24/2020 1:36 PM
32	New businesses seem to be geared to low income -	3/22/2020 9:05 PM
33	We have in-used, under utilized commercial property	3/20/2020 9:29 AM
34	No vision or foresight, several Schalmont engineering classes have laid out plans and of them ever considered	3/15/2020 7:39 AM

35	This includes ALL agency, PD, highway, Town Hall.	3/14/2020 11:18 AM
36	Taxes	3/13/2020 7:35 AM
37	repaving/pot hole repair on secondary residential streets	3/11/2020 2:34 PM
38	Schools	3/9/2020 7:24 PM
39	Balance of business & residential	3/8/2020 10:45 PM
40	Crime coming in from Schenectady	3/6/2020 7:52 PM
41	Sewers	3/6/2020 7:26 PM
42	Crime	3/6/2020 5:17 PM
43	Terrible road conditions.	3/6/2020 2:34 PM
44	Water pipes	3/6/2020 11:43 AM
45	Roads in eldorado HORRIBLE	3/6/2020 8:17 AM
46	Not enough police	3/6/2020 8:03 AM
47	No choices for restaurants besides old chains	3/6/2020 7:58 AM
48	Supporting town officials who are civic minded and not beholden to monied iterests.	3/5/2020 10:09 PM
49	Infrastructure	3/3/2020 12:39 PM
50	town board	3/3/2020 12:30 PM
51	Lack of testaurants	3/3/2020 11:01 AM
52	loosing businesses and shopping areas constantly	3/3/2020 9:57 AM
53	Trashy people from the city	3/3/2020 9:51 AM
54	Poor land use	3/3/2020 8:46 AM
55	Closed minded people	3/3/2020 8:40 AM
56	There are zero pedestrian firendly areas, places with sidewalks have nowhere to walk to	3/3/2020 7:58 AM
57	Not enough to do for young families	3/3/2020 6:42 AM
58	New Public Safety Building	3/3/2020 6:25 AM
59	our ever growing demand on our water supply	3/3/2020 2:12 AM
60	Too many apartments	3/3/2020 2:05 AM
61	a decent park	3/3/2020 1:27 AM
62	Not enough infrastructure	3/2/2020 11:25 PM
63	Lowering Taxes	3/2/2020 11:06 PM
64	Rising taxes	3/2/2020 11:01 PM
65	Closed businesses	3/2/2020 10:51 PM
66	Infrastructure (roads, waterworks, bridges)	3/2/2020 10:35 PM
67	Lack of retail	3/2/2020 10:22 PM
68	Cost of living	3/2/2020 10:14 PM
69	Water system	3/2/2020 9:08 PM
70	All the good businesses leave.	3/2/2020 9:07 PM
71	No decent chain restaurants.	3/2/2020 8:52 PM
72	see 1	3/2/2020 3:25 PM

73	No place to grocery shop on west side of town	3/1/2020 1:40 PM
74	Aging roads	2/29/2020 9:16 PM
75	Poor school district	2/29/2020 4:51 PM
76	Awful traffic, trucks and heavy truck traffic	2/29/2020 2:59 PM
77	Crime	2/29/2020 2:34 PM
78	More retail etc to build the tax base	2/29/2020 12:22 PM
79	Department Stores	2/29/2020 11:48 AM
80	Lack of brewpub	2/29/2020 11:07 AM
81	traffic congestion on Curry Rd and Altamont Ave	2/29/2020 9:56 AM
82	Water system issues	2/29/2020 9:47 AM
83	Loss of good restaurants	2/29/2020 8:23 AM
84	Traffic congestion	2/29/2020 4:58 AM
85	No comprehensive and executed development plan	2/29/2020 1:58 AM
86	Too many apartments	2/28/2020 10:35 PM
87	Apartment buildings can have a huge numb e of children that means they attend our school system, which is having trouble making ends meet	2/28/2020 9:51 PM
88	Mall area.	2/28/2020 9:39 PM
89	Tax assessments and increase in taxes	2/28/2020 9:01 PM
90	Walmart/Crime	2/28/2020 8:25 PM
91	Deteriorating parks	2/28/2020 8:16 PM
92	Taxes	2/28/2020 8:16 PM
93	Petty Crime	2/28/2020 8:12 PM
94	Too many apartments	2/28/2020 8:06 PM
95	Too many apartments going up	2/28/2020 7:51 PM
96	The dead mall	2/28/2020 7:50 PM
97	Something for the youth in rotterdam junction. Maybe something at woestina for the neighborhood children	2/28/2020 6:43 PM
98	Lack of community events / programs	2/28/2020 6:22 PM
99	Reigning in the police force costs before it bankrupts the town	2/28/2020 6:13 PM
100	Attractive venues for youth recreation/ parks	2/28/2020 6:06 PM
101	Too many apartment buildings	2/28/2020 5:57 PM
102	School class sizes are a concern for my family currently. We would move to find a smaller district, but the Town has little control over that.	2/28/2020 5:31 PM
103	Overcrowded classrooms for our children in school.	2/28/2020 5:23 PM
104	Hannaford plaza on Altamont looks like a ghetto mall, clean it up	2/28/2020 5:14 PM
105	Parks in poor shape	2/28/2020 5:10 PM
106	School districts	2/28/2020 5:04 PM
107	Too much building. Save some land, and relocated the damn turkey's.	2/28/2020 5:00 PM
108	Altamont Ave traffic congestion	2/28/2020 3:28 PM
109	Intergrated green space	2/28/2020 1:03 PM

110	Enforce the speed limits on the portion of RT 5S that goes through Rotterdam Junction and Pattersonville. The gravel trucks that pass through our town are constantly speeding.	2/28/2020 11:45 AM
111	Many house on Main street in the Junction need to be fixed to attract new residents to purchase homes	2/28/2020 10:54 AM
112	clean up the town.	2/28/2020 10:46 AM
113	Taxes	2/28/2020 10:35 AM
114	Better side street roads	2/28/2020 10:33 AM
115	No shopping	2/28/2020 9:36 AM
116	No small schools any more	2/28/2020 9:21 AM
117	Stop light at rt5s and rr 103 by phone co.in Junction	2/28/2020 8:10 AM
118	Keep it single family homes, no apartments with tons of people in the Junction area	2/28/2020 8:10 AM
119	Protecting acquifer	2/28/2020 7:48 AM
120	Lack of a central area for concerts etc	2/27/2020 9:38 PM

#	3	DATE
1	Spending	4/1/2020 11:12 AM
2	Doing over the the shopping center where Walmart is..	3/31/2020 9:39 PM
3	lighting in Coldbrook	3/30/2020 11:32 PM
4	Sidewalks and cross walks on or near police station maybe a light so kids could be safe crossing street heading to the school to play	3/30/2020 3:21 PM
5	Overpopulation	3/30/2020 1:00 PM
6	Declining schools	3/29/2020 10:22 AM
7	School taxes are to high - property is rising too but school is outrageous	3/28/2020 7:25 PM
8	Its not appealing to look at, its outdated	3/28/2020 6:14 PM
9	Controlling the never ending zone changes/amendments	3/27/2020 9:06 PM
10	Schools need to step ut up to draw more families that want a great school district for young children.	3/27/2020 4:36 PM
11	to many empty spaces	3/27/2020 12:17 PM
12	Blighted properties	3/27/2020 9:32 AM
13	Re-Pave more roads	3/27/2020 7:00 AM
14	Not enough development	3/27/2020 6:51 AM
15	Crime	3/26/2020 9:50 PM
16	Not enough tax revenue to address aging infrastructure	3/26/2020 7:36 PM
17	Industrial	3/26/2020 7:27 PM
18	No defining/unique appeal to Rotterdam	3/26/2020 7:07 PM
19	Taxes	3/26/2020 6:54 PM
20	Increasing crime rate near the Schenectady border	3/26/2020 6:47 PM
21	Rotterdam looks dumpy and industrial/unsafe	3/26/2020 6:17 PM
22	Need affordable housing	3/26/2020 12:13 PM
23	Manufacturing business to close to residential area	3/26/2020 11:50 AM
24	Congestion on Altamont/Curry Road Corridor	3/26/2020 8:57 AM
25	Taxes	3/25/2020 9:57 PM
26	redevelopment of closed elementary schools, churches, 5S & 5 Corners	3/24/2020 1:36 PM
27	Sustaining community pride in ownership	3/22/2020 9:05 PM
28	Whatever happen with the last plan, name one project that emerged from that plan	3/15/2020 7:39 AM
29	Taxes	3/13/2020 7:35 AM
30	Elderly housing	3/9/2020 7:24 PM
31	Aging population and infrastructure	3/6/2020 7:52 PM
32	Speed limit	3/6/2020 7:26 PM
33	Lack of good restaurants	3/6/2020 5:17 PM
34	Politicians aren’t the voice of the people that live here.	3/6/2020 2:34 PM
35	No grocery or businesses near 25a	3/6/2020 8:17 AM
36	Not listening to the residents	3/6/2020 8:03 AM

	wants\needsaqqqaqqaaAaqAQAQQAQQAQQQQQQAaaAqQQAAQQAQqQQaaqqaQaQQAqaAAqaqAAaAAqaqaAaAaqaAaAaAAQQqqQAAQQAaQQAAaqAQAQAAQAQAQAqQq@1@@1@	
37	No community gathering	3/6/2020 7:58 AM
38	Quality workforce to serve residents, trades people, medical personnel and others to raise the quality of life of individuals.	3/5/2020 10:09 PM
39	shopping	3/3/2020 12:30 PM
40	Abundance of apartments	3/3/2020 11:01 AM
41	stop the whats in it for me attitudes	3/3/2020 9:57 AM
42	Clearing of wooded land	3/3/2020 9:51 AM
43	Traffic patterns and roadways	3/3/2020 8:46 AM
44	Water system	3/3/2020 8:40 AM
45	Poor zoning planning, no family friendly neighborhoods.	3/3/2020 7:58 AM
46	No growth opportunities.	3/3/2020 6:42 AM
47	Curry Rd. traffic	3/3/2020 6:25 AM
48	taxes	3/3/2020 2:12 AM
49	Traffic	3/3/2020 2:05 AM
50	upgrading buildings	3/3/2020 1:27 AM
51	Growing to fast	3/2/2020 11:25 PM
52	Adding businesses to Viaport Mall	3/2/2020 11:06 PM
53	Water main breaks-indicating infrastructure issues?	3/2/2020 10:51 PM
54	Traffic congestion along existing commercial areas such as Altamont Ave.	3/2/2020 10:35 PM
55	Lack ofWest end grocery	3/2/2020 10:22 PM
56	Empty homes	3/2/2020 10:14 PM
57	Quality of Walmart plaza, attracting a bad crowd	3/2/2020 9:08 PM
58	Punk kids disturbing people.	3/2/2020 9:07 PM
59	Too many apartment buildings.	3/2/2020 8:52 PM
60	see 1	3/2/2020 3:25 PM
61	Schalmont/mohonasen schools need to share more resources	2/29/2020 9:16 PM
62	poorly developed and maintained parks	2/29/2020 4:51 PM
63	Infrastructure, the roads are HORRIBLE	2/29/2020 2:59 PM
64	School taxes	2/29/2020 2:34 PM
65	Traffic congestion especially around the industrial park and rt 7 west of Altamont ave	2/29/2020 12:22 PM
66	Less sand with salt	2/29/2020 11:48 AM
67	Safe bicycle travel	2/29/2020 11:07 AM
68	Attracting businesses	2/29/2020 9:47 AM
69	Lack of rental property upkeep	2/29/2020 8:23 AM
70	Aging population	2/29/2020 4:58 AM
71	Failing infrstructure. Incentivize growth and, as part, can aid in the infrastructure development.	2/29/2020 1:58 AM
72	Nothing to attract new home owners	2/28/2020 10:35 PM

73	Not enough different types of businesses, too many pizza places, banks and gyms	2/28/2020 9:51 PM
74	Hamburg st is too hodge pudge as is curry	2/28/2020 9:39 PM
75	Over charging for water and waste management when you don’t offer municipal garbage pick up	2/28/2020 9:01 PM
76	Options for kids	2/28/2020 8:16 PM
77	Growing and keeping local businesses	2/28/2020 8:16 PM
78	No healthy options	2/28/2020 8:12 PM
79	More green space	2/28/2020 7:51 PM
80	Losing the “smaller town” feel in areas close to the city of Schenectady	2/28/2020 7:50 PM
81	Taxes are way to high for the services the town lacks	2/28/2020 6:43 PM
82	Need more Street lights in our neighborhoods	2/28/2020 6:22 PM
83	Work to retain residents - we are being taxed out of our homes	2/28/2020 6:13 PM
84	Cleanup the town/ getting very dirty looking	2/28/2020 6:06 PM
85	School overcrowding	2/28/2020 5:57 PM
86	It is not that we do not feel safe in the Town, but there seems to be an increase of "nuisance" crimes.	2/28/2020 5:31 PM
87	Updating parks and recreational areas for families	2/28/2020 5:23 PM
88	Poor upkeep of roads	2/28/2020 5:10 PM
89	No more banks	2/28/2020 5:04 PM
90	Water and infrastructure.	2/28/2020 5:00 PM
91	Trains holding up traffic on Route 5S.	2/28/2020 3:28 PM
92	Making everyone of all demographics feel important to the funciton of the community	2/28/2020 1:03 PM
93	Send the code enforcers after the blighted homes on Main street in Rotterdam Junction. The first home you see in the Junction after the truck parts store has looked horrendous forever and the home next to it looks like its going to fall down. This gives Rotterdam Junction a stigma of being unsightly and run down that it does not deserve when these are the first homes you see when you come to our town	2/28/2020 11:45 AM
94	roads need to be paved	2/28/2020 10:54 AM
95	and side walks for people to walk safely.	2/28/2020 10:46 AM
96	Growth	2/28/2020 10:35 AM
97	Better social activities	2/28/2020 10:33 AM
98	Not enough restaurants	2/28/2020 9:36 AM
99	Flood zone scare to many people	2/28/2020 9:21 AM
100	keep it scenic and quiet in the Junction	2/28/2020 8:10 AM
101	Sidewalks and paving streets	2/28/2020 7:48 AM
102	Identifying thing in town . What is our "claim to fame"	2/27/2020 9:38 PM

Q12 Please identify the top 3 opportunities you see for Rotterdam in the future.

Answered: 102 Skipped: 121

ANSWER CHOICES	RESPONSES	
1	100.00%	102
2	77.45%	79
3	57.84%	59

#	1	DATE
1	Business growth	4/1/2020 11:12 AM
2	At this point I don't see opportunities	3/31/2020 9:39 PM
3	small business	3/30/2020 11:32 PM
4	Na	3/30/2020 3:21 PM
5	A real senior development	3/30/2020 1:00 PM
6	Hopefully having another business besides Walmart here	3/28/2020 7:25 PM
7	Improving pedestrian safety	3/28/2020 6:14 PM
8	commercial and industrial growth	3/28/2020 3:43 PM
9	Properly plan business districts that make sense, particularly near residential areas	3/27/2020 9:06 PM
10	Lower taxes	3/27/2020 4:36 PM
11	jobs	3/27/2020 12:17 PM
12	We have land that can be developed	3/27/2020 9:32 AM
13	More restaurants	3/27/2020 7:00 AM
14	A comprehensive plan which incorporates commercial space	3/27/2020 6:51 AM
15	Low traffic	3/26/2020 9:50 PM
16	Community facilities improved	3/26/2020 7:36 PM
17	Local businesses	3/26/2020 7:27 PM
18	How do we make Rotterdam more appealing to new and current residents	3/26/2020 7:07 PM
19	Get business/big stores in mall	3/26/2020 6:54 PM
20	More recreation leagues and programs	3/26/2020 6:47 PM
21	You now have to leave our town to shop, do something with our Mall! Inexcusable!!!	3/26/2020 6:17 PM
22	Trying to get new businesses to move in	3/26/2020 2:11 PM
23	Make Altamont Ave grow with businesses	3/26/2020 1:20 PM
24	Community	3/26/2020 12:13 PM
25	Increase variety of shopping locations available. I know we can't force businesses to Rotterdam, but we could try to encourage growth.	3/26/2020 11:48 AM
26	Proximity to Albany International Airport	3/26/2020 8:57 AM
27	None. I’m leaving the town after 54 years	3/25/2020 9:57 PM
28	Development & infrastructure off 25A	3/24/2020 1:36 PM
29	Develop community interests. Many residents are long term, lets keep it that way	3/22/2020 9:05 PM
30	Continued small community feel to raise a family	3/20/2020 9:29 AM
31	Need better retail, shopping and medical/urgent care opportunities	3/15/2020 7:39 AM
32	Lower tax base.	3/13/2020 7:35 AM
33	Continue developing along the river it's nice to walk or dine by the water	3/11/2020 2:34 PM
34	Away to attract department stores	3/9/2020 7:24 PM
35	Incorporating more natural preserved land	3/8/2020 10:45 PM
36	Banquet house	3/6/2020 7:26 PM
37	Encouraging unique businesses to come in.	3/6/2020 5:17 PM

38	Bring in business on west side of town	3/6/2020 2:34 PM
39	Bring business in to lower taxes for residents.	3/6/2020 8:17 AM
40	Wonderful close knit community capitalize on it!	3/6/2020 7:58 AM
41	Recreation opportunities for all ages	3/5/2020 10:09 PM
42	nothing	3/3/2020 12:30 PM
43	Better use of land	3/3/2020 11:01 AM
44	Parks that we can be proud of with every aspect of life recreation, relaxation, and outdoor plays or movies.	3/3/2020 9:57 AM
45	Industrial park	3/3/2020 9:51 AM
46	updated water lines	3/3/2020 8:40 AM
47	A huge existing practically empty commercial property in the mall with endless opportunities. The town needs to step in and stop that from imploding in on itself.	3/3/2020 7:58 AM
48	New jobs	3/3/2020 6:42 AM
49	A Town Park	3/3/2020 6:25 AM
50	none	3/3/2020 2:12 AM
51	Mall	3/3/2020 2:05 AM
52	Motels restaurants	3/3/2020 1:27 AM
53	Increase commercial growth in designated areas	3/2/2020 11:25 PM
54	Economic growth	3/2/2020 11:06 PM
55	Develop Via port thoughtfully	3/2/2020 10:51 PM
56	Affordable housing	3/2/2020 10:35 PM
57	None	3/2/2020 10:22 PM
58	The use of the former Mallozzi's banquet.	3/2/2020 9:17 PM
59	Mall needs to improve	3/2/2020 9:08 PM
60	More businesses. Has the ability to develop the area where the mall is.	3/2/2020 9:07 PM
61	expansion of recreational facilities in the Western part of town	3/2/2020 3:25 PM
62	Places for new business to go	2/29/2020 9:16 PM
63	a better parks system	2/29/2020 4:51 PM
64	Upper Broadway as a Main Street	2/29/2020 2:59 PM
65	Senior housing	2/29/2020 2:34 PM
66	More retail	2/29/2020 12:22 PM
67	Build dog park	2/29/2020 11:07 AM
68	We sell water to other municipalities, use the money to fix our aged system	2/29/2020 9:47 AM
69	Riverfront Development and/Events	2/29/2020 8:23 AM
70	Dog park	2/29/2020 7:02 AM
71	Combining schools	2/29/2020 4:58 AM
72	Look into the Livable Communities model.m!	2/29/2020 1:58 AM
73	Need to attract big box retailers & restaurants	2/28/2020 10:35 PM
74	Residents are looking for new businesses not more of the same	2/28/2020 9:51 PM

75	Electing broad minded people willing to work for the people is still possible	2/28/2020 9:39 PM
76	More retail for sales tax base	2/28/2020 9:01 PM
77	Local business growth	2/28/2020 8:16 PM
78	Schools	2/28/2020 8:12 PM
79	More business ie: restaurants that are not chains(wendys etc)	2/28/2020 8:06 PM
80	Repaired senior center	2/28/2020 7:51 PM
81	Repairing the water system	2/28/2020 7:50 PM
82	Business growth.	2/28/2020 6:43 PM
83	Job growth	2/28/2020 6:22 PM
84	Lowering the taxes	2/28/2020 6:13 PM
85	More greenery	2/28/2020 6:06 PM
86	Potential for new restaurants	2/28/2020 5:57 PM
87	Sewers system	2/28/2020 5:38 PM
88	Community Engagement- Make it easier for people feel like they can be involved and have a say without being politically active.	2/28/2020 5:31 PM
89	We have wonderful schools!	2/28/2020 5:23 PM
90	none	2/28/2020 5:14 PM
91	Turning viaport into a viable option for local businesses	2/28/2020 5:10 PM
92	Plenty of space for growth	2/28/2020 5:04 PM
93	Manufacturing	2/28/2020 5:00 PM
94	Diversity of spaces	2/28/2020 1:03 PM
95	Consolidate town services with other communities	2/28/2020 11:45 AM
96	use worstina school again.	2/28/2020 10:46 AM
97	Waterfront development	2/28/2020 10:35 AM
98	More business opportunities	2/28/2020 10:33 AM
99	I don’t see any	2/28/2020 9:21 AM
100	Lovely residential community	2/28/2020 8:10 AM
101	Encourage small Ma & Pa specialty Shops	2/28/2020 8:10 AM
102	Economic growth by inviting small business into rotterdam junction	2/28/2020 7:48 AM

#	2	DATE
1	A town park others want to copy	4/1/2020 11:12 AM
2	Where the thurway is over at 25A	3/31/2020 9:39 PM
3	pedestrian friendly improvements	3/30/2020 11:32 PM
4	Na	3/30/2020 3:21 PM
5	Business growth on Hamburg Street	3/30/2020 1:00 PM
6	Update playgrounds	3/28/2020 6:14 PM
7	Attract families willing to invest in their properties & town	3/27/2020 9:06 PM
8	Draw businesses that will stay	3/27/2020 4:36 PM
9	recreation space for tween kids	3/27/2020 12:17 PM
10	Embracing solar	3/27/2020 9:32 AM
11	More recreation	3/27/2020 7:00 AM
12	Incentives for commercial space	3/27/2020 6:51 AM
13	Nice neighborhood	3/26/2020 9:50 PM
14	Destination businesses (such as wedding Hall etc) that draw in visitors	3/26/2020 7:36 PM
15	Stores	3/26/2020 7:27 PM
16	Engage with residents to find what they really need	3/26/2020 7:07 PM
17	Get something off of I-88	3/26/2020 6:54 PM
18	Greater community involvement	3/26/2020 6:47 PM
19	Cleanup our town! We are NOT a nice place to live. It’s a mess!	3/26/2020 6:17 PM
20	We need some type of anchor store	3/26/2020 2:11 PM
21	Retail	3/26/2020 12:13 PM
22	Open a dog park.	3/26/2020 11:48 AM
23	Proximity for Commuters and Business to Albany	3/26/2020 8:57 AM
24	SUPERMARKET & more retail at ViaPORT	3/24/2020 1:36 PM
25	Set standards for maintenance of commercial prowety	3/22/2020 9:05 PM
26	Need to start thinking about the aging population, Rotterdam is already there and the need for affordable housing/developments people can age into. Developements that would provide the necessary services for this to happen	3/15/2020 7:39 AM
27	Building elderly living situations that are affordable	3/9/2020 7:24 PM
28	Inspiring new small business	3/8/2020 10:45 PM
29	Town park	3/6/2020 7:26 PM
30	More variety for eating choices. Too many fast food/pizza	3/6/2020 5:17 PM
31	Rotterdam square should be demolished and reimagined to outdoor friendly walkable	3/6/2020 7:58 AM
32	Stable population via residential neighborhoods	3/5/2020 10:09 PM
33	zero	3/3/2020 12:30 PM
34	Better infrastructure for economic growth	3/3/2020 11:01 AM
35	reviving the businesses in town	3/3/2020 9:57 AM
36	Lots of open space at the mall	3/3/2020 9:51 AM

37	empty business filled	3/3/2020 8:40 AM
38	A very central location that will always attract residents.	3/3/2020 7:58 AM
39	Bring in new people	3/3/2020 6:42 AM
40	Redevelopement of Via Port	3/3/2020 6:25 AM
41	Grocery store west of guilderland ave	3/3/2020 2:05 AM
42	grocery store in western part of town	3/3/2020 1:27 AM
43	Supporting more local business	3/2/2020 11:25 PM
44	Opening a Community Center	3/2/2020 11:06 PM
45	Keep our town vibrant-opportunities for children - ball park?	3/2/2020 10:51 PM
46	Parks, community recreation	3/2/2020 10:35 PM
47	The activity at the former Daurizo's.	3/2/2020 9:17 PM
48	Walmart plaza needs to improve	3/2/2020 9:08 PM
49	Develop a large shopping plaza	3/2/2020 9:07 PM
50	School merger possible	2/29/2020 9:16 PM
51	better and larger school district	2/29/2020 4:51 PM
52	Expand agricultural opportunities for example, restaurants farm to table	2/29/2020 2:59 PM
53	More updates to infrastructure	2/29/2020 12:22 PM
54	Build brewpub	2/29/2020 11:07 AM
55	We need someplace to shop besides a sub-par Walmart	2/29/2020 9:47 AM
56	Code enforcement on rental property	2/29/2020 8:23 AM
57	More food	2/29/2020 7:02 AM
58	Bringing businesses back to mall or make it strip mall	2/29/2020 4:58 AM
59	Great schools!	2/29/2020 1:58 AM
60	Need to lower taxes	2/28/2020 10:35 PM
61	We have areas begging to change and people with ideas	2/28/2020 9:39 PM
62	Decent property taxes to encourage homeownership	2/28/2020 9:01 PM
63	Agricultural development	2/28/2020 8:16 PM
64	Young families	2/28/2020 8:12 PM
65	More family friendly	2/28/2020 8:06 PM
66	Less apartments	2/28/2020 7:51 PM
67	Rebuilding the mall area	2/28/2020 7:50 PM
68	Great schools	2/28/2020 6:22 PM
69	Lowering the cost of police force	2/28/2020 6:13 PM
70	Less box stores	2/28/2020 6:06 PM
71	Invest in parks and recreation, develop the senior center to act more like a community center.	2/28/2020 5:31 PM
72	Opportunity to build single family home communities, family friendly environment.	2/28/2020 5:23 PM
73	Creating parks that attract locals	2/28/2020 5:10 PM
74	Location to main transportation routes	2/28/2020 1:03 PM

75	Reduce overtime for staff/police nearing retirement as this practice bloats pensions and is ultimately passed on to the tax payers. It is well publicized that Rotterdam has one of the highest pension responsibilities because this practice is allowed and encouraged.	2/28/2020 11:45 AM
76	bus service would be a great asset to this town.	2/28/2020 10:46 AM
77	Better network through out for everyone	2/28/2020 10:33 AM
78	Hope someone purchases the old Anthony's Pizza and reopens it	2/28/2020 8:10 AM
79	Bike path construction	2/28/2020 7:48 AM

#	3	DATE
1	More active town	4/1/2020 11:12 AM
2	Na	3/30/2020 3:21 PM
3	Renewable energy projects	3/30/2020 1:00 PM
4	Create more and better neighborhood parks	3/28/2020 6:14 PM
5	Practice sensible planning while preserving the town's history	3/27/2020 9:06 PM
6	Make our citizens proud again to call Rotterdam our home town	3/27/2020 4:36 PM
7	more community activity	3/27/2020 12:17 PM
8	Open to resident's ideas	3/27/2020 9:32 AM
9	Nursing home	3/27/2020 7:00 AM
10	Stop over assessing new construction to incentivize new construction (commercial, apartments, residential)	3/27/2020 6:51 AM
11	Good land	3/26/2020 9:50 PM
12	More jobs for residents	3/26/2020 7:36 PM
13	More outdoor rec areas	3/26/2020 7:27 PM
14	Combining school districts	3/26/2020 6:47 PM
15	We have great food like Tops, Canali’s, Lucia’s etc!!!	3/26/2020 6:17 PM
16	Dining	3/26/2020 12:13 PM
17	More community activities.	3/26/2020 11:48 AM
18	Opportunity to attract professional business from Exit 24/23 to Exit 25A with open space at exit.	3/26/2020 8:57 AM
19	LARGE park off 25A	3/24/2020 1:36 PM
20	Begin planting trees along roads for small town charm.	3/22/2020 9:05 PM
21	consolidation of services including town services, police, schools	3/15/2020 7:39 AM
22	Something for kids to do	3/9/2020 7:24 PM
23	Pool	3/6/2020 7:26 PM
24	Western edge of town be promoted and rebuilt	3/6/2020 7:58 AM
25	Improvement of schools	3/5/2020 10:09 PM
26	0	3/3/2020 12:30 PM
27	more eateries of different cultures	3/3/2020 9:57 AM
28	Thriving downtown Schenectady	3/3/2020 9:51 AM
29	place for teens and young adults to get outside	3/3/2020 8:40 AM
30	The Industrial park with rail access can bring massive industry	3/3/2020 7:58 AM
31	New small businesses.	3/3/2020 6:42 AM
32	Clearer Zoning	3/3/2020 6:25 AM
33	Park development	3/3/2020 2:05 AM
34	Increasing youth areas/parks	3/2/2020 11:25 PM
35	Opening a movie theater and other entertainment options	3/2/2020 11:06 PM
36	Sound planning to help with climate change, protecting natural resources	3/2/2020 10:35 PM
37	More appeal/a draw via a beautiful park	3/2/2020 9:08 PM

38	No more banks	3/2/2020 9:07 PM
39	Stronger tax base	2/29/2020 12:22 PM
40	Create safe bike paths where tractor trailers and other drivers that are on their cell phones are not flying past you	2/29/2020 11:07 AM
41	Town needs to care more about our schools	2/29/2020 9:47 AM
42	Listening to current citizens	2/29/2020 4:58 AM
43	Good hearted people. LISTEN to your citizens, not just ones with money or other political pull.	2/29/2020 1:58 AM
44	Need to recruit home owners, not apartment renters	2/28/2020 10:35 PM
45	To make the Rotterdam Junction community feel like they are truly a part of Rotterdam	2/28/2020 9:01 PM
46	Business	2/28/2020 8:12 PM
47	More food options	2/28/2020 7:51 PM
48	Developing the western side of town for retail business	2/28/2020 7:50 PM
49	Repurpose for old buildings	2/28/2020 6:22 PM
50	Retaining residents throughout their life	2/28/2020 6:13 PM
51	Really need to engage the youth of this town	2/28/2020 6:06 PM
52	Community Outreach of the Police Department- National Night out was run by REMS last year, that event is a police sponsored event in many communities. You are missing something there by not having the RPD put that together. Additionally, what engagement does the Police department have with the community other than patrols and investigations? Resource officers are great, I love the concept. I do think we are missing out on something better with the PD.	2/28/2020 5:31 PM
53	Lots of vacant store spaces in the area, opportunity for new businesses to enter and be successful in those buildings.	2/28/2020 5:23 PM
54	Availability of greenspace	2/28/2020 1:03 PM
55	Consolidate school districts in the county to share services such as bus transportation and garages	2/28/2020 11:45 AM
56	cleaning up the main street	2/28/2020 10:46 AM
57	Less solar farms. Help the real farmers instead	2/28/2020 10:33 AM
58	have more community events.	2/28/2020 8:10 AM
59	Sidewalks	2/28/2020 7:48 AM

Q13 Please share any other ideas you have for Rotterdam.

Answered: 55 Skipped: 168

#	RESPONSES	DATE
1	Lol tons	4/1/2020 11:12 AM
2	Don't lose anymore resident's in schamont school district, because of high school taxes.	3/31/2020 9:39 PM
3	Lower taxes or try to make a sewer system on princetown road septic sucks	3/30/2020 3:21 PM
4	Our representatives need to represent us. Involve every stakeholder before major changes are made to a specific area of town.	3/30/2020 1:00 PM
5	We need to take care of what we have. It's become sloppy, garbage everywhere, houses unkept and it no longer touts "a nice place to live". -	3/28/2020 7:25 PM
6	Promote more local social events, like our neighboring towns do, ask police to provide more community education regarding safety, car seats, bicycles, etc	3/28/2020 6:14 PM
7	please allow other cable companies to do business in Rotterdam like Verizon FIOS so we don't only have one option like Spectrum.	3/28/2020 3:43 PM
8	Developers apparently do not make enough money building houses and have reverted the log term cash flow that apartments provide. Some town needs to realize that there needs to be developments that attracts the young family. Expandable houses at approx 1,000 sq. ft. that have reasonably sized plots to be affordable. This will attract families to stay and grow here. You have a chance to capture the millennials who no longer want an apartment and are ready to settle down, they are out there, ask them. At $300K and more, the current new house is too big and out of reach. It worked in the past and it's time to do it again.	3/27/2020 9:06 PM
9	Find a way to Lower taxes	3/27/2020 7:00 AM
10	Redo memorial park with a splash pad, tennis courts. Pickle ball courts. Bocce ball courts. Get rid of one baseball field. People need somewhere to congregate.	3/27/2020 6:51 AM
11	Let the NYS Police and Sheriff departments take care of anything between them and 5 corners. Less rotterdam PD, let schenectady take everything from 5 corners to Schenectady. What are our taxes paying....no streetlights, barely sidewalks, most people have septic. Roads are terrible shape and water infrastructure is way out dated.	3/26/2020 6:54 PM
12	Our Parents would be sad to see Rotterdam now. Our leaders need to work full time and devote all their tome to improvements! We are thankful for all who try to help, but we must have a sense of urgency! Ask knowledge experts for help!	3/26/2020 6:17 PM
13	We have wonderful waterfront access that should be better utilized with better access to the river and bike bath, including improved facilities.	3/26/2020 8:57 AM
14	More work with property owners through code enforcement if necessary & Metroplex to improve the look of Altamont Ave, Hamburg Street, ViaPORT, 5 Corners, 5S	3/24/2020 1:36 PM
15	Begin tree plantings. Begin to create warmth of small town with charm. Rotterdam has potential for this vs allowing to get run down.	3/22/2020 9:05 PM
16	Time to start turning over leadership to the next generation. The past and current have screwed up enough. If you expect them to stay, get them involved.	3/15/2020 7:39 AM
17	Town Board members need to have MUCH more knowledge as to what goes on in the Town!!!!!!	3/14/2020 11:18 AM
18	Stop spot approving zone changes. Stop building communities for developers that line their pockets and change great quiet neighborhoods with more traffic and destroying golf courses!!!!	3/6/2020 7:52 PM
19	There are are enough banks in Rotterdam. Every other corner has a bank on it	3/6/2020 5:17 PM
20	We have an amazing community that comes together in times of need. We NEED place to gather think the crossings. We need a farmers market we need more uniformity in building appearance. We need a thoughtful plan to make rotterdam a legitimate nice place to live	3/6/2020 7:58 AM
21	Elimination of high density housing that does little to promote quality of life. Master plan to eliminate traffic congestion and areas of high crime areas. Communication by town personnel with population so there is opportunity for discussion and input rather than last minute decisions that require activism to express support or dissatisfaction.	3/5/2020 10:09 PM

22	our opinions don't count	3/3/2020 12:30 PM
23	We need to focus on bringing back community involvement to all areas of our town without personal concerns for retribution.	3/3/2020 9:57 AM
24	I dont have any ideals but i grew up in a area that was stuck in the past and i watch it decline. we need to change with the time but keep some old school values	3/3/2020 8:40 AM
25	With the popularity of the area we have the real opportunity to be the Cary of ny, need more family friendly opportunities and better planning. Need A walkable downtown with commercial and entertainment interests. Revamp 5 corners, down to Campbell ave, improve infrastructure, implement trolley or family friendly bus service between 5 corners and Campbell ave. Museums, real parks, restaurants, etc so people will want to stay in town and spend their money in town.	3/3/2020 7:58 AM
26	To many zombie houses or empty buildings that sit vacant on the market because taxes are so high. Fill those before building new ones.	3/3/2020 6:42 AM
27	Take it in sections. Much of the commercial development is looking run down, especially 5 corners area and Broadway	3/3/2020 1:27 AM
28	The town is expanding past its current infrastructure. Traffic is a huge problem and residential growth in terms of apartments and condos needs to slow.	3/2/2020 11:25 PM
29	Rent out pavilions and/or community center rooms around town for special events, like Niskayuna does.	3/2/2020 11:06 PM
30	Annual trash pickup	3/2/2020 10:22 PM
31	We need to have more community gatherings it seems as if people no longer know each other. Many people are angry and are bullies	3/2/2020 10:14 PM
32	Bring in big chains that will help draw people to our town - chick fil a, Target, Starbucks, Ikea, something that's new to the area	3/2/2020 9:08 PM
33	No more banks! Retail development. No more apartments!	3/2/2020 9:07 PM
34	The town needs to enforce the town codes, if the town can’t govern appropriately and fairly than there is no chance for opportunity or attracting people with class and integrity. It is just a crappy town ruled by favors and back room promises.	2/29/2020 2:59 PM
35	These should at the very least be looked at	2/29/2020 12:22 PM
36	DOG PARK!!!	2/29/2020 11:07 AM
37	Dog park	2/29/2020 7:02 AM
38	I’ve lived here for 30 years. It not such a nice place to live anymore. It is not as safe (to be fair that is an issue for many areas at this point). It is not a convenient place to live if you work outside of town in terms of taking care of errands and grocery shopping. Don’t have any really good parks that are safe and more. There are hood people who are invested in the town-that remains the same.	2/29/2020 1:58 AM
39	Rotterdam is declining while surrounding suburbs are flourishing. Need big box retailers & restaurants like in Glenville & Mohawk Commons. Altamont Ave is a dump with low end stores & restaurants. Start building up west Rotterdam to encourage higher end homeowners & shoppers. (Target, Trader Joe’s, Panera, Starbucks, core life, etc.)	2/28/2020 10:35 PM
40	Take a note from the city of Schenectady with events and positivity for Rotterdam residents.	2/28/2020 9:01 PM
41	Please stop all the apartments. It’s crazy	2/28/2020 8:12 PM
42	Would love to see a town park with pool and tons of play area. Bike/ skate park.	2/28/2020 7:53 PM
43	I have no issue with the sale of our water, and metering is inevitable.	2/28/2020 7:50 PM
44	Take care of our town . Encourage our residents to partake in community events . Add curb appeal to areas that look shabby and run down . Take pride in the town ! Strive to make it "A nice place to live"	2/28/2020 6:22 PM
45	We have enough multiple-dwelling units that have added to our roadway congestion and schools. We do NOT need any more, regardless of who personally benefits from it.	2/28/2020 6:13 PM

46	We need to curtail the types of businesses that bring in undesirables. Somebody had to say it.	2/28/2020 6:06 PM
47	I would like to see the focus be on bringing new businesses into our vacant buildings, but we should not be building apartments in single family zoned areas, where congestion is already high. It creates a dangerous environment for our children, with increased traffic on our neighborhood streets. It lessens the beauty of the community that our Rotterdam neighborhood provides.	2/28/2020 5:23 PM
48	none	2/28/2020 5:14 PM
49	Is there really a need for seven fire houses?	2/28/2020 5:00 PM
50	I would love a fabric store like JoAnn Fabrics.	2/28/2020 3:28 PM
51	I really wish that I was able to share more specific ideas that could be tied directly to place but I am just not familiar enough to make those claims. Looking at that beginning map was nice to see. Rotterdam is definitely unique in that it has all of the green space to the West, the river, and ease of connection to the city of Schenectady and Albany. I think if all groups were to feel like their voices and their needs were being heard, more people would feel inclined to take care of their local community. I don't know if this pertains to Rotterdam but I have seen, in my experience anyway, ideas of these big shiny attractions to areas that just do not gain traction or fizzle out after a few years and I think it has a lot to do with ignoring what already exists in your town. Who are each and every person who makes up Rotterdam and what do they need to function day to day & appreciate what their town does for them and in turn what makes them want to take part in keeping it a nice place to live themselves?	2/28/2020 1:03 PM
52	I see no reason to establish a sewer system for Rotterdam Jct as this would only add to the already high tax burden in this area. The gravel makeup of the soil in Rotterdam Jct is excellent for septic systems. It cost $250 every 6 years to empty my septic tank. Perhaps providing education to the residents requesting sewers in this area on how to contact a septic tank emptying contractor and install a removable surface cover for their tank would be more efficient and cost effective for everyone rather than wasting town resources and residents tax dollars on something that is not needed for this area.	2/28/2020 11:45 AM
53	Cut property taxes. That money can be used by homeowners who have to fix/update their own water lines when they break because that is not the Town's problem.	2/28/2020 10:33 AM
54	I live in Pattersonville/ Rotterdam Jct area. I feel that many areas of Rotterdam such as Altamont Rd and Broadway are getting dangerous because of more criminal activity. I go shopping in Scotia because I feel safer.	2/28/2020 8:10 AM
55	Stop light instead of stop sign at intersection of route 103 and 5s. Police presence to monitor speed on main Street.	2/28/2020 7:48 AM

TOWN OF ROTTERDAM COMMUNITY SURVEY

A Study Conducted for the Town of Rotterdam
Town Board of Rotterdam
by Syracuse University Project Advance Policy Studies 101
January 2020

Town of Rotterdam Community Survey
Town of Rotterdam
by Syracuse University Project Advance Policy Studies 101
January 2020

EXECUTIVE SUMMARY

Introduction: This study reports information gathered through a survey conducted for the Rotterdam Town Board. The results will be included in a report to the Town of Rotterdam Comprehensive Planning Committee. This report will be used to help the Comprehensive Planning Committee create and implement an updated Comprehensive Plan for the Town of Rotterdam.

Methods: The data for the study was generated through a face-to-face survey of individuals found at the ten polling stations in the Town of Rotterdam on Election Day, November 5, 2019. From the target population of 23,124, a simple random sample of 200 was selected. The sample accurately reflects the target population.

Findings: Of the 200 respondents:

1. 65.5% of survey respondents indicated they wanted an increase in the level of road maintenance in the Town of Rotterdam.

2. 88% of survey respondents replied tax rates were very important or somewhat important to living in Rotterdam.

3. 71.5% of respondents replied that the businesses of Rotterdam were either very important or somewhat important to them.

4. 57% of respondents replied that investment opportunity was either not important to them or they had no opinion.

5. 91.5% of respondents want services for seniors to either remain the same or increase, and 88.5% of respondents want services for youth to either remain the same or increase.

6. 89% of respondents said school districts were either very important or somewhat important to living in Rotterdam.

7. 56% of respondents were informed about Rotterdam's events by newspaper.

Introduction

This study reports information gathered through a survey conducted for the Town of Rotterdam. The results will be included in a report to the Comprehensive Planning Committee. Currently, the Town of Rotterdam lacks an updated Comprehensive Plan. This report will be used to help assess the current state of the Town's comprehensive plan so that the Town can successfully create and implement an updated plan. A comprehensive plan states and determines community goals and aspirations for the future of the town. The Syracuse University Project Advance Policy Studies 101 class conducted this research in order to inform the Town of Rotterdam about the current conditions of the town. Upon discussion with Mr. Tommasone, the Town Supervisor, as well as other members of the planning committee, the committee found it crucial to gain residents' opinions regarding the future of the community. This research will be used to create a new updated comprehensive plan, as the last one was conducted 18 years ago.

METHODS

How the Data was Collected

Instrument Design: The survey was created by the Syracuse University Project Advance Policy Studies 101 students at Schalmont High School and was approved by adjunct instructor Mrs. Ryder. Mrs. Ryder has conducted similar surveys for local municipalities, aiding in the survey construction. The survey was slightly altered and verified by Peter Comenzo, Rotterdam Town Planner and the consultant firm hired by the Town of Rotterdam; M. J. Engineering and Land Surveying P.C. No pilot testing took place due to time constraints.

Target Population and Sample: The target population encompassed the entire voting populous of the Town of Rotterdam, which is approximately 23,124 citizens aged 18 and older according to the 2010 Census. The sample was selected as a non-random cluster sample, as surveyors had no list of the town's entire population. A sample size of 200 was selected providing a 95% confidence interval with a margin of error of ±7%. The sample population is 0.86% of the target population in the Town of Rotterdam.

Method of Contact: The surveys were administered face-to-face and respondents completed it on site. The face-to-face method made the respondents more likely to participate and to complete the survey. Any questions and or misconceptions from the respondents could be clarified by the surveyors. Surveys were distributed outside of the ten polling locations in the Town of Rotterdam on Election Day, November 5th, 2019. The survey was administered on Election Day providing an equal opportunity to registered voters to participate in the survey.

Quality of the Data

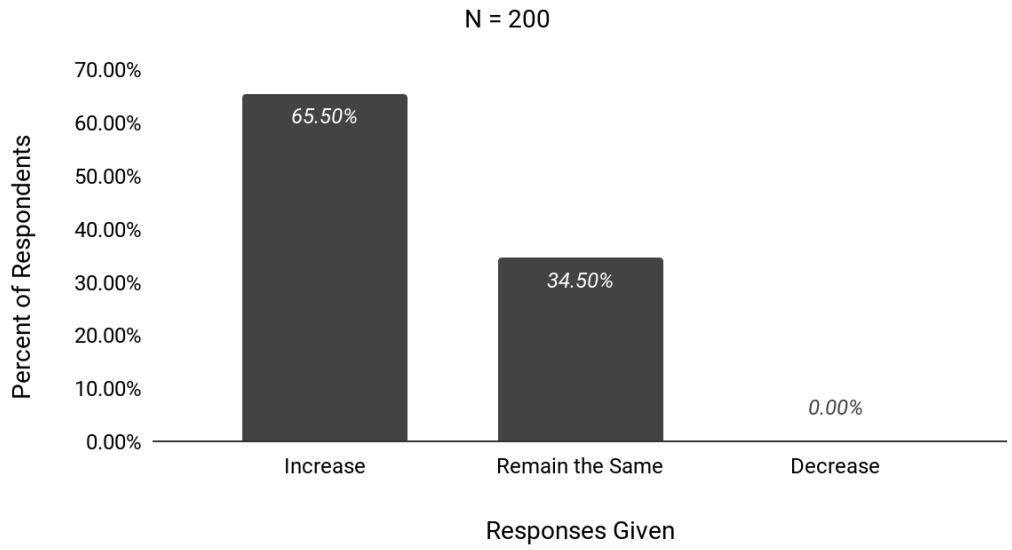
The sample population appears to be representative of the target population. The percentages of the samples age, sex, and income closely matched the target population in the Town of Rotterdam. There was a slight bias between the sample and target in the 65-69 and 70-74 age range and in the income bracket of $15,000-$24,999 and $100,000-$149,999. With the exception of the income bracket of $15,000-$24,999 which was under represented, both age ranges and the $100,000-$149,999 were slightly over represented. Overall, the sample population is an accurate representation of the target population in the Town of Rotterdam.

Our recommendation for future surveys is to make the income question optional instead of a variable because some of the respondents refused to give their annual income.

FINDINGS

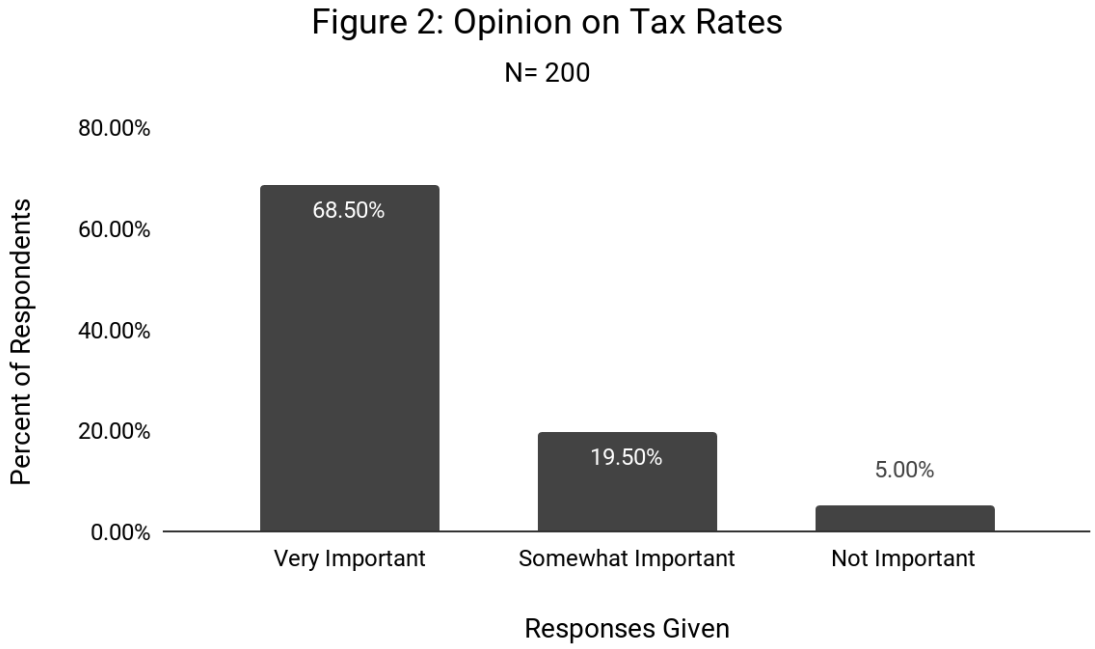
1. 65.5% of survey respondents indicated they wanted an increase in the level of road maintenance in the Town of Rotterdam.

Figure 1: Opinions on Road Maintenance



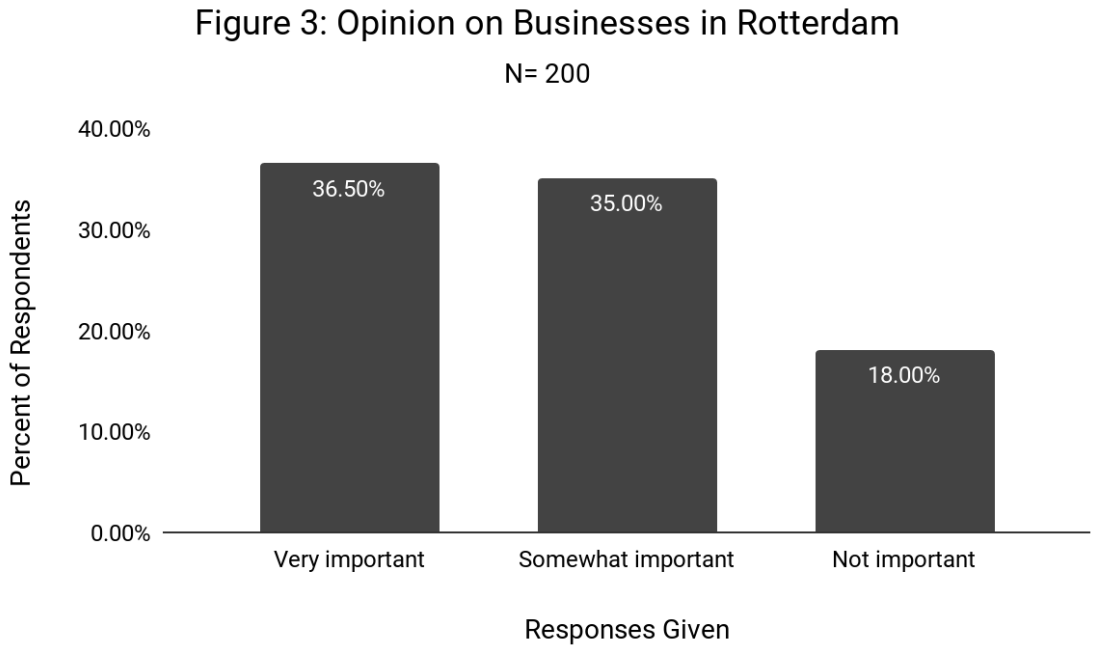
Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

2. 88% of survey respondents replied tax rates were very important or somewhat important to living in Rotterdam.



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

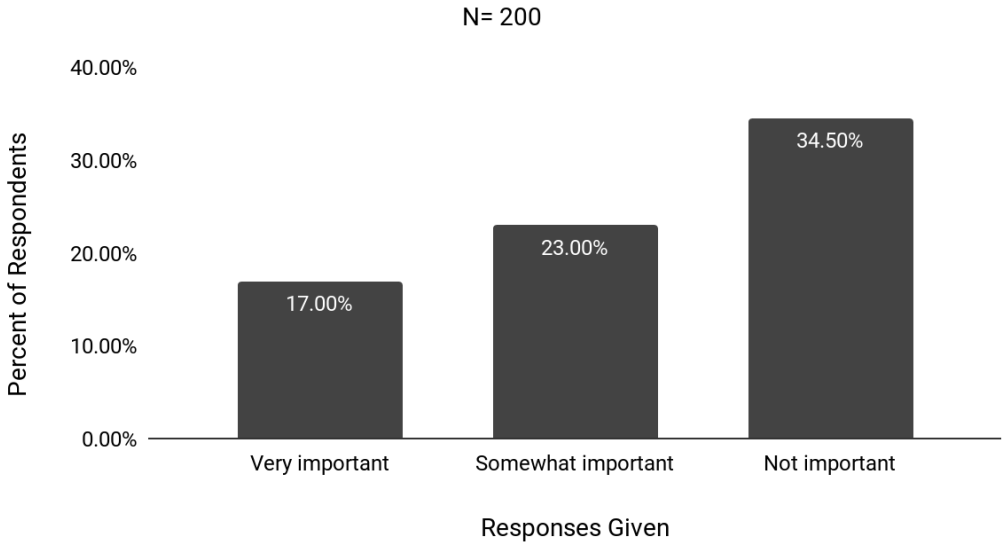
3. 71.5% of respondents replied that the businesses of Rotterdam were either very important or somewhat important to them.



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

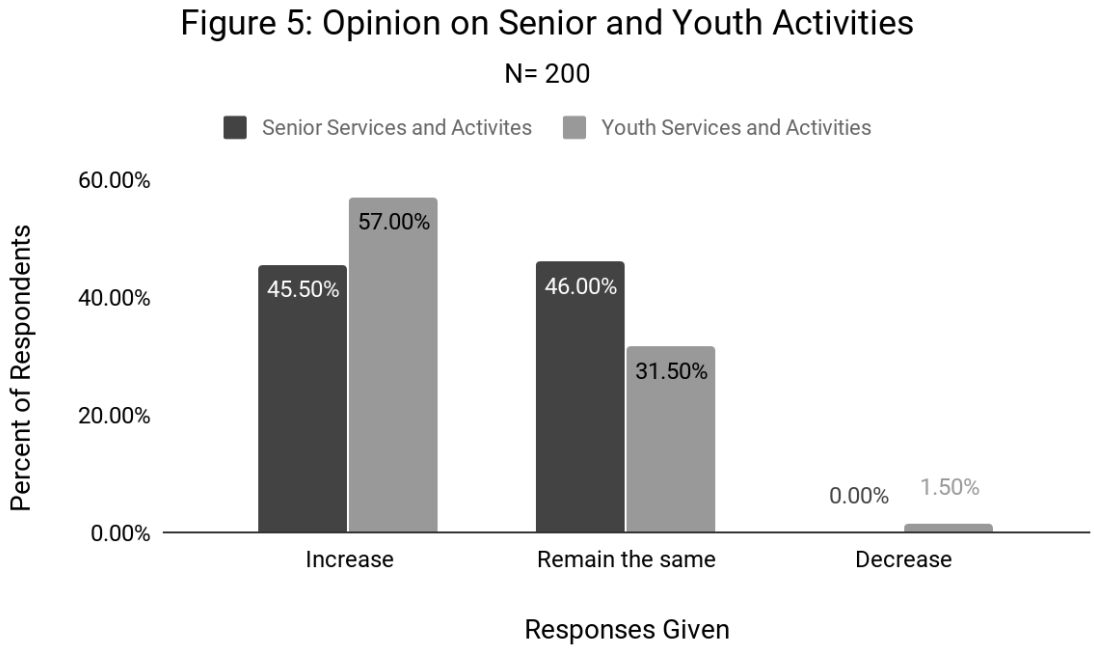
4. 57% of respondents replied that investment opportunity was either not important to them or they had no opinion

Figure 4: Opinion on Investment Opportunity



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

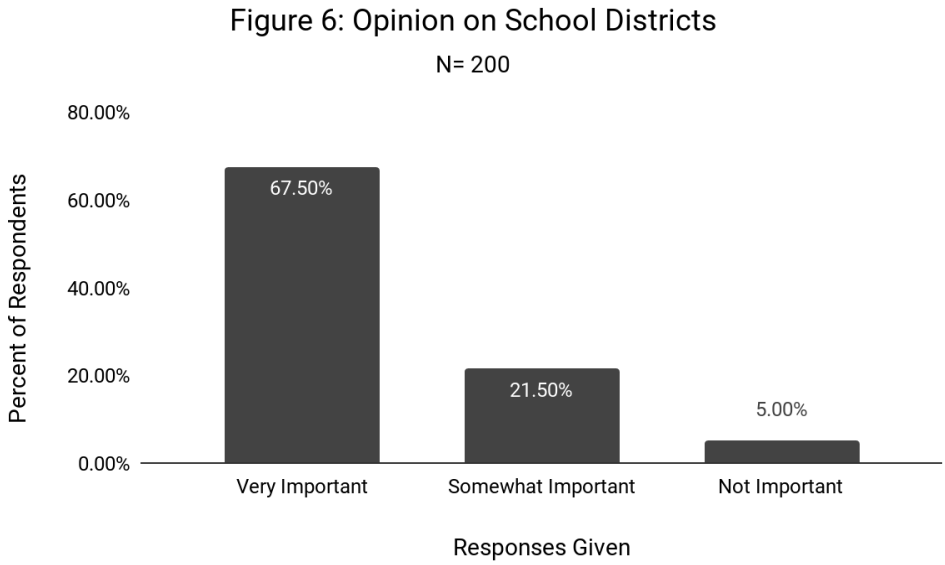
5. 91.5% of respondents want services for seniors to either remain the same or increase, and 88.5% of respondents want services for youth to either remain the same or increase



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

Comment: Data found that interest in senior services and activities was higher than interest in youth services and activities, however, it should be noted that the majority of the population surveyed is in the 50-54 age range (11%).

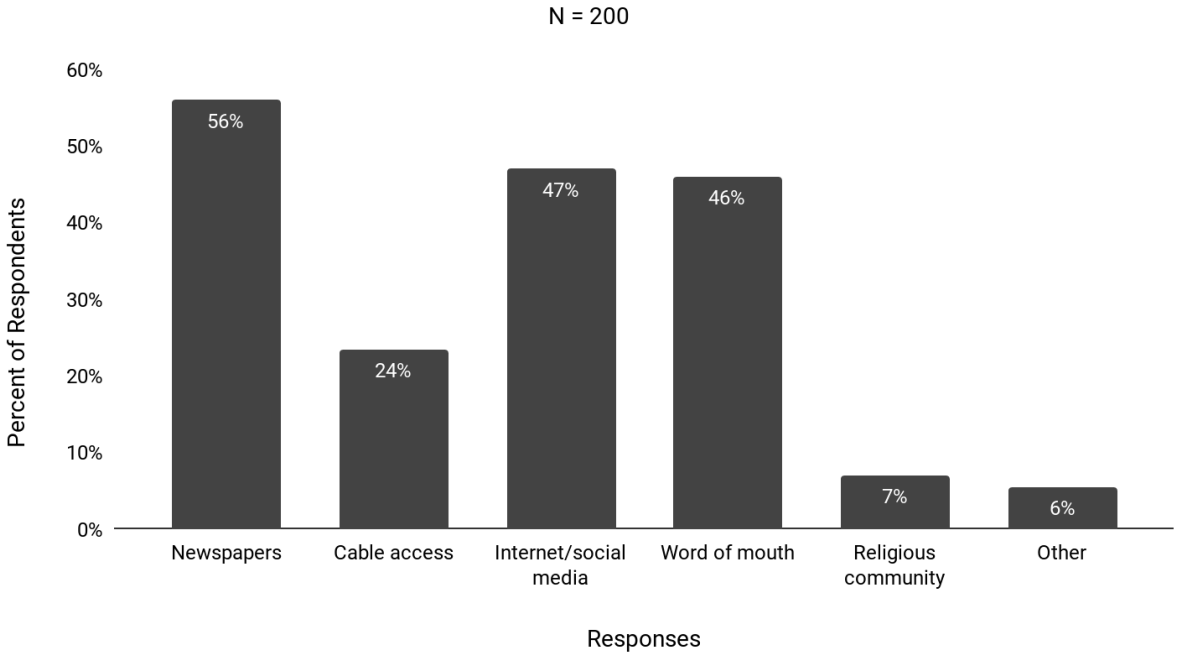
6. 89% of respondents said school districts were either very important or somewhat important to living in Rotterdam



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

7. 56% of respondents were informed about Rotterdam's events by newspaper

Figure 7: Hearing About Rotterdam community events



Source: Data collected for the Rotterdam Town Comprehensive Planning Committee by Schalmont High School's Syracuse University Project Advance, November 2019.

Comment: The majority of residents surveyed are informed by newspaper, however, the second highest method of information is the internet/social media, showing the significance of the various methods of communication.

Appendices

Blank Questionnaire:

Town of Rotterdam Community Survey

The Syracuse University Maxwell School of Citizenship and Public Affairs have compiled this survey for the Town of Rotterdam's Comprehensive Plan. For the betterment of the community, we ask you to take a few moments to complete this survey:

What is your age group?
☐18-24 ☐25-29 ☐30-34 ☐ 35-39 ☐ 40-44 ☐ 45-49 ☐ 50-54
☐ 55-59 ☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80-84 ☐ 85-89
☐ 90 and over

What is your gender?
☐ Male ☐ Female ☐ Prefer not to answer

Do you rent or own your own home?
☐ Own home, live in Rotterdam ☐ Rent home, live in Rotterdam

Do you own your own business?
☐ Yes ☐ No ☐ Yes, but not in Rotterdam

What is your annual household income?
☐ Less than $10,000 ☐ $10,000-$14,999 ☐ $15,000-$24,999 ☐ $25,000-$34,999
☐ $35,000-$49,999 ☐ $50,000-$74,999 ☐ $75,000-$99,999 ☐ $100,000-$149,999
☐ $150,000-$199,999 ☐ $200,000 or more

How are you informed about Rotterdam community events? (Check all that apply)
☐ Newspaper ☐ Cable access ☐ Internet/Social Media ☐ Word of mouth
☐ Religious community ☐ Other (please specify): _____

How often do you participate in Rotterdam's community events?
☐ Often ☐ Sometimes ☐ Never

Please specify why you choose to live in Rotterdam and what is important to you?

	Very Important	Somewhat Important	Not Important	Not Applicable
Community				
Town size				
Grew up here				
Environment & Nature				
School Districts				
Housing cost				
Proximity to occupation				
Businesses				
Investment opportunity				
Tax Rates				

If a factor you wish to comment on is not listed above, please specify below:

_____

_____

For each of the services below, please indicate whether you think the level of the service should increase, decrease, or remain the same:

	Increase	Remain the Same	Decrease	No Opinion
Road Maintenance				
Snow Removal				
Police Protection				
Fire Protection & EMS				
Government Services & Hours				
Public Transportation				
Street Lights				
Property Maintenance Enforcement				
Recycling				
Building Code Enforcement				
Parks & Recreation Services				
Services & Activities for Senior Citizens				
Services & Activities for Youth				
Community Events				

If a service you wish to comment on is not listed above, please specify below along with your opinion indicating the level of service required:

_____

_____

_____

_____

_____

If you have any suggestions that you would like the Town of Rotterdam to consider, please feel free to explain below:

_____

_____

_____

_____

_____

Thank you for your time and helping keep Rotterdam "A Nice Place To Live."

Data Frequencies:

Age:

What is you age group?	# of respondents	% of respondents
18-24 (9%)	7	3.50%
25-29 (7%)	3	1.40%
30-34 (7%)	3	1.50%
35-39 (8%)	9	4.50%
40-44 (9%)	14	7%
45-49 (10%)	15	7.50%
50-54 (11%)	17	8.50%
55-59 (9%)	26	13%
60-64 (7%)	20	10%
65-69 (6%)	33	16.50%
70-74 (5%)	24	12%
75-79 (5%)	15	7.50%
80-84 (4%)	6	3%
85-89 (2%)	6	3%
90+ (1%)	2	1%

Gender:

What is your gender?	# of respondents	% of respondents
Male (47%)	98	49%
Female (53%	102	51%
Prefer not to say	0	0

Home & Business:

	# of respondents	% of respondents
Own home, live in Rotterdam	181	90.50%
Rent home, live in Rotterdam	16	8%
Yes, own a business in Rotterdam	13	7%
No, do not own a business	172	8.6%
Yes, but not in Rotterdam	3	1.50%

Annual Household Income:

	# of respondents	% of respondents
<10,000 (3.1%)	2	1%
10,000-14,999 (3.5%)	0	0%
15,000-24,999 (7.8%)	2	1%
25,000-34,000 (9.9%)	20	10%
35,000-49,000 (12.7%)	20	10%
50,000-74,999 (19.8%)	44	22%
75,000-99,999 (17%)	36	18%
100,000-149,000 (18.1%)	56	28%
150,000-199,999 (5.7%)	15	7.5%
200,000 or more (2.3%)	5	2.5%

Informed About Community Events:

How are you informed about Rotterdam community events?	# of respondents	% of respondents
Newspaper	112	56%
Cable access	47	23.5%
Internet/Social Media	94	47%
Word of Mouth	92	46%
Religious Community	14	7%
Other	11	5.5%

Participation in Rotterdam Community Events:

How often do you participate in Rotterdam's community events?	# of respondents	% of respondents
Often	10	5%
Sometimes	130	65%
Never	42	21%

Why You Choose to Live in Rotterdam and What is Important:

Please specify why you choose to live in Rotterdam and what is important to you	Very Important # of respondents (% of respondents)	Somewhat Important # of respondents (% of respondents)	Not Important # of respondents (% of respondents)	Not Applicable # of respondents (% of respondents)
Community	131 (65.5%)	48 (24%)	5 (2.5%)	5 (2.5%)
Town Size	79 (39.5%)	83 (41.5%)	27 (13.5%)	6 (3%)
Grew Up Here	70 (35%)	23 (11.5%)	25 (12.5%)	75 (37.5%)
Environment & Nature	117 (58.5%)	55 (27.5%)	8 (4%)	16 (8%)
School Districts	135 (67.5%)	43 (21.5%)	14 (7%)	11 (5.5%)
Housing Cost	105 (52.5%)	61 (30.5%)	14 (7%)	15 (7.5%)
Proximity to Occupation	66 (33%)	49 (24.5%)	27 (13.5%)	52 (26%)
Businesses	73 (36.5%)	70 (35%)	36 (18%)	18 (9%)
Investment Opportunity	34 (17%)	46 (23%)	69 (34.5%)	45 (22.5%)
Tax Rates	137 (68.5%)	39 (19.5%)	10 (5%)	12 (6%)

Levels of Service:

For each of the services below, please indicate whether you think the level of the service should increase, decrease, or remain the same	Increase # of respondents (% of respondents)	Remain the Same # of respondents (% of respondents)	Decrease # of respondents (% of respondents)	No Opinion # of Residents (% of respondents)
Road Maintenance	131 (65.5%)	71 (34.5%)	0 (0%)	0 (0%)
Snow Removal	58 (29%)	139 (69.5%)	0 (0%)	0 (0%)
Police Protection	60 (30%)	129 (64.5%)	8 (4%)	5 (2.5%)
Fire Protection & EMS	54 (27%)	141 (70.5%)	3 (1.5%)	4 (2%)
Government Services & Hours	24 (12%)	169 (84.5%)	4 (2%)	2 (1%)
Public Transportation	54 (27%)	103 (51.5%)	4 (2%)	40 (20%)
Street Lights	79 (39.5%)	104 (52%)	4 (2%)	12 (6%)
Property Maintenance Enforcement	82 (41%)	98 (49%)	7 (3.5%)	11 (5.5%)
Recycling	77 (38.5%)	115 (57.5%)	0 (0%)	2 (1%)
Building Code Enforcement	62 (31%)	114 (57%)	6 (3%)	15 (7.5%)
Parks & Recreation Services	96 (48%)	94 (47%)	2 (1%)	11 (5.5%)
Services & Activities for Senior Citizens	91 (45.5%)	92 (46%)	0 (0%)	12 (6%)
Services & Activities for Youth	114 (57%)	63 (31.5%)	3 (1.5%)	13 (6.5%)
Community Events	98 (49%)	82 (41%)	4 (2%)	13 (6.5%)

Written Responses:

If a factor you wish to comment on is not listed above, please specify below:

Community

- Town brush and lawn pickup should have vacuum truck for leaf pick up
- Better park system for youth during summer (pool, soccer, baseball, swings, football)
- Town park
- Central location
- Comfortable, safe, and friendly
- "Proximity to my elderly parents (now deceased)"
- Schools not as good
- Parks-plow a portion of the bike path in the winter similar to Niskayuna

Infrastructure

- Increase sewer districts
- Town water for scotch ridge rd.
- Put a dock down at Kiwanis Park
- Sewer systems--very important
- Too many apartments, road can't accommodate
- Better traffic control on Altamont Ave
- "Stop building condos bring in business"

Taxes

- Taxes- Too dam high for services provided in this town. Lack of reputable parks and shopping opportunities.
- Taxes are too high and Rotterdam needs to do a better job in getting businesses in this town to offset the taxes, especially in the Schalmont District.
- Tax rates are very important, but are too high for few services
- "Taxes are way to high"

Misc.

- Good job. Thank Dan
- Not as interested in living in Rotterdam
- Clean up gov't, get rid of fat

If a service you wish to comment on is not listed above, please specify below along with your opinion indicating the level of service required:

Roads, Sewers, and Infrastructure

- See front for parks! Roads when repaving need to be milled. You can only put so much down every 75-100 years
- "Better sidewalk/pedestrian access. Partner w/ CDTA. Better design aspects in parks streetscapes, etc."
- Road people need to learn how to use roller to smooth out patches - terrible - upgrade sewage - overflowing with rain - stinks Campbell Ave. (all one response)
- I know the infrastructure is poor in all aging towns and cities, however people in certain locales of this town consistently experience water to be boiled, and flooding due to drains, etc
- Grocery and drug store
- Increased sewers. Eliminate septic
- water / sewer increase
- Sewers

Housing

- Abandoned homes - increase attentiveness
- On my street there are a few property that should be torn down. Its bringing down our values on those of us who take care of our homes.

Education

- I would suggest the Town Board work with the school district to assure veterans receive their exemption on school taxes
- Increased education

Police

- Police protection does not exist in "West Rotterdam"
- Community safety- increase

Parks

- We need a big, beautiful park in Rotterdam with a pool
- I wish we had a dog park
- "Bike paths for youth"
- Need a nice park, concerts + bike trails
- Need park, town center, concerts

Internet

- "More choices - not just Spectrum - for Internet. When is FIOS coming?"

Seniors

- "Senior services - transportation + housing"
- Transportation for the elderly

Street Lights

- Change a few street lights that remain too long ex: corner of heldeberg and curry
- Street lights too dim

Taxes

- Lower taxes
- More businesses lower tax rates
- Taxes too high

Misc.

- Great place to live thanks
- Activities for youth! A town Park!

If you have any suggestions that you would like the town of Rotterdam to consider, please feel free to explain below:

Infrastructure

- Repair more roads please!
- We have too many apartments and empty buildings. Other towns have more than us. We need a supermarket on the westside of town.
- REPAIR FIRE HYDRANTS
- We need a 'real' mal, there is no shopping in this town - there's a lot pf people in this town, so if you build it, they will come.
- Please take care of pot holes in the spring!
- "Redo the water system - broken pipes"
- "More choices for electrical gas services. Interested in solar, wind, water power sources vs. gas, coal, fossil fuels"
- Build new senior center
- The town should invest more money in infrastructure - specifically sewage treatment plant + water department.
- Increase sewers. Would be willing to take increase in taxes to put in sewers
- Town water west of thruway
- There seems to be an influx of people with lower standards of maintaining their property, noise level respecting neighbors, disregard for overall standards
- Stop building apartments + stop zoning!

Community

- Police station should be open 24-7
- There seems to be an influx of people with lower standards of maintaining their property, noise level respecting neighbors, disregard for overall standards
- Town - owned hedges on corner uncut
- Dog park
- Ban Jack Dodson from Town Meetings
- Need grocery and drug stores. And transportation for elderly
- Too many apartments. No shopping - need market in S. Schdy

- Parks
- Decrease nepotism
- We need more dining opportunities in the town so that you don't have to go outside the town
- Grocery and drug store
- *Keep our streets clean and our residential areas neat and tidy* thank you!
- Activities for youth! A town Park
- "Regroup police department, train in handling domestic abuse"
- Fix the senior center, hold an open house at senior center
- Perhaps more communication for services available to people; senior citizens who might need transportation to doctors and rehab/ot/pt
- Consolidate fire departments & increase EMS funding
- Housing for assisted living for seniors

Taxes

- Tax rates
- Lower taxes. Lawn bag clean up
- lower Merge the schools and the school tax
- Taxes too high
- Taxes are outrageous
- Walmart too low taxes yet high crime
- Provide more county wide sewcial hire police & highway services to reduce taxes

Compliments

- It's a nice place to live!
- Great place to live thanks
- It is a nice place to live
- I am glad i live here
- Love Rotterdam + it is a great place to live!

Misc

- "Think before you speak!" Save money, and definitely think of the seniors and lower taxes. Look into lower-income housing.
- It's not 1960 any longer time to create/plan for a comprehensive plan for growth mechanism to reasonably fund and STICK TO IT!!!



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

VISION MAP SURVEY SUMMARY

Town of Rotterdam Comprehensive Plan Update

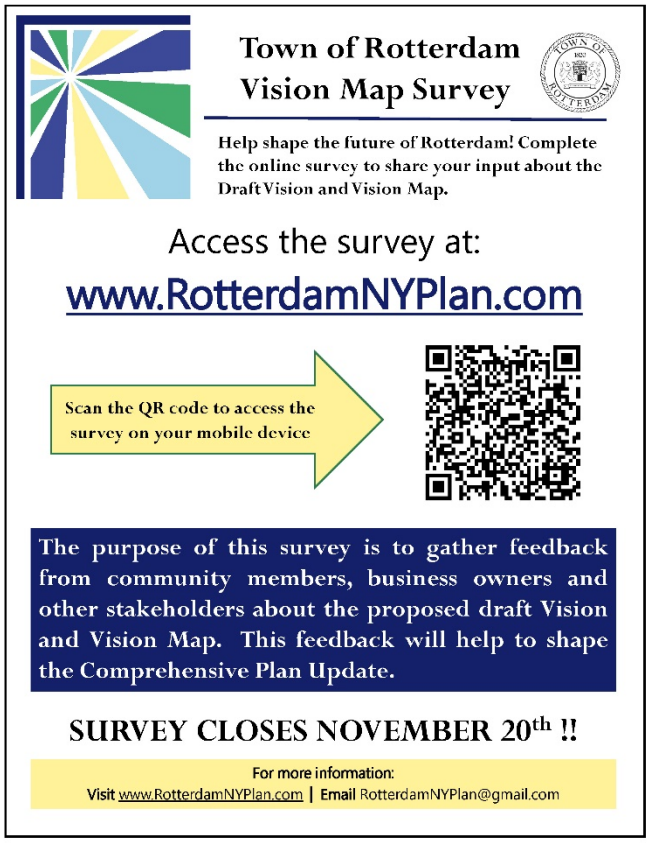
Vision Map Survey Summary

Survey Overview

As part of the public engagement component of the Town of Rotterdam Comprehensive Plan update, an online community vision survey was developed. The purpose of the survey was to gather feedback from community members, business owners and other stakeholders about the proposed draft Vision and Vision Map. This feedback will help to shape the Comprehensive Plan Update.

A thirteen (13) question survey was created and distributed using Survey Monkey. The survey opened on October 19, 2020 and remained open until November 20, 2020. There were 368 responses received.

The survey was made available on the project website and shared via the Town's website and social media throughout the survey period. Information and links to the survey were also distributed during the survey period on flyers which included a Quick Response (QR) code for direct access to the survey on a smartphone or tablet.



Data Limitations

The survey is one of several public engagement activities to help identify needs and opportunities in the Town of Rotterdam. The responses to the survey are self-selecting and are not statistically valid. The survey alone cannot be used to find the "answer" or "solution" but can assist in providing direction for the Comprehensive Plan effort.

Survey Topic Areas

The survey was categorized into several topic areas to focus the questions. The survey topic areas include Demographic and Background Information, Draft Vision, and Draft Vision Map.

Demographic and Background Information

The first survey questions concerned basic demographic information, including the respondent's home zip code and age. This was used to determine the extent to which the survey has succeeded in capturing a diverse group of respondents.

Draft Vision

This section provided the draft vision statement and asked respondents about their general support of the draft vision and any additional thoughts they may have. A vision statement establishes the direction of the community over the next 5, 10 or 20 years and forms the foundation of the comprehensive plan. All the recommendations of the comprehensive plan aim to achieve the established vision.

Draft Vision Map

This section asked respondents to identify their level of support on the proposed draft Vision Map. A vision map is a visual representation of the community vision that illustrates how the vision is applied to the built environment. The illustration provides a general framework and direction for decision making in the community.

Survey Highlights

The following is a brief highlight of survey findings from each section of the survey. For a full summary of findings see the attached survey questions and answers.

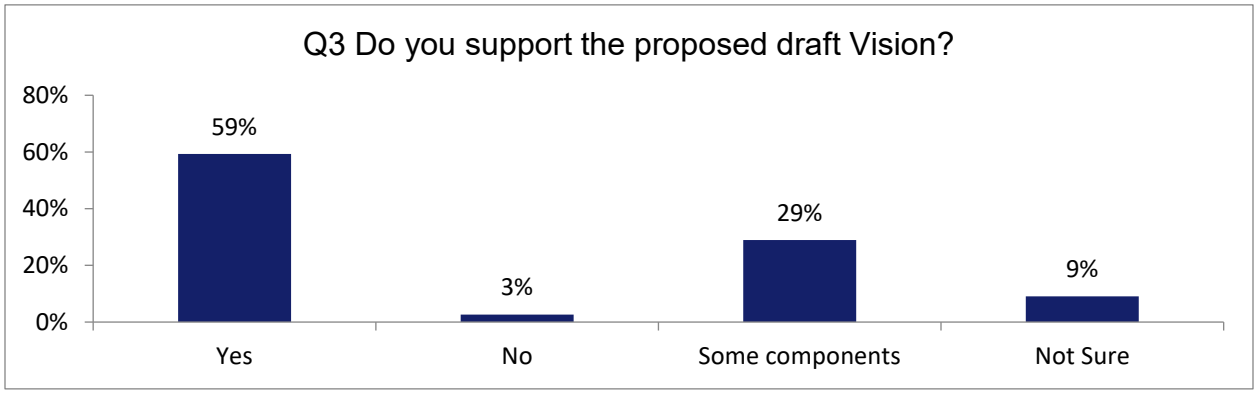
Demographic Information

Question 1 (Q1) asked survey participants to enter their zip code. Understanding where responses are originating is important. Of the 361 responses (7 skipped the question), 2 main zip code areas were identified, the largest percentage (57%) was the 12306 zip code followed by 12303 with 37% The remaining 4% of responses identified were 12304,12150, and 12056.

Question 2 (Q2) asked survey participants to indicate their age. The largest age group was the 35-44 year-old age group (35%). Of the 368 responses, 23% were in the 45-54 year-old age group, 13% were in the 25-34 year-old age group, 12% were in the 55-64 year-old age group, and 9% were in the 65+ year-old age group. The remaining were in the 24 and under group totaling 7%.

Draft Vision

Question 3 (Q3) asked survey participants if they support the proposed draft Vision. The majority at 59% selected yes. Next, 29% stated they support some components of the draft Vision, followed by not sure at 9% and no at 3%.



Question 4 (Q4) asked survey participants to identify any additional thoughts or ideas about the proposed Vision. Several comments indicated a need to include elements of diversity and inclusivity into the draft vision statement.

Draft Vision Map

The draft Vision Map focuses on the concept of neighborhoods, nodes and connections. This includes the enhancement of neighborhoods, improvements to commercial centers and major transportation corridors and the improvement of the connections between them. This section asked questions about the support the responder had and any additional thoughts they may have for he key components of the map.

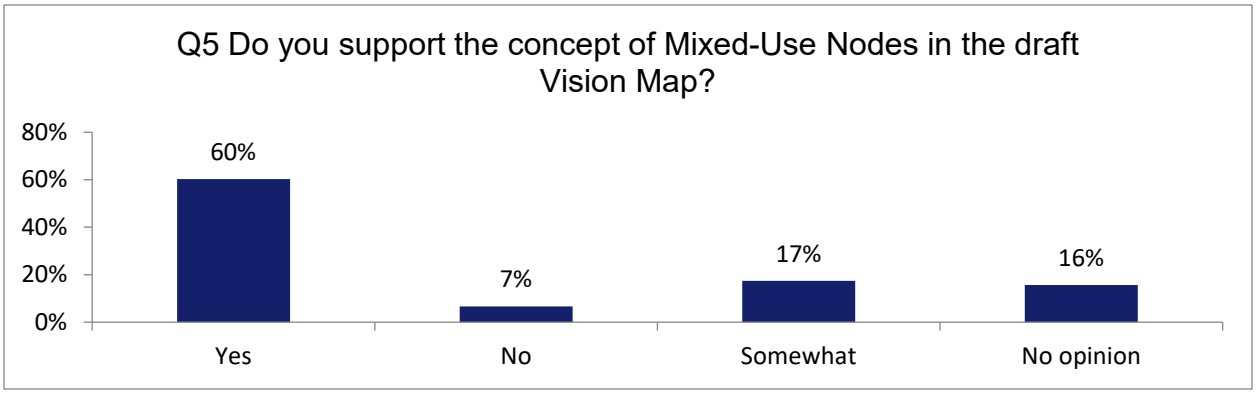
The draft Vision Map includes four key components, including:

- Mixed-Use Nodes
- Corridor Improvements and Neighborhood Connections
- Key Regional Access
- Maintain and Enhance Existing Character

Mixed-Use Nodes

The Mixed-Use Nodes are nodes of commercial activity in key locations and corridors in the Town. The intent of the Mixed-Use Nodes are to create vibrant and attractive destinations to live, shop, work and gather that promote mixed-use development and redevelopment through the infill of vacant and underutilized properties. These areas are intended to be compact and walkable in nature with a consistent building design and streetscape with access multi-modal transportation options.

Question 5 (Q5) asked survey participants if they support the concept of Mixed-Use Nodes in the draft Vision Map. The majority at 60% indicated that they support the concept of Mixed-Use Nodes . Next, 17% stated they somewhat support the concept of Mixed-Use Nodes. An additional 16% stated they have no opinion and the remaining 7% said do not support the concept.

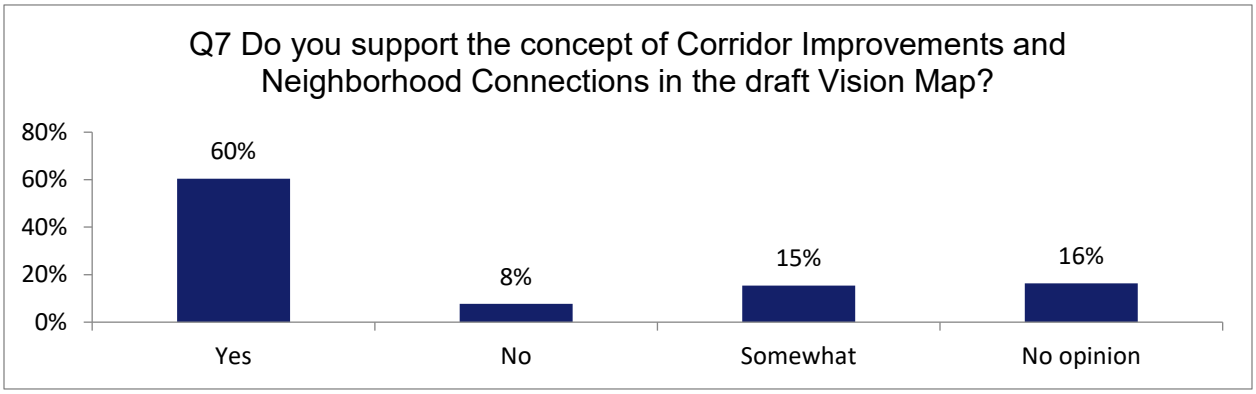


Question 6 (Q6) asked survey participants to provide any additional throughs or comments related to the Mixed-Use Nodes. Of the 26 people that responded, most provided supportive comments.

Corridor Improvements and Neighborhood Connections

The Corridor Improvements and Neighborhood Connections component of the Vision Map are intended to promote improvements to key commercial and transportation corridors with a focus on establishing better pedestrian and vehicular connections to neighborhoods.

Question 7 (Q7) asked respondents if they support the concept of Improvements and Neighborhood Connections in the draft Vision Map. The common answer was yes with 60% followed by 16% with no opinion and 15% with somewhat support. Only a small percentage answered no (8%).

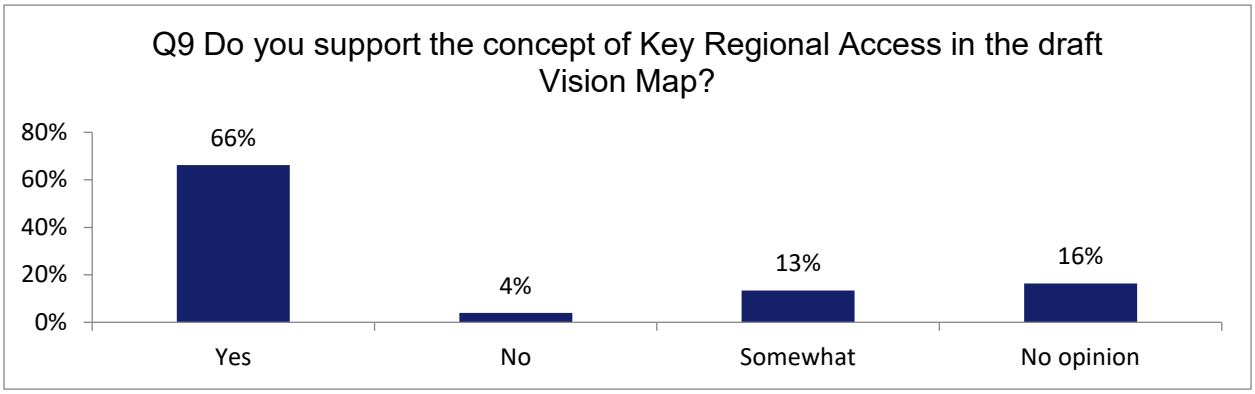


Question 8 (Q8) asked survey participants to provide any additional throughs or comments related to the Improvements and Neighborhood Connections. Of the 22 people that provided comments most were supportive of the Corridor Improvements and Neighborhood Connections concept. Other comments include the need for more detail about the concepts or were an indication of general needs in the community.

Key Regional Access

The Key Regional Access points are main access points to the Town which promote the accessibility of the Town in the Capital Region and beyond. Enhancing regional connections and gateways creates a sense of place and also creates opportunities to attract future business, industry, employers and residents and provides an opportunity for marketing the Town.

Question 9 (Q9) asked survey participants if they support the concept of Key Regional Access in the draft Vision Map. The majority (66%) answered yes, followed by no opinion at 16%, and somewhat support at 13%. Only 4% stated they would not support the concept.

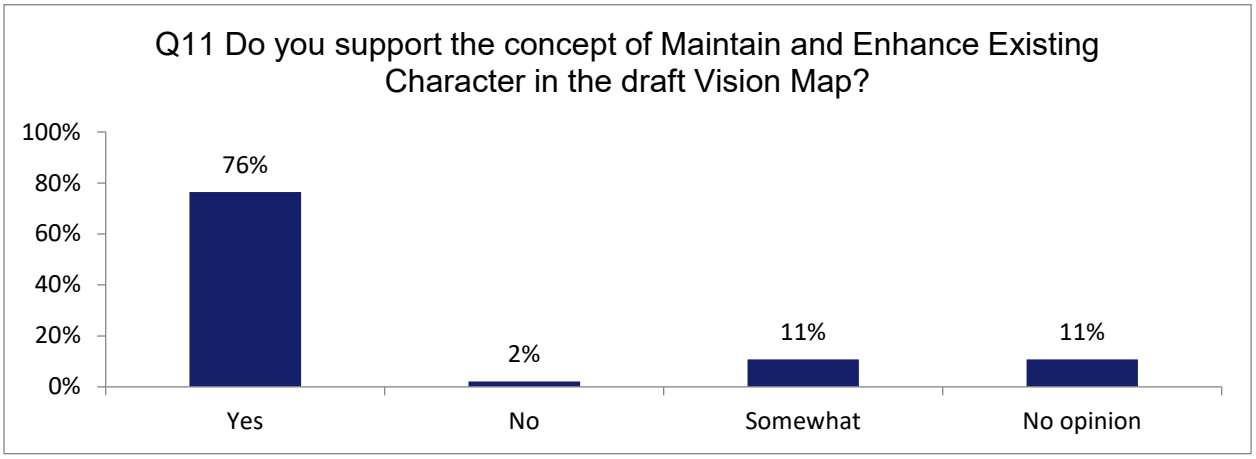


Question 10 (Q10) asked survey participants to provide any additional throughs or comments related to the Key Regional Access. Of the 13 comments received several indicated the need for more information about the concept. Other comments included general needs in the community.

Maintain and Enhance Existing Character

Based on input from the public, stakeholders and the CPAC a key focus of the Comprehensive Plan Update is on maintaining and enhancing existing areas in Town, such as existing neighborhoods, parks and recreational opportunities, rural and agricultural lands and industrial areas. This includes maintaining the existing character of these areas while promoting improvements and enhancements. Improvements may include pedestrian enhancements, better connections from neighborhoods to commercial areas, supporting agriculture and agricultural businesses and promoting economic development in industrial areas.

Question 11 (Q11) asked survey participants if they support the concept of Maintain and Enhance Existing Character in the draft Vision Map. This concept had the most support with 76% stating yes and only 2% stating no. The remaining responses were split with 11% each for somewhat and no opinion.



Question 12 (Q12) asked survey participants to provide any additional throughs or comments related to the Maintain and Enhance Existing Character. A total of 21 comments were received. A common theme among respondents was that they would like to see the natural areas maintained and improved. Other comments included the need for more detail about the concepts or were an indication of general needs in the community.

Question 13 (Q13) was an open ended and asked survey participants to provide any additional thoughts, ideas or comments related to the proposed draft Vision Map. A total of 31 people provided a response to this question. Many of the comments received are an indication of general needs and challenges of the Town. Some respondents indicated a need for more detail to better understand the concepts.

Q1 Please enter your zip code.

Answered: 361 Skipped: 7

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	361
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

#	NAME	DATE
	There are no responses.	

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

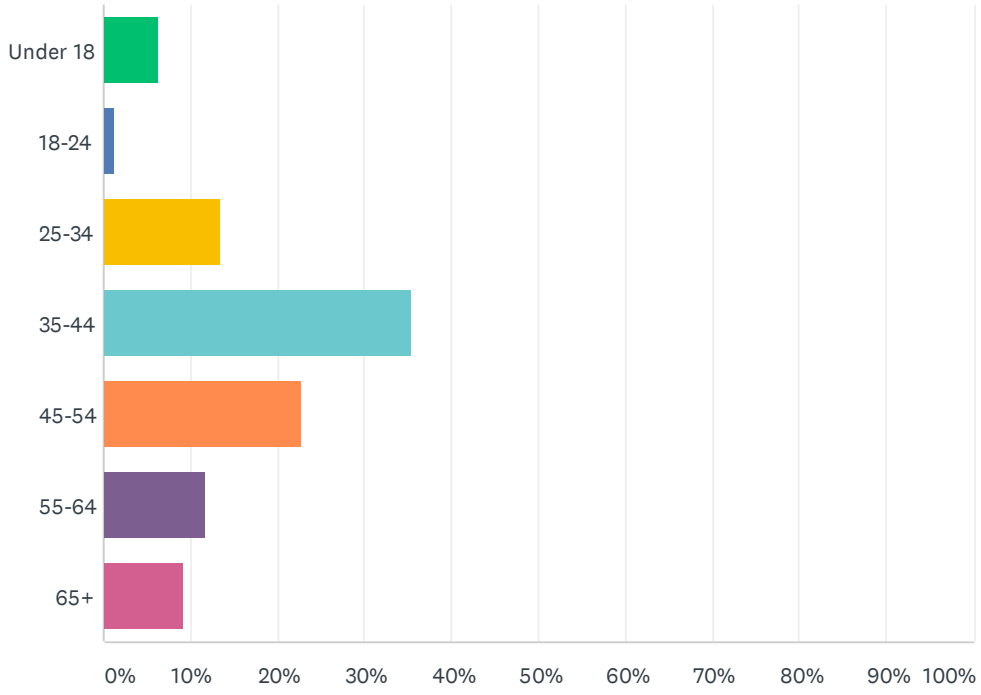
#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
	There are no responses.	

Q2 Please indicate your age.

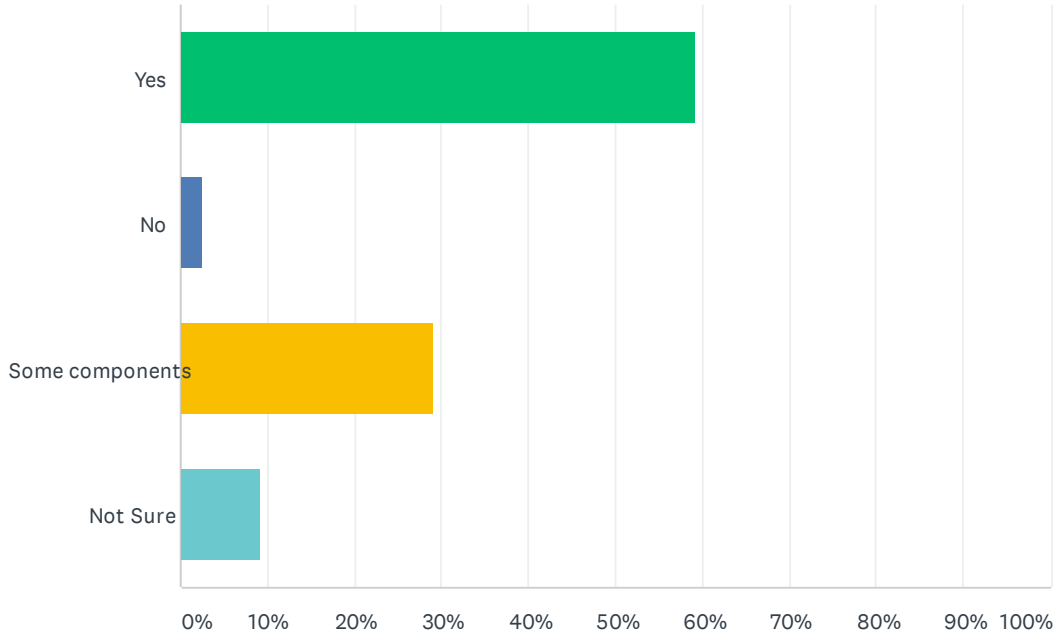
Answered: 368 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	6.25%	23
18-24	1.36%	5
25-34	13.32%	49
35-44	35.33%	130
45-54	22.83%	84
55-64	11.68%	43
65+	9.24%	34
TOTAL		368

Q3 Do you support the proposed draft Vision?

Answered: 307 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	59.28%	182
No	2.61%	8
Some components	28.99%	89
Not Sure	9.12%	28
TOTAL		307

Q4 Please identify any additional thoughts or ideas about the proposed Vision.

Answered: 65 Skipped: 303

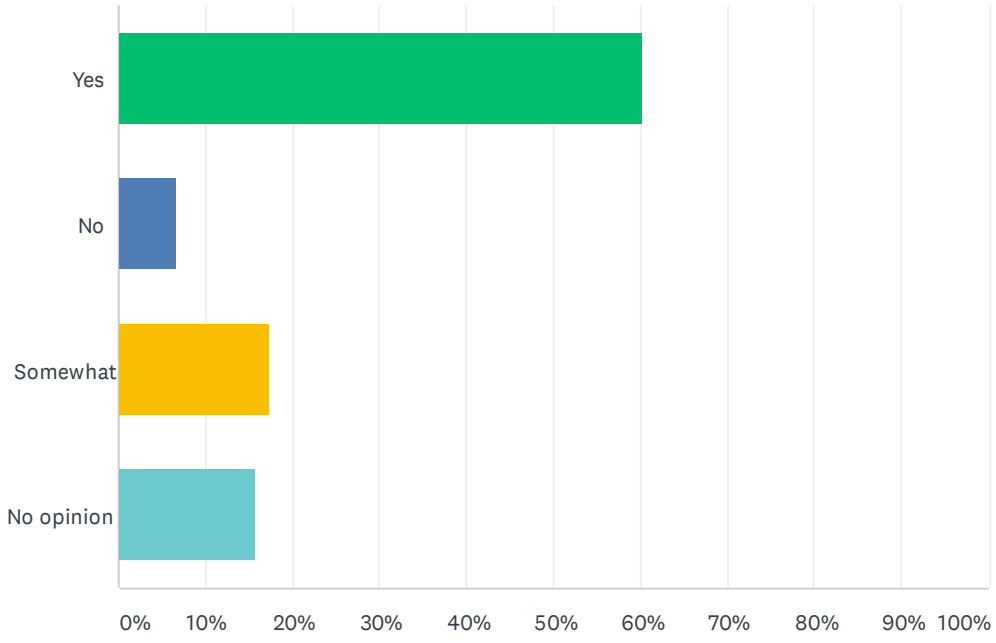
#	RESPONSES	DATE
1	None	11/18/2020 7:31 PM
2	I agree with the Vision; but this is visionary and highly unlikely to achieve without a major overhaul.	11/18/2020 3:19 PM
3	Descriptors are misleading, I.e. “excellent” schools, “vibrant” commercial corridors. Let’s be honest and not misleading.	11/18/2020 1:27 PM
4	Rotterdam is seeing increased crime rates in recent years. Burglary and theft. Neighborhoods bordering surrounding communities such as Schenectady do not feel as safe as they used to be.	11/18/2020 12:17 AM
5	We need a town indoor basketball court	11/17/2020 6:57 PM
6	Stop building apartments everywhere.	11/17/2020 4:13 PM
7	That there are farms and large undeveloped areas where nature flourishes.	11/17/2020 3:55 PM
8	I would not support continuing to expand multi-family housing/neighborhoods or eroding the current sense of neighborhood with expanding commercial space at the cost of residential space.	11/17/2020 3:51 PM
9	We have to watch out for the elderly Heath	11/17/2020 11:55 AM
10	None of the draft vision is correct. Our town board members especially the supervisor only does what he wants and doesn't care about the town	11/17/2020 11:13 AM
11	The parks are lackluster at best and there are limited recreational activities for children not involved in organized sport.	11/17/2020 10:56 AM
12	parks and recreation abound	11/17/2020 10:26 AM
13	Our parks are behind other communities. Travel to other towns to use their parks	11/17/2020 10:16 AM
14	Need walkable sidewalks on busy roads such as Curry by Guilderland.	11/17/2020 10:13 AM
15	Most neighborhoods are not walkable. There are minimal employment opportunities that pay enough to live. Too many apartments are being built as well as too many over priced homes.	11/17/2020 10:03 AM
16	I’m not sure I’d use the word “thriving” to describe Rotterdam. Lots of infrastructure problems, school budget cuts, next to no police presence...	11/17/2020 9:45 AM
17	Less apartments	11/17/2020 9:26 AM
18	No more apartment complexes. For many reasons. Ex: traffic, water breaks, quality of people homeowner vs renter.	11/17/2020 8:46 AM
19	Starting to put up to many apartments in to small of a town, town cannot support heavier traffic	11/16/2020 7:04 PM
20	It’s unrealistic vision-make it something more attainable	11/16/2020 6:51 PM
21	Statements about safety and inclusive should be more prominent	11/16/2020 5:55 PM
22	none	11/16/2020 5:27 PM
23	Slow down on so many apartment complexes, need steady residents no constantly changing ones	11/16/2020 11:45 AM
24	Well written and concise.	11/16/2020 11:32 AM
25	I wish Rotterdam was all those things but the reality is our town does not. I am excited to see the visions but I cannot afford any tax increase or il will have to move.	11/16/2020 9:20 AM
26	We are losing our natural areas to over-development of apartment buildings	11/16/2020 7:34 AM
27	I think if we could impose all yard to be upkept to a certain standard it would help immensely. But yes I believe that Rotterdam is beautiful in it self already and my son attends Bradt Primary I see that school as the best there is.	11/16/2020 5:45 AM
28	Not sure how we are thriving.	11/15/2020 10:25 PM

29	May we include a statement about diversity? Something about Rotterdam becoming increasingly diverse (race, religion, orientation etc.) and welcoming all people.	11/15/2020 8:59 PM
30	Rotterdam needs to enforce codes and requirements because as you drive down Altamont Avenue or Curry Road it looks like a dump making it not an attractive place. You drive down Union Street and it looks totally different. Why doesn't Rotterdam take action??	11/15/2020 7:07 PM
31	I'm not a big fan of multi housing here in Rotterdam.	11/15/2020 5:15 PM
32	seawer projects to be finished	11/15/2020 11:07 AM
33	Too many senior living apartments. Rotterdam's population is getting younger.	11/14/2020 5:20 PM
34	I'd like focus to be on parks and rec. nice park with a pond and nice playground equipment and walking areas. Picnic tables, etc. community pool, focus on green initiatives.	11/14/2020 2:02 PM
35	While we have several pocket parks. None of them are really "special" nor well kept.	11/14/2020 12:41 PM
36	The vision is good. A solid plan to achieve it is better.	11/14/2020 10:03 AM
37	I feel we need less banks and liquor stores and put up recreational things for our children to do. It will create money as well as give them a place to go. Also maybe create a bike/skate park where the kids that like to ride their bikes could go to do tricks and things. Let's think of the younger generation as well the older generation as they are our future.	11/14/2020 8:52 AM
38	It is not specific about the plans for the town. This oils just a feel good fluff statement that fails to inform anyone as to the plans of the town to distort the lines between residential and commercial properties.	11/14/2020 7:50 AM
39	Would love to see an inclusivity statement regarding accepting residents and citizens of all races, religion, sexual orientation, gender, etc.	11/14/2020 5:48 AM
40	Not a fan of all the apartment complexes. They are a big part of all the water main breaks. Our water system wasn't built for this much usage.	11/14/2020 5:27 AM
41	Needs affordable housing for lower income	11/13/2020 10:15 PM
42	More details would be helpful.	11/13/2020 10:06 PM
43	With Rotterdam being "at the crossroads of major transportation routes" of the capital region, it also provides safe, warm, and diverse neighborhoods that are quietly tucked away and full of growing families of all generations.	11/13/2020 8:36 PM
44	Rotterdam has become more unsafe and less desirable in recent years	11/13/2020 8:11 PM
45	Preferred more single family homes than multi-family homes.	11/13/2020 7:02 PM
46	We don't have a lot of locally owned businesses along with commercial corridors. We lack in overall businesses.	11/13/2020 6:58 PM
47	There is no future vision mentioned in the draft vision statement, just statements about the town. Sounds like an advertisement.	11/13/2020 6:32 PM
48	Rotterdam must strive to be a more inclusive diverse area. Neighborhoods Influence Families Well being and long term success. The town of Rotterdam does not actively address and work to eliminate housing discrimination. Over the years Several apartment complexes have been built in the town of Rotterdam and are continuing to be built, without an inclusionary development policy. Rotterdam should require at least 13% of units in any new development to be deeded affordable. Rotterdam Does Not enjoy nor offer a diversity of housing options.	11/13/2020 6:20 PM
49	Don't want the multi family diverse housing.	11/13/2020 5:52 PM
50	In regards to commercial corridors I wish more internet services or providers were available especially in this covid times.	11/13/2020 4:32 PM
51	Do something with the old country inn at the circle	11/13/2020 4:30 PM
52	Overall I think this vision is good, albeit long. The unfortunate glaring omission was diversity. Diversity of housing and age was included but diversity of people was omitted. While we are not a racially diverse community at 90% white, I think we should definitely include a piece of equality, being supportive of diversity of race and religion as well. I think this is extremely important to include going forward	11/13/2020 4:24 PM

53	There is no mention of diversity of actual citizens, just diversity in terms of age. There should be mention of being welcoming to residents of all backgrounds and abilities.	11/13/2020 3:47 PM
54	It sounds like an ad to get more people to come live here. Our roads cannot handle the population it already has. The main road that runs from one end of town to the other is two lanes and always has traffic jams.	11/13/2020 3:46 PM
55	Really want walkable neighborhoods	11/13/2020 3:39 PM
56	more things for our town youth to do. Lights on the Little League Fields.	11/13/2020 3:38 PM
57	The issue is the locations of the parks and recreational opportunities all seem to be in one part of town rather than throughout the town. Second, some of the opportunities are extremely limited in availability because of the parking or lack of due to signage.	11/13/2020 5:02 AM
58	Roadway needs to be fixed along Duanesburg Road all the way from Pilot to 5 corners. So many trucks and traffic. Perhaps widen the road and make it 2 lanes each direction. Also less apartments	11/12/2020 8:04 PM
59	There are not enough parks in town. We are also lacking one big park like other communities have.	11/12/2020 7:03 PM
60	It would be nice to see something that addresses Rotterdam's openness to cultural and population diversity. Some examples of how the growth of the town addresses human rights and needs of its residents, including people with disabilities. How are human rights being addressed in the town? How are the protocols and systems accommodating human needs with dignity for all? Some of the sidewalks, or lack there of, in this town do not allow for people to safely walk to work from this town into downtown Schenectady if they choose. I'm specifically thinking of the Burdeck St, North Thompson St, N. Campbell Rd, and Princetown Rd. It would up the quality of life for many for the option to walk into Schenectady safely for work, school, and leisure. Specifically speaking about the area around Jefferson school into North Thompson St, some of those roadways are too dangerous to allow our children to walk safely to school on or from North Thompson St. Some of the roadways are a bit challenging for younger kids to safely navigate without crosswalks and traffic lights to help the flow of pedestrians. Rotterdam is a lovely place to live, despite the water main break challenges and communication issues that have occured from the municipalities. How will these be addressed moving forward?	11/12/2020 11:50 AM
61	Parks and recreational areas need some drastic improvement when you compare us to say Guilderland and Glenville.	11/9/2020 5:02 PM
62	The vision should include a property tax (town and school) rates that are reasonable. Presently, the tax rates within the Schalmont district are ridiculously high, and unaffordable for citizens of modest means.	11/8/2020 3:43 PM
63	This Vision would be great ... IF ... it were actually True. I would support it if these are the goals and if the town leadership and residents are actually committed to achieving the vision.	10/21/2020 11:37 PM
64	"Respectful" of history, yes, but preservation of it has never been incorporated into zoning policy. We've lost a lot. Parks and rec need to be promoted more.	10/20/2020 12:44 PM
65	Could we include/address infrastructure and plan growth being mindful of climate change?	10/19/2020 6:40 PM

Q5 Do you support the concept of Mixed-Use Nodes in the draft Vision Map?

Answered: 242 Skipped: 126



ANSWER CHOICES	RESPONSES	
Yes	60.33%	146
No	6.61%	16
Somewhat	17.36%	42
No opinion	15.70%	38
TOTAL		242

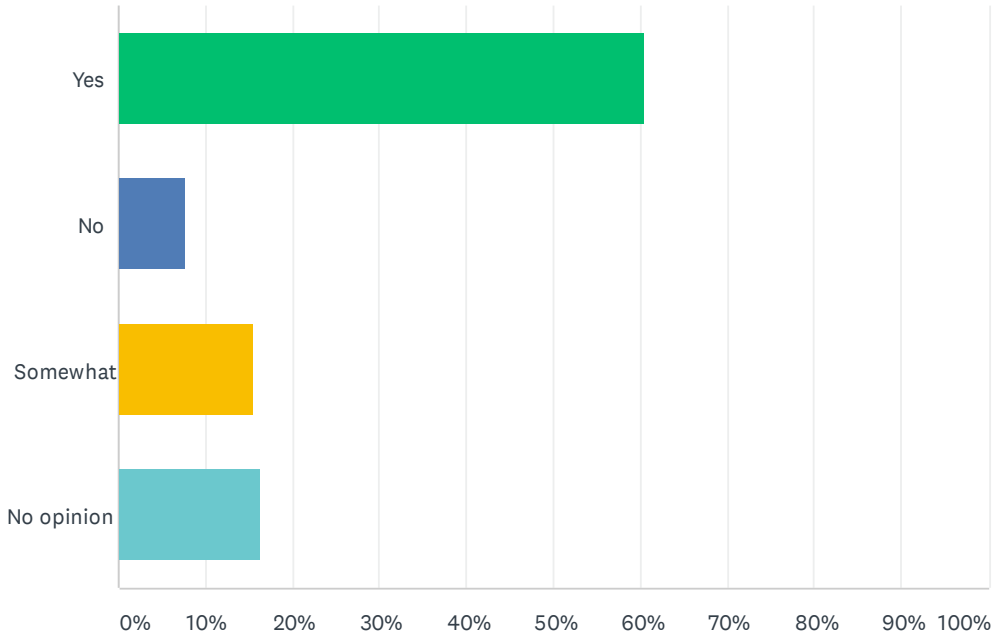
Q6 Please provide any additional throughs or comments related to the Mixed-Use Nodes.

Answered: 26 Skipped: 342

#	RESPONSES	DATE
1	None	11/18/2020 7:33 PM
2	I hope the areas don’t get too congested.	11/17/2020 3:57 PM
3	I do not support the commercialization of residential neighborhoods eroding at the sense of community.	11/17/2020 3:55 PM
4	Again the town board is NOT doing what's in the best interest of the people of the town. They do NOT accept town resident's input in what they do.	11/17/2020 11:15 AM
5	Elaboration on"node" is necessary. Living at 5 corners, I do not consider it walkable as an adult, and the current commerce is quite limited	11/17/2020 11:01 AM
6	Curry Road and Altamont Ave is difficult to travel. The five corners area is very run down and difficult to travel.	11/17/2020 10:06 AM
7	I dont understand	11/17/2020 8:48 AM
8	5 Corners is a traffic nightmare.	11/16/2020 8:37 PM
9	none	11/16/2020 5:30 PM
10	Would want to ensure that current businesses would not be affected. Also to ensure continued economic growth to further support the tax base to alleviate property tax increased & assist in school funding.	11/16/2020 12:47 PM
11	Have to be careful with traffic patterns and increases in traffic due to many areas of town have no ability to expand lanes to accommodate increases .	11/16/2020 11:49 AM
12	These make access to commercial and industrial areas convenient for residents.	11/16/2020 11:36 AM
13	What about helderburg ave traffic being stop from people trying to get into Dukon- ridiculous Also, with the increase of traffic turning onto Helderburg is awful and was to long- this issues need to be addressed	11/16/2020 9:22 AM
14	Need to incorporate more commercialized businesses on Carmen Rd.	11/14/2020 10:39 AM
15	You need to stop attempting to mix commercial and residential areas. These nodes are useless if the neighborhoods the adjoin are left as they are.	11/14/2020 7:55 AM
16	The town needs to utilize the empty space already in town and stop expanding. We have or had a great town already and are losing that feeling	11/14/2020 5:31 AM
17	I don't know if this is possible in Hannaford Plaza and Altamont Avenue without first addressing safety concerns.	11/13/2020 8:15 PM
18	Is the town planning to segregate these mixed use nodes and therefore give certain nodes more improvements over others?	11/13/2020 6:36 PM
19	Will bring trouble	11/13/2020 5:58 PM
20	These mixed Use Nodes currently do not provide much variety in the retail or eateries that are available.	11/13/2020 4:23 PM
21	We live in Westmere. I don’t think we are allowed to comment or vote on this	11/13/2020 3:52 PM
22	The town needs to bring in more businesses to offset the increasing taxes and avoid more apartments	11/13/2020 3:40 PM
23	no clue what this shit is	11/13/2020 3:38 PM
24	ViaPort node needs a lot of work and attention. Opportunity there to attract new businesses and utilize the area.	11/12/2020 8:31 PM
25	Not really sure how to read that map.	11/12/2020 11:54 AM
26	It looks reasonable but why is development always compressed into East Rotterdam. It's becoming part of the city landscape.	10/20/2020 12:50 PM

Q7 Do you support the concept of Corridor Improvements and Neighborhood Connections in the draft Vision Map?

Answered: 220 Skipped: 148



ANSWER CHOICES	RESPONSES	
Yes	60.45%	133
No	7.73%	17
Somewhat	15.45%	34
No opinion	16.36%	36
TOTAL		220

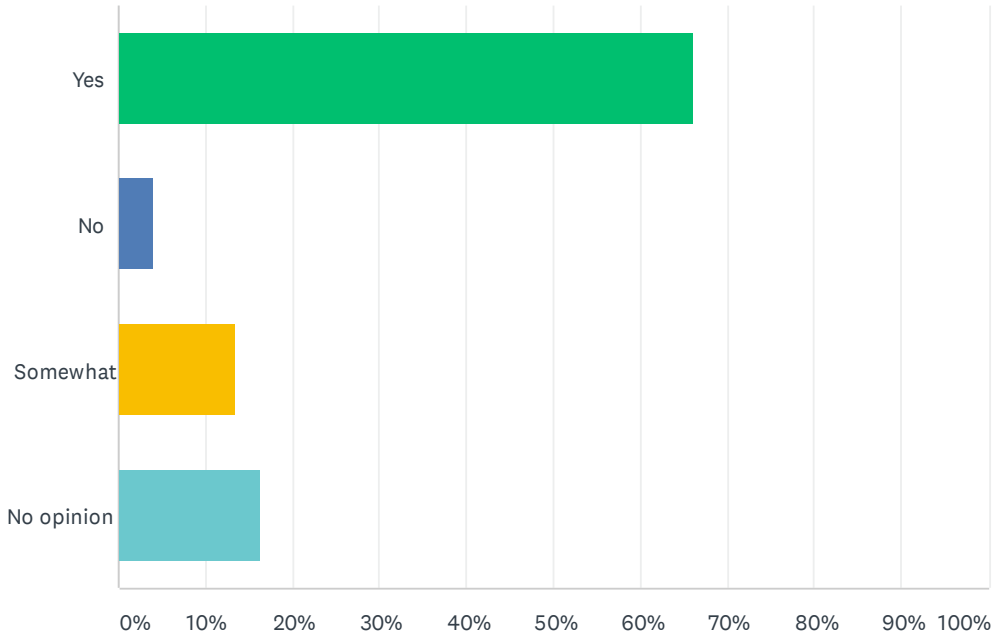
Q8 Please provide any additional throughs or comments related to the concept of Corridor Improvements and Neighborhood Connections.

Answered: 22 Skipped: 346

#	RESPONSES	DATE
1	None	11/18/2020 7:33 PM
2	Sidewalks in the 5 corners area would be wonderful and allow more pedestrian access to restaurants, parks, and shopping	11/18/2020 4:03 AM
3	Higher density residential environments and increased commercial activities decrease the sense of community and neighborhood.	11/17/2020 3:57 PM
4	more details need to be provided on the exact improvements/connections to be made before I can give my opinion	11/17/2020 12:55 PM
5	See my previous comments	11/17/2020 11:16 AM
6	Additional commerce is essential, too much money leaves the area to purchase essentials	11/17/2020 11:03 AM
7	Please stop building more banks, pharmacies, auto parts stores in our neighborhoods.	11/17/2020 10:07 AM
8	none	11/16/2020 5:30 PM
9	Could possibly be expanded.	11/16/2020 12:48 PM
10	Neighborhoods need to stay neighborhoods not putting big businesses into what is already an established neighborhood.	11/16/2020 11:53 AM
11	I do not want an apartment complex built on the corner of High Bridge Road and Peter Road. It is already difficult to get in High Bridge Rd now	11/16/2020 9:24 AM
12	I think you're using vague language so that residents "think" they like it while you're actually not giving any details. It's politician-speak. We do not need any more apartments and exactly how much money is going to be spent in Rotterdam Junction? That area has residents who need there infrastructure maintained for sure, but it brings in little revenue and that needs to be balanced with the needs of higher population areas in Rotterdam	11/16/2020 7:40 AM
13	I support this pending the housing is not that which supports low income housing initiatives.	11/14/2020 4:06 PM
14	Rotterdam has too many assets available to the city of schenectady making it unappealing to Rotterdam residents. So we go to Niskayuna	11/14/2020 12:47 PM
15	We do not need any more office or retail. We have a mall not being used	11/14/2020 5:33 AM
16	I don't support bringing any additional public transportation in to provide 'neighborhood connections'. It will further clog up traffic patterns in some already congested areas. Bring in more family-based businesses and businesses that are attractive to the working families in the area will be key.	11/13/2020 8:50 PM
17	I would need more details on this	11/13/2020 8:20 PM
18	Will this mean only certain areas of the town will be given funding for improvements but not other areas? We are one town let's keep it that way	11/13/2020 6:39 PM
19	Roads are way too crowded with traffic along Rt. 7 from PIlot Truckstop to 5 corners and then from Curry Road on. I, and others try to avoid these areas as much as I can. I think widening Rt. 7 to 4 lane highway is in order.	11/12/2020 8:06 PM
20	No more apartment complexes. They are ruining this town. People that rent don't take any pride in their community like people who own property.	11/12/2020 7:07 PM
21	Not sure how to read the map.	11/12/2020 11:56 AM
22	Mixed use led itself to walkable neighborhoods and residential and certain commercial uses.	11/9/2020 5:07 PM

Q9 Do you support the concept of Key Regional Access in the draft Vision Map?

Answered: 201 Skipped: 167



ANSWER CHOICES	RESPONSES	
Yes	66.17%	133
No	3.98%	8
Somewhat	13.43%	27
No opinion	16.42%	33
TOTAL		201

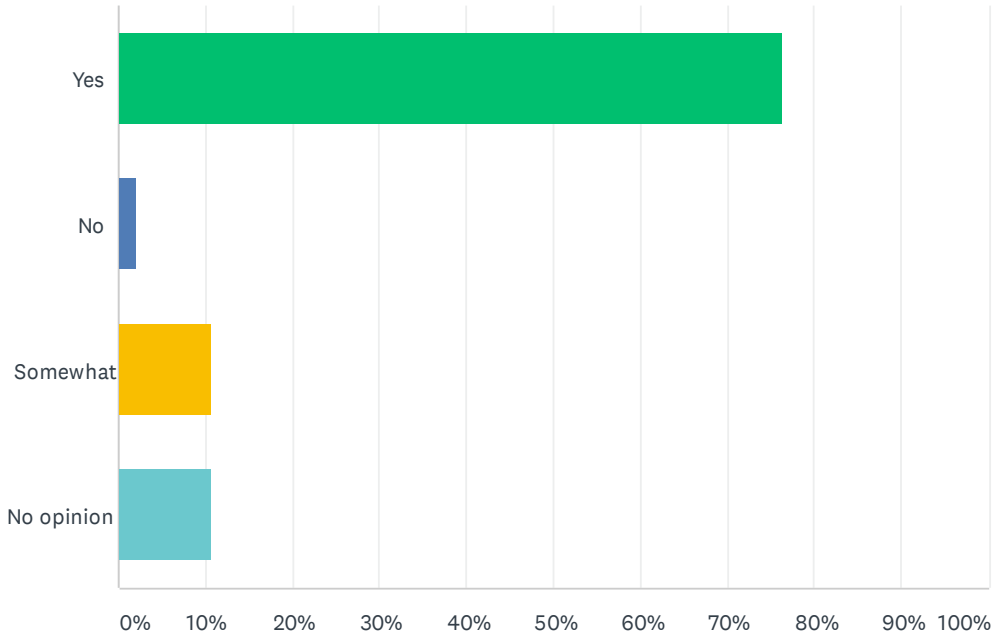
Q10 Please provide any additional throughs or comments related to Key Regional Access.

Answered: 13 Skipped: 355

#	RESPONSES	DATE
1	None	11/18/2020 7:34 PM
2	I do not support increasing traffic and noise in a residential neighborhood. It isn't the reason that I purchased my home outside the city of Schenectady and Albany.	11/17/2020 3:59 PM
3	again, please provide more details of the concept so I can make an informed opinion	11/17/2020 12:57 PM
4	see my previous comments	11/17/2020 11:16 AM
5	The meaning of "Key Regional Access" is unclear. I can't imagine what kind of tourism hotspot would be planned at those locations on the map, other than the Mabee farm	11/17/2020 11:05 AM
6	Travelling in Rotterdam is awful. What are you going to do to ease traffic congestion?	11/17/2020 10:08 AM
7	none	11/16/2020 5:30 PM
8	Again, very vague! No details = lots of wasted tax money	11/16/2020 7:41 AM
9	Again, I would need more detail on this	11/13/2020 8:21 PM
10	This language doesn't resonnate with me. Seems too high level.	11/13/2020 5:34 PM
11	These areas could attract larger scale commercial developers, provided there is the proper infrastructure to support this type of development.	11/9/2020 5:10 PM
12	I believe we are missing Key Regional Access points at Guilderland Ave (both north to schdy and south to Rt 20), Campbell Ave to Schenectady, Carman Road to Guilderland, Highbridge to 890....	10/20/2020 4:49 PM
13	Someone needs to remind Schenectady that Kings Rd and Highbridge Rd are not regional access points. This is the wording they use in their planning documents. (Ref the Kings Rd bridge replacement project). They should be promoting Rt 7 and 890 instead of crippling residential roads.	10/20/2020 12:57 PM

Q11 Do you support the concept of Maintain and Enhance Existing Character in the draft Vision Map?

Answered: 195 Skipped: 173



ANSWER CHOICES	RESPONSES	
Yes	76.41%	149
No	2.05%	4
Somewhat	10.77%	21
No opinion	10.77%	21
TOTAL		195

Q12 Please provide any additional throughs or comments related to the concept of Maintain and Enhance Existing Character.

Answered: 21 Skipped: 347

#	RESPONSES	DATE
1	None	11/18/2020 7:34 PM
2	We need a dog park !!	11/17/2020 10:27 PM
3	Increasing/enhancing parks in Rotterdam is a positive thing. Although increasing traffic and I imagine pedestrian enhancements include sidewalks, change and erode the current positives of the neighborhoods.	11/17/2020 4:02 PM
4	again, need details	11/17/2020 12:58 PM
5	see my previous comments	11/17/2020 11:17 AM
6	I don't see how the map relates to this question	11/17/2020 11:07 AM
7	for progress and growth , some change to character may be necessary	11/17/2020 10:33 AM
8	We constantly have cars/trucks and dirt bikes speeding down our road. We have a young daughter at home that wants to be able to play outside. It is not safe and nothing is being done about it. Central Ave, leading into the shereen neighborhood	11/17/2020 10:25 AM
9	We need more: Rural, Agriculture & Natural Resources, Parks and Recreation Areas We need less: Active Industrial Areas	11/17/2020 10:09 AM
10	none	11/16/2020 5:30 PM
11	Please add a dog park.	11/16/2020 5:10 PM
12	What about infrastructure? I think that needs to be improved as well.	11/16/2020 11:38 AM
13	There are NO details here! The public is being asked to agree to what exactly? As a home-owner who pays taxes I don’t want large amounts of money wasted on side-walk plans, or bike lanes, as other towns have done. Be realistic that many people don’t get out and about on their legs these days, they’re in vehicles. Let’s maintain roads	11/16/2020 7:43 AM
14	While I support this map, it certainly doesn't mean we need more apparltments raised	11/14/2020 12:49 PM
15	I'm not sure where this suggestion would be appropriate but a dog park would be nice.	11/13/2020 10:14 PM
16	Do not reduce wooded and natural areas in the process	11/13/2020 9:52 PM
17	Yes! We moved to Rotterdam from very small towns in the country (Northern Dutchess/ Columbia Counties). We fell in love with Rotterdam because we could pull into our neighborhood and feel a sense of safety, peace, and comfort, yet we have the luxury of a 5 minute trip to the grocery store or a walk to the park. What I wish we had was some more say over our residential agricultural choices. Everyone in the town hall knows how many new residents come in asking about having chickens. We should have the right to build our own self sustainable lifestyle in our little backyards, as long as it's done respectfully and responsibly - especially when we are living in some crazy times.	11/13/2020 9:03 PM
18	I don't see Memorial Park depicted on this map.	11/13/2020 6:34 PM
19	Empty commercial lots need attention. The areas that stick out to me is the old Cumberland Farms on Ft Hunter and Curry, the bright orange new business across the street on Curry and the adjacent garages. Also the old CVS on 5 Corners.	11/13/2020 4:32 PM
20	We could use a sports facility in our area	11/12/2020 7:38 PM
21	This was supposed to part of the last zoning policy, but zoning change applications are still out of control. Make a plan that can be followed, not manipulated.	10/20/2020 1:00 PM

Q13 Please note any additional thoughts, ideas or comments related to the proposed draft Vision Map.

Answered: 31 Skipped: 337

#	RESPONSES	DATE
1	None	11/18/2020 7:34 PM
2	You should find a spot for a town park	11/18/2020 12:37 PM
3	Indoor basketball court.	11/17/2020 6:59 PM
4	I think it’s very important to preserve open space and natural features. I would also like to see more historic markers so the history of Rotterdam becomes known to more of its residents.	11/17/2020 4:00 PM
5	Get rid of Tomasone and his buddy Crsitou	11/17/2020 11:17 AM
6	I think this survey is difficult to understand, I am educated,and in State service, but I'm not on a RPB. This will be over many residents heads.	11/17/2020 11:09 AM
7	We would appreciate help with keeping speeding traffic down. Better monitoring; Catch the speeding dirt bikes that drag race down our street; maybe put up some children at play signs; lower the speed limit; even add in speed bumps	11/17/2020 10:27 AM
8	Need walkable sidewalks on Curry Rd.	11/17/2020 10:15 AM
9	Please do not move us to metered water. Please focus on improving traffic.	11/17/2020 10:09 AM
10	n/a	11/17/2020 10:03 AM
11	Make Curry Road safer for people walking or riding bikes.	11/16/2020 9:34 PM
12	Rotterdam needs an updated look as far as roads and infrastructure, but this town dont need to be over crowded with apartment complexs, keep some trees around	11/16/2020 7:09 PM
13	Need a grocery store closer to the west side in the area near the Pilot station. Even the closest grocery stores take 15 min to get to due to traffic and congestion.	11/16/2020 5:22 PM
14	Need sidewalks from neighborhoods to schools to keep our children safe when walking to and from school. Many main roads only have sidewalks on parts and not entire length so middle and high school students have to walk in busy roads or in lawns due to lack of sidewalks all the way down such as heldeburg ave sidewalk stops at old bus garage.	11/16/2020 11:58 AM
15	Good idea overall! I just think focusing on improving the current state of the town should be the top priority.	11/16/2020 11:39 AM
16	This “plan” has no plan in it. It is vague and overly wordy for most citizens to wade through, although I fear that was the plan. This project needs to be made known among the residents so that they can actually tell you what their communities need. TV exposure would be helpful.	11/16/2020 7:45 AM
17	Would like to see Rotterdam's town parks get a nice makeover. Better sidewalks. Stop opening unneeded businesses (ie. banks). Some more restaurants would be nice.	11/14/2020 5:24 PM
18	The town needs to work with the school district in order to ensure an effective and safe environment that supports the culture of education and success. Quality housing and business initiatives will help to make this connection seamless.	11/14/2020 4:08 PM
19	Nicer welcome signs would be nice.	11/14/2020 2:06 PM
20	Rotterdam is becoming very congested. There needs to be less development of natural and wooded areas.	11/13/2020 9:54 PM
21	Please consider increasing walkability near the schools, including exploring having crossing guards available before/after school.	11/13/2020 8:52 PM
22	This survey was fairly confusing and very general. It did not provide much information other than concepts. Which may have been the only purpose. I think more issues need to be addressed in the town prior to these things happening.	11/13/2020 8:23 PM
23	More residential is preferred. Family based neighborhoods are becoming a thing of the past.	11/13/2020 7:15 PM
24	Access to our neighbors brings crime.	11/13/2020 6:01 PM
25	It would be nice if we had a nice/special town park. We have a lot of quiet pocket parks but what about a park that has a pool or skate park or one with notable playground equipment. All	11/13/2020 4:35 PM

	of the parks have a single little piece of equipment. So much more could be done with Juracka Park. It was a lot of unused space.	
26	I would like to understand if the infrastructure like sewers are on the plan for the 5 corners area west is on the radar. It seems some areas have sewers and others do not which is a large issue with resale values of homes.	11/13/2020 5:07 AM
27	1) Widen Rt. 7 to 4 lanes to alleviate traffic from Princetown town line to 5 corners 2) Stop building apartment buildings everywhere. 3) We need a grocery store and Walmart Supercenter in town, perhaps in the area of the ViaPort Mall or across from Schalmont.	11/12/2020 8:09 PM
28	we need a grocery store and other shopping in via port mall. there are too few places to shop besides grocery stores or walmart in the town.	11/12/2020 2:39 PM
29	Development in all areas of the town need to be carefully considered before re-zoning and approvals are granted. Shovel ready sites with zoning already in place would greatly enhance this process.	11/9/2020 5:15 PM
30	Please try to maintain the single-family residence nature of Guilderland Avenue from the Thruway to County Line Road	10/21/2020 11:42 PM
31	Concepts are good overall but the devil is in the details. Waiting for more to get excited for the long term. Thank you for your work on this! Long overdue and appreciated.	10/20/2020 1:04 PM



Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

Wastewater Treatment Plant
Improvements Project August 2022

Map and Plan

Wastewater Treatment Plant Improvements Project

Prepared for

Town of Rotterdam

1100 Sunrise Boulevard

Rotterdam, New York



Revision 1

August 2022

Barton&Loguidice

Wastewater Treatment Plant Improvements Project
Town of Rotterdam, Schenectady County

Map and Plan

August 2022

Prepared for

Town of Rotterdam

1100 Sunrise Boulevard

Rotterdam, New York 12306

Prepared by

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany, New York 12205

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Appendix A: Sewer District #2 Map

ABBREVIATIONS

BOD_5	Biochemical Oxygen Demand
C	Celsius
cf	Cubic feet
cfs	Cubic feet per second
CT	concentration x time
CWSRF	Clean Water State Revolving Fund
DEC	New York State Department of Environmental Conservation
DMR	Discharge Monitoring Report
DO	Dissolved oxygen
DOT	New York State Department of Transportation
ECL	Environmental Conservation Law
EDU	Equivalent Dwelling Unit
EFC	New York State Environmental Facilities Corporation
ENR	Engineering News-Record
EPA	United States Environmental Protection Agency
F	Fahrenheit
fps	Feet per second
gpd	Gallons per day
GML	General Municipal Law
gpm	Gallons per minute
HDPE	High-density Polyethylene
HGL	Hydraulic Grade Line
hp	Horsepower
HPGN	High Precision Geodetic Network (1998)
I&I	Inflow and Infiltration
IUP	Intended Use Plan
ISO	Insurance Services Office
LF	linear feet
MHI	Median Household Income
MGD	Million gallons per day
M&P	Map and Plan
NAD83	North American Datum (1983)
NAVD88	North American Vertical Datum (1988)
NPSHa	Net positive suction head available
NPSHr	Net positive suction head required
NYSCC	New York State Canal Corporation

ABBREVIATIONS (cont'd)

NYSDOH	New York State Department of Health
NYSOPRHP	New York State Office of Parks, Recreation, and Historic Preservation
OMB	Office of Management and Budget
PER	Preliminary Engineering Report
PHF	Peak Hourly Flow
ppm	parts per million
RBC	Rotating Biological Contactor
SBR	Sequencing Batch Reactor
SCADA	Supervisory Control and Data Acquisition
scfm	Standard cubic feet per minute (68 degrees F and 1 atmosphere)
SEQR	State Environmental Quality Review
SPDES	State Pollutant Discharge Elimination System
SWPPP	Storm Water Pollution Prevention Plan
TDH	Total dynamic head
TSS	Total suspended solids
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UV	Ultraviolet
WWTP	Wastewater Treatment Plant

1.0 AUTHORIZATION

The Town Board of the Town of Rotterdam (the Town) has authorized Barton and Loguidice, D.P.C. (B&L) to prepare a Map and Plan (M&P) for the Town of Rotterdam Wastewater Treatment Plant Improvement Project.

All improvements are for the Town of Rotterdam Sewer District # 2. Accordingly, this Map and Plan has been prepared in accordance with New York State Town Law, Article 12, Section 202-b, "Increase or Improvements of Facilities."

2.0 BACKGROUND

The Town owns and operates a WWTP and a sanitary sewer collection system which conveys flows via gravity and various pump stations/forcemains. The Town WWTP has suited the Town well since it was originally constructed in the early 1940's. Original components that are still in existence today include the rock media trickling filters (operational), sludge digesters and sludge holding tanks (not operational). In 1981, upgrades were made to the trickling filters and a septage dump station, gravity sludge thickener, secondary settling tanks, and a chlorine contact basin were added. In 1996, the influent bar screen, grit separator, parshall flume, primary settling tanks, dual train rotating biological contactors, UV disinfection reactors and belt filter press were added. A 2018 project included improvements to the existing gravity thickener, intermediate pump station, and headworks. This project also included the installation of new primary sludge pumps, construction of a primary sludge pump building, installation of grit removal equipment, and the decommissioning of the UV disinfection system in order to switch to liquid chlorine disinfection.

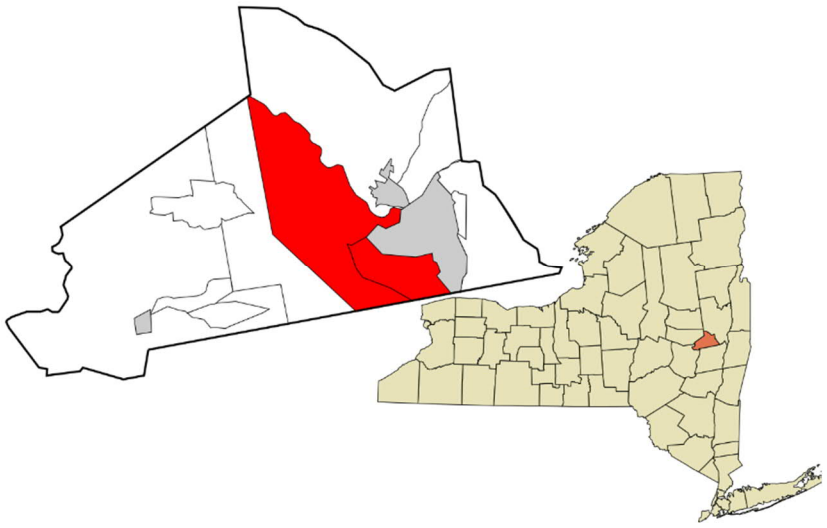


Figure 2-1: Project Location Map

The WWTP continues to operate, but has violated its SPDES discharge limits several times in recent years. Due to the WWTP age, major treatment components of the facility are showing signs of

deterioration and/or have exceeded their useful lives. It is crucial to keep the WWTP operating properly to ensure continued protection of the Mohawk River, where the facility discharges. Continued operation without improvements will lead to further SPDES permit violations. This project will repair and replace aging equipment in order to ensure future compliance with the WWTP SPDES permit. The project will also increase the treatment capacity of the WWTP in order to accommodate anticipated residential and commercial development within the district boundary plus four "growth areas" identified by the Town over the next 20 years. A map of Sewer District No. 2 including all extensions is included at the conclusion of this report.

3.0 PROPOSED IMPROVEMENTS

The proposed project consists of the installation of three (3) sequencing batch reactors (SBRs), a supervisory control and data acquisition system (SCADA), and rehabilitation of the existing sanitary sewer collection system, primary clarifiers, intermediate pumping station, secondary clarifiers, belt filter press, and outfall sewer. The proposed improvements would increase the capacity of the WWTP from 1.5 MGD to 1.8 MGD

3.1. Collection System

B&L studied the impacts of inflow and infiltration (I&I) on the Town of Rotterdam's sanitary sewer system in 2017. It was determined that 4,500 gpd of sanitary sewer flows could be attributed to direct inflow of storm water in the area studied. Another 35,000 gpd was attributed to groundwater infiltration into sanitary sewer pipes and manholes. Based on the results of this study, B&L identified a number of improvements to reduce I&I throughout the collection system. B&L's findings were summarized in a 2017 report, *Sanitary Sewer System Inflow and Infiltration Study.* It is recommended that the Town carry out the proposed improvements to the sanitary sewer collection system. This will reduce extraneous flows being carried to the WWTP caused by I&I.

3.2. Headworks

The existing vortex grit removal mechanical drive assembly has reached the end of its useful life and is in need of replacement. Additionally, the preliminary treatment building requires upgrades to its ventilation system to ensure NFPA compliance. It is recommended that the grit removal mechanical drive assembly be replaced in-kind, and that the ventilation system is upgraded to meet current code requirements.

3.3. Primary Clarifiers

The existing primary clarifiers are in need of several repairs. The chains which collect floatable material are worn and should be replaced. It is also recommended that the wear plates on the bottom of the tank, wear shoes on the collector flights, and the collector flights themselves all be replaced. Additionally, clarifier baffles should be installed to improve sludge settling performance. The addition of baffles and improvements to the downstream treatment process will provide adequate TSS and BOD removal to meet permitted discharge limits.

It is also recommended that the former secondary digester be retrofitted to serve as a grease decant tank. Approximately 20,000 gallons (~2,600 cf) of tank volume is required for grease decant. The existing square digester is 20' x 20' with a max liquid level of 16'. Existing sludge removal equipment and piping should be demolished inside the digester, and a concrete wall should be installed to limit the effective volume of the digester tank to the necessary 20,000 gallons.

On a regular basis, operators would divert grease to this tank to prevent buildup on top of the clarifiers. Water would be periodically decanted from the grease tank back to the primary tanks.

A local hauler would haul the contents of the grease tank for offsite disposal after several fill and decant cycles as necessary.

3.4. Dosing Chamber and Trickling Filters

The existing dosing chamber should be demolished along with the existing rotary distributer arms. The existing trickling filters would be abandoned and covered with topsoil and seed once the distributer arms are removed. The existing primary clarifier effluent pipe that flows into the dosing chamber would be modified to flow through the dosing chamber, between the trickling filters, and directly into the intermediate pump station. Existing pipes flowing to and from the trickling filters would be cut, capped, and abandoned in place.

3.5. Intermediate Pumping Station

The existing intermediate pumping station has insufficient capacity to meet the proposed PHF of 3.8 MGD. It is proposed that the existing pump station be decommissioned and abandoned in place. In its place, a new intermediate pump station and adjacent wet well should be constructed downstream of the existing primary settling tanks. The proposed pump station would contain three (3) dry pit submersible pumps with variable frequency drives (VFDs) to convey primary effluent from a wet well to the SBRs. The number of pumps in operation and pump speed would be controlled by a pressure transducer in the wet well. As a backup control, on/off level floats would be provided. A 1-ton mechanical hoist would be installed in on the first floor to provide access to the basement for installation and maintenance of the pumps.

3.6. Rotating Biological Contactors

The existing rotating biological contactors should be demolished above grade. Concrete foundation below grade would be abandoned and covered with topsoil and seed.

3.7. Sequencing Batch Reactor

With the trickling filters and RBCs demolished, it is proposed that three (3) SBRs with a combined capacity of 1.8 MGD be installed to provide biological treatment. The three (3) parallel basins, each equipped with fine bubble diffused aeration and mechanical mixers would be located adjacent to the existing anaerobic digestion complex. The existing sludge holding tank would need to be demolished. Wastewater would be pumped from the proposed intermediate pump station to a proposed new splitter box ahead of the proposed SBRs. Effluent would flow via gravity into the existing secondary clarifiers, which would be retrofitted to serve as an equalization tank.

SBR effluent quality is consistently high enough to make secondary clarification and tertiary filtration unnecessary. Effluent BOD_5 and TSS concentrations are expected to be 30 mg/L.

Each basin is equipped with air piping and fine bubble diffused aeration. Air would be provided by three (3) blowers, which would be located in the proposed intermediate pump station. Waste activated sludge (WAS) will be pumped to the existing gravity sludge thickener.

3.8. Secondary Clarifiers

As discussed above, secondary clarification would no longer be necessary with the installation of the SBRs. Existing sludge and scum collection equipment within the tanks would be demolished, and the tanks would be abandoned in place.

3.9. Tertiary Filtration

The sand filter is beyond its operational lifespan and should be demolished. The proposed SBR process will achieve the required removal for BOD and TSS, making tertiary filtration unnecessary for the upgraded WWTP.

Should future changes to the WWTP's SPDES permit lead to more stringent nutrient limits, two (2) new disk filters may be installed. The disks are made of a woven 316 stainless steel mesh. Flow passes across the constantly-rotating disks tangentially, which reduces the effective openings of the mesh and improves the removal efficiency. Each disk filter contains two (2) disks which work in tandem. Flow enters the filter between the disks and is filtered as it passes outwards across the disks.

The disk filter units are equipped with an automatic spray wash system to remove accumulated solids from the disk surface. The wash pumps, which are part of the packaged filter units, draw water from the filter effluent.

Each filter would have a 3.8 MGD capacity to provide redundancy at the WWTP's peak hourly flow. The disk filters would be installed in a new filter building constructed north of the sand filter. Filter effluent would flow via gravity to the existing chlorine contact tank. Backwash waste will be directed to the secondary sludge pump station, where it will be pumped back to the gravity sludge thickener.

3.10. Disinfection

The existing chlorination system currently provides inconsistent disinfection and is in need of rehabilitation or replacement. Several improvements are recommended, including the replacement of chlorine feed piping and moving the chlorine injection point to the head of the chlorine contact tank. The chlorine residual sensor should also be moved to a more representative sample point at the outfall of the tank. Chlorine feed should be flow paced based on the equalization basin effluent flow meter.

3.11. Solids Processing

The existing sludge transfer pipe from the existing sludge pump to the belt press building is only ~3' below grade and freezes during cold weather. A new 6" HDPE force main should be installed from the belt press feed pump to the belt press building a minimum 5' depth below grade to avoid freezing.

The belt press requires replacement or refurbishment. The belt press does not experience frequent usage, so installation of a brand new unit would not be the most economical option for

the Town. It is instead recommended that individual components be replaced as necessary. Components that should be replaced include the tracking roller, venture mixer, sludge feed pumps, polymer blending unit, along with other miscellaneous parts. It is also recommended that the discharge conveyor be replaced with a new screw conveyor to carry dewatered sludge away from the belt filter press.

3.11.1. Lime Stabilization

Dewatered sludge at the WWTP is currently unstabilized, and trucked to Schenectady Wastewater Treatment Plant for further treatment prior to ultimate disposal. A lime stabilization system shall be installed in the existing belt press building in order to allow the Town to produce stabilized sludge cake, giving the Town greater flexibility for sludge disposal.

3.12. Anaerobic Digestion Complex

As discussed above, the existing secondary digester should be repurposed as a grease decant tank. The roof of the digester will be demolished and all internal equipment will be removed in order to install the new decant tank. The existing sludge holding tank will be demolished to accommodate SBR installation.

A hazardous materials survey conducted in October 2021 identified the presence of lead and asbestos within the digester control building. A lead and asbestos abatement program will be undertaken in order to protect operate safety and allow for demolition of portions of the digester complex.

3.13. SCADA System

All proposed new equipment will be SCADA-compatible. A SCADA system should be installed in the existing administrative building to provide remote monitoring and control of individual unit processes. Existing equipment with SCADA compatibility should be connected to the system, and efforts should be taken to integrate equipment/processes that are not currently SCADA-compatible into the system by installing new sensors and controls as necessary. In addition, remote wastewater pump stations could be integrated into a plant SCADA system for remote monitoring, trending, and alarms.

3.14. Proposed Improvements Plan

Figure 3-1 below shows an aerial view of the proposed improvements to the Rotterdam WWTP located at 26 West Campbell Road, Schenectady, NY 12306. Improvements to the collection system and outfall sewer are not shown.

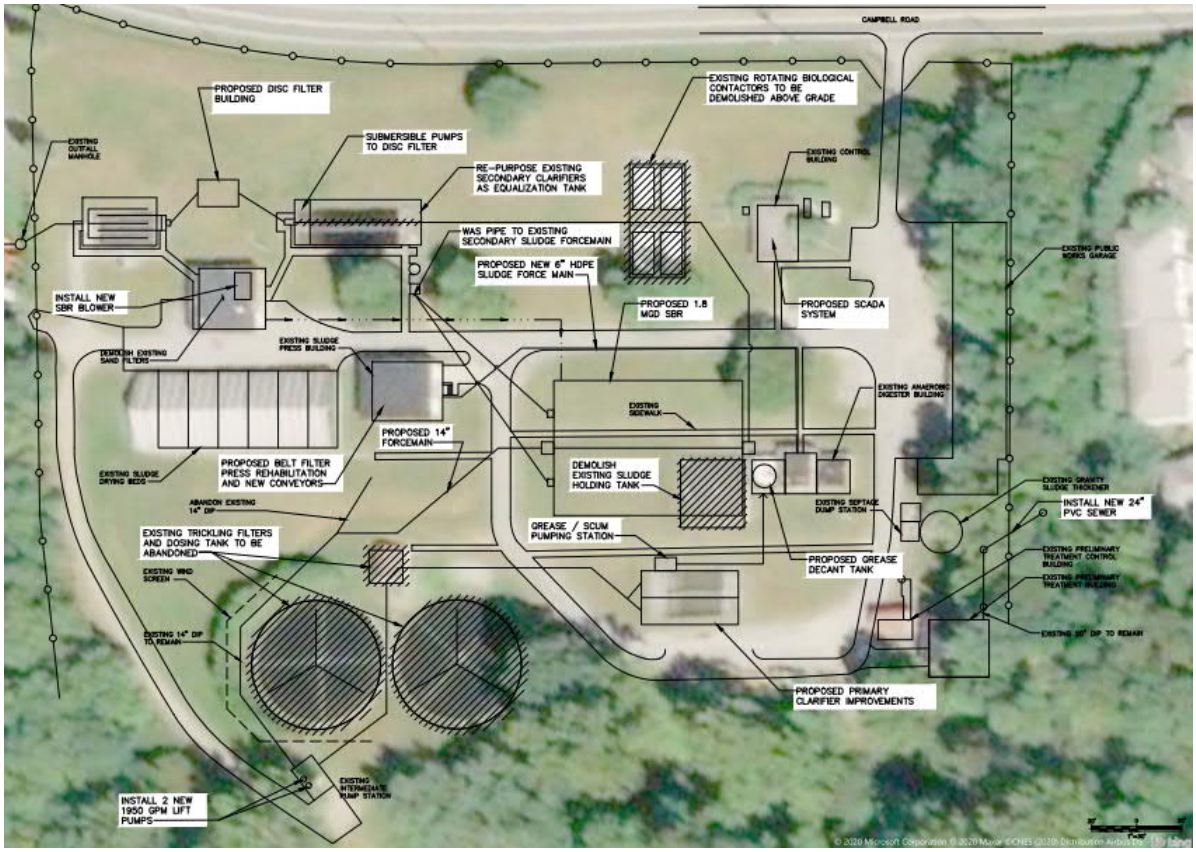


Figure 3-1: Proposed Improvements Plan

4.0 PROJECT CAPITAL COST

The estimated project cost for the proposed project is approximately $20,000,000. The Town will publicly bid the construction of the proposed improvements.

Table 4-1: Estimate of Probable Cost

Line Item	Associated Cost
Primary Clarifier Improvements	$610,000
Trickling Filter & Dosing Chamber Demolition	$98,000
Intermediate Pump Station Improvements	$130,000
Rotating Biological Contactor Demolition	$60,000
Sequencing Batch Reactor Installation	$4,577,600
Sludge Dewatering Improvements	$554,800
Outfall Sewer Improvements	$89,750
Miscellaneous (SCADA, Yard Piping, demo, etc.)	$2,990,000
Construction Total	$9,111,000
Contingency (20%)	*$1,823,000*
Contractor General Conditions (5%)	*$456,000*
Subtotal (2022 dollars)	$11,390,000
Subtotal (2024 dollars) (3% inflation per yr)	$12,820,000
Estimated Engineering, Legal, Administration (25%)	*$3,205,000*
Total Estimated Project Capital Cost	**$16,025,000**
Total Estimated Cost for Sewer Jet/Vacuum Equipment	**$475,000**
Total Estimated Collection System Project Capital Cost*	**$3,500,000**
Total Estimated Project Capital Cost (Rounded)	**$20,000,000**

*Collection System Project cost from 2022 B&L Report

4.1. Project Funding Strategy

This project is currently listed on the FFY 2022 NYSEFEC CWSRF Intended Use Plan with a project score of 51 points, which is below the Hardship Subsidy Line. The Town may pursue market rate financing through the CWSRF program.

The Water Infrastructure Improvement Act (WIIA) is a grant program administered by the NYSEFC under the Clean Water Infrastructure Act (CWIA). WIAA grants provide municipalities the lesser of 25% net eligible project cost or $5 million for the replacement or repair of wastewater infrastructure. WIIA Clean Water project examples include: repair, rehabilitation, or replacement of wastewater treatment facilities or sanitary sewers, CSO/SSO projects that reduce discharges of rainwater and untreated sewage, and sludge treatment or disposal facilities. WIIA grant recipients must meet Minority/Women-Owned Business Enterprise

(MWBE) and Service Disabled Veteran-Owned Business participation goals. It is suggested that the Town pursue grant funding through WIIA program.

It is also suggested that the Town pursue additional grant funding through other sources, including the 2022 Consolidated Funding Application (CFA) to supplement funding received from any or all of the state and federal programs discussed earlier. One example of a funding source available via the CFA process is the Water Quality Improvement Project (WQIP) program, a grant program administered by the NYDEC which funds programs addressing documented water quality impairments.

The project has also been awarded a $960,000 grant via the Congressional Community Project Funding (CPF) program.

4.2. Estimated Project Debt Service

The Town classifies and bills sewer users based on Equivalent Dwelling Units (EDUs), defined as one single family residential household or equivalent. According to sewer usage data provided by the Town, there are 3,908 total EDUs within Sewer District #2. 2,751 of these EDUs are residential, and 1,157 are commercial. The commercial EDU figure includes businesses, apartment complexes, schools, and other large users throughout the Town. If the Town receives the maximum grant funding available through the WIIA and WQIP programs, the projected annual debt service increase per EDU will be $180 ($139 for the WWTP improvements project and $41 for the collection system improvements project), as shown in Table 4-2. Actual grant funding may vary. If the Town receives no additional grant funding for the project, the projected annual debt service increase per EDU will be $259 ($218 for the WWTP improvements project and $54 for the collection system improvements project), as shown in Table 4-3.

Table 4-2: Estimated Projected Debt Service – Estimated Maximum Grant Funding

Project	Estimated Project Cost	Potential Grant Source			Loan Term (yr)	CWSRF Market Rate	Annual Debt Service	No. EDUs	Annual Debt Service per EDU
		EFC WIIA	CPF	DEC WQIP					
WWTP	$16,025,000	$3,391,250	$960,000	$1,500,000	30	3.34%	$542,127	3,908	$139
Collection	$3,975,000	$993,750	$0	-			$158,861		$41
TOTAL	**$20,000,000**	**$4,385,000**	**$960,000**	**$1,500,000**	**30**	**3.34%**	**$700,988**	**3,908**	**$180**

Table 4-3: Estimated Projected Debt Service – No Additional Grant Funding

Project	Estimated Project Cost	Potential Grant Source			Loan Term (yr)	CWSRF Market Rate	Annual Debt Service	No. EDUs	Annual Debt Service per EDU
		EFC WIIA	CPF	DEC WQIP					
WWTP	$16,025,000	$0	$960,000	$0	30	3.34%	$802,767	3,908	$205
Collection	$3,975,000		$0				$211,815		$54
TOTAL	**$20,000,000**	**$0**	**$960,000**	**$0**	**30**	**3.34%**	**$1,014,582**	**3,908**	**$259**

Operation and maintenance for the WWTP would continue to be served by the Town's Sewer Department. O&M costs are expected to increase by approximately $72,000 as a result of increased electrical usage by the SBR process blowers. The annual service charge increase per EDU due to increased O&M costs will be approximately $19.

The existing Sewer District #2 annual sewer use charge is $384.95. If the proposed project is implemented with no additional grant funding, the projected annual use charge will be $662.95. If the proposed project is implemented and awarded maximum grant funding, the projected annual use charge will be $583.95.

5.0 RECOMMENDATION AND CONCLUSION

It is recommended that the information presented in this Map and Plan be presented to the residents within the service district and extensions during a public hearing. The public hearing would be scheduled once the Town Board has accepted this report in accordance with Article 12 of Town Law. If the Town Board decides following the public hearing that the project is in the public interest, the Board should pass a resolution authorizing the project.

APPENDIX A
SEWER DISTRICT #2 MAP

TOTAL APPROX. AREA = 2.89 square miles | LENGTH OF GRAVITY SEWER = 25.6 miles | LENGTH OF FORCE MAIN = 4.1 miles

MAP REFERENCES:

1. "SEWER DISTRICT NO. 2, TOWN OF ROTTERDAM, SCHENECTADY COUNTY, NY, SEWERAGE SYSTEM AND SEWAGE TREATMENT PLANT", AS PREPARED BY: BARKER AND WHEELER ENGRS. 1938
2. "PLAN AND PROFILE OF SUB-TRUNK SEWER FROM CURRY RD TO INTERSECTION OF LILAC & ROOSEVELT ST.". AS PREPARED BY: BARKER & WHEELER, ENG'RS 5/1942
3. "RECONSTRUCTION OF A PORTION OF TRUNK SEWER". AS PREPARED BY: BARKER & WHEELER, ENGINEERS 5/1954
4. "GENERAL SANITARY-SEWER MAP, SCHENECTADY ARMY DEPOT". AS PREPARED BY: CORPS OF ENGINEERS 1/16/1961
5. "SEWER DISTRICT NO.2 WASTEWATER TREATMENT FACILITIES PROJECT C-36-884". AS PREPARED BY: C.T. MALE ASSOCIATES, P.C. 10/1982
6. "ROTTERDAM SQUARE, SANITARY FORCE MAIN EXTENSION". AS PREPARED BY: SEAR-BROWN ASSOCIATES, P.C. 12/1984
7. "RECONSTRUCTION ON ALTAMONT AVENUE". AS PREPARED BY: STATE OF NEW YORK, DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING. 8/13/1986
8. "SEWAGE TRANSPORT FACILITIES GOLUB CORPORATION". AS PREPARED BY: C.T. MALE ASSOCIATES, P.C. 2/13/1992
9. "SANITARY SEWER AND WATER SCHERMERHORN HOLLOW VILLAGE". AS PREPARED BY: INGALLS SMART ASSOCIATES 7/18/1996
10. "JEFFERSON ELEMENTARY SCHOOL SANITARY SEWER, ROTTERDAM SEWER DISTRICT #2 EXTENSION NO.8". AS PREPARED BY: CLARK ENGINEERING & SURVEYING, P.C. 3/2003
11. "INTER-MUNICIPAL SANITARY SEWER CONNECTION HIGHBRIDGE TRUNK SEWER". AS PREPARED BY: CHAZEN ENGINEERING & LAND SURVEYING CO., P.C. 8/19/2005
12. "LONG POND ESTATES SANITARY FORCE MAIN, PLAN/PROFILE RECORD SURVEY". AS PREPARED BY: C.T. MALE ASSOCIATES, P.C. 7/31/2008

TOTAL NUMBER OF MANHOLES = 612 | TOTAL NUMBER OF AIR RELEASE VALVES = 4

TRUNK SEWER PIPE REPLACEMENT

GULLOTT DRIVE PUMP STATION UPGRADES

GRAPHIC SCALE
1200.0 0 600.0 1200.0 2400.0

JME JOHN M. MCDONALD ENGINEERING, P.C.
7 South Church Street Schenectady, New York 12305
Ph: 518 382 1774 Fax: 518 382 1776 www.mcdonaldengineers.com

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TOWN OF ROTTERDAM
SCHENECTADY COUNTY

TOWN OF ROTTERDAM
SANITARY SEWER MAP

NO.	DATE	REVISION	BY
00	4/2014	ORIGINAL ISSUE	AST
01	12/2014	REVISED ISSUE	DPC

SHEET TITLE:
SANITARY SEWER COLLECTION SYSTEM MAP
APPENDIX B

SCALE: AS SHOWN
FILE NO.: 01-0301
PROJ. ENGR.: DPC
DATE: APRIL 2014
DRAWN BY: AST
SHEET NO.: B1
CHECKED BY: JMM

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Town of Rotterdam

COMPREHENSIVE PLAN UPDATE

Rotterdam Water System Improvements

September 2022

Preliminary Engineering Report

Rotterdam Water System Improvements

PWSID: NY4600069

Prepared for

Town of Rotterdam

1100 Sunrise Boulevard
Rotterdam, New York



Revision 1
September 2022

Barton&Loguidice

Water System Improvements
Town of Rotterdam, Schenectady County

Preliminary Engineering Report

June 2022

Prepared for

Town of Rotterdam
1100 Sunrise Boulevard
Rotterdam, New York 12306

Prepared by

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany, New York 12205

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EXECUTIVE SUMMARY

The Town of Rotterdam owns and operates both Water District 3 and 5. Water District No. 3 consists of a two (2) well municipal field with a storage tank and a potable water distribution system network. Water District No. 5, which consists of a five (5) well municipal field, five (5) water storage tanks and a potable water distribution system network. The Town's well field has suited the Town well since it was originally constructed in the mid-1950s. With current development and requests from neighboring municipalities to purchase more water, and the condition and life of the system, the system is in need of upgrades. In addition, recent breaks in the water mains have caused issues with reliability in the system. A hydraulic model was utilized in order to assess the water districts and identify areas needing improvements. The Town has determined that the continued maintenance of this hydraulic water model can be useful for reviewing and assessing the Town water system, including impacts of proposed development.

Multiple alternatives were analyzed to address concerns with water production, distribution capacity and reliability, and availability fire flows. Both monetary and non-monetary factors were examined. The alternatives include a No Action ("do nothing") alternative, and three alternatives for high, medium, and low priority improvements.

After evaluation of the alternatives, Alternative No. 1 is the recommended and selected alternative as it will provide the operators with additional flexibility and capacity when operating their system. This alternative also includes the replacement of one of well field transmission mains that has exceeded its useful life and the operators have noted is leaking. The replacement of this line will reduce water losses along the transmission main. The estimated probable project cost for Alternative 1 is $32,931,805.

The remaining alternatives, Alternative No. 2 and Alternative No. 3, and Additive No. 1 are recommended to be added to the comprehensive capital improvements plan that the Town of Rotterdam is currently drafting.

ABBREVIATIONS

ADD	Average daily demand
BMP	Best Management Practice
C	Celsius
CCI	Construction Cost Index (ENR)
cfs	Cubic feet per second
CT	concentration x time
DBP	Disinfection byproducts
DEC	New York State Department of Environmental Conservation
DO	Dissolved oxygen
DOC	Dissolved organic carbon
DOH	New York State Department of Health
DOT	New York State Department of Transportation
DWSRF	Drinking Water State Revolving Fund
ECL	Environmental Conservation Law
EDU	Equivalent Dwelling Unit
EFC	New York State Environmental Facilities Corporation
ENR	Engineering News-Record
EPA	United States Environmental Protection Agency
F	Fahrenheit
fps	Feet per second
gpd	Gallons per day
GML	General Municipal Law
gpm	Gallons per minute
HAA	Haloacetic acid
HAB	Harmful algal bloom
HGL	Hydraulic Grade Line
hp	Horsepower
HPGN	High Precision Geodetic Network (1998)
IUP	Intended Use Plan
ISO	Insurance Services Office
LF	linear feet
MCL	Maximum contaminant level
MC-LR	Microcystin-LR
MHI	Median Household Income
MGD	Million gallons per day

ABBREVIATIONS (cont'd)

NAD83	North American Datum (1983)
NAVD88	North American Vertical Datum (1988)
NPSHa	Net positive suction head available
NPSHr	Net positive suction head required
NYSOPRHP	New York State Office of Parks, Recreation, and Historic Preservation
OMB	Office of Management and Budget
PAC	Powdered activated carbon
PACl	Polyaluminum chloride
PHD	Peak hourly demand
PER	Preliminary Engineering Report
ppm	parts per million
psig	Pounds per square inch (gauge)
Q	Volumetric flow rate (gpm, MGD)
SEQR	State Environmental Quality Review
SPDES	State Pollutant Discharge Elimination System
SUVA	Specific ultraviolet absorbance
SWPPP	Storm Water Pollution Prevention Plan
TDH	Total dynamic head
THM	Trihalomethane
TOC	Total organic carbon
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

1.0 INTRODUCTION

1.1. Authorization

The Town of Rotterdam retained the services of Barton & Loguidice, D.P.C. (B&L) to prepare a Preliminary Engineering Report (PER). This PER summarizes Water District No. 5 system and appurtenances, evaluates system deficiencies based on modeling, and evaluates improvement alternatives.

1.2. Project Background

The Town owns and operates Water District No. 5, which consists of a five (5) well municipal field, five (5) water storage tanks and a potable water distribution system network. The Town's well field has suited the Town well since it was originally constructed in the mid-1950s. The Town has determined that the preparation and continued maintenance of a hydraulic water model can be useful for reviewing and assessing the Town water system, including impacts of proposed development.

1.3. Scope of Work

The scope of services for the PER is as follows:

- Review tank inspection reports, fire flow test results, water system map and water production reports. Summarize water system usage for a 12-month period and project the future growth and estimated water usage of the Town for the next 20 years.
- Determine water storage tank improvements to serve the Town including review of current and pending regulatory requirements and what impacts these requirements may have on the Town water system.
- Update the existing skeletal hydraulic model of Water District No. 5 to identify system limitations and deficiencies.
- Prepare a PER summarizing results and findings.

2.0 PROJECT BACKGROUND AND HISTORY

2.1. Site Information

2.1.1. Location

The Town of Rotterdam is located in the center of Schenectady County, New York. Nearby communities consist of the City of Schenectady to the east, the Town of Glenville and Village of Scotia to the northeast across the Mohawk River, the Town of Princetown to the west, and the Town of Guilderland to the south, as shown on Figure 2-1 for Project Location Map. Refer to Figure 2-2 for the USGS Topographic Map.

2.1.2. Land Use of Project Area

The (T) Rotterdam is generally a mix of agricultural, residential, land conservation, light industrial, recreational, and general business. The Schenectady County District No. 1 within the (T) Rotterdam is shown in Figure 2-3 and Figure 2-4.

2.1.3. Geologic Conditions

The soils within the (T) Rotterdam are generally loamy sands and silt loams such as Colonie loamy fine sand with 0 to 3 percent slopes (28.2%), Elnora loamy fine sand (9.3%), Colonie loamy fine sand with 3 to 15 percent slopes (8.1%), Plainfield loamy sand with 0 to 3 percent slopes (7.3%) and Urban land-Colonie complex (6.7%), refer to the complete USDA web soil survey in Appendix A.

The soils within the (T) Rotterdam area Rotterdam Junction are generally gravelly silt, silt loam and cut and fill land, such as Howard gravelly silt loam with 0 to 3 percent slopes (35.3%), Wayland soils complex with 0 to 3 percent slops (12.6%), Hamlin silt loam (10.0%), Unadilla silt loam with 0 to 8 percent slopes (7.9%) and cut and fill land (7.4%), refer to the complete USDA web soil survey in Appendix A.

2.1.4. Environmental Resources

The New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM) was reviewed for the presence of natural resources within the project area. One NYSDEC-mapped wetland (S-115) intersects the project area in a backlot between West Campbell Road and Interstate 890. Two (2) NYSDEC-mapped wetlands (S-4 and S-118) are located within 100 feet of water system improvements, and are located along Kings Road and North Thompson Street. Nine (9) NYSDEC-mapped streams, including Poentic Kill, a tributary of Poentic Kill, five (5) tributaries to Normans Kill and two tributaries to the Mohawk River are located within the project area. These streams are also mapped by the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), and several additional NWI-mapped wetlands are within the vicinity of water system improvements. A copy of the NYSDEC Environmental Resource Mapper Results is included in Appendix B. Figure 2-5 of the mapped wetlands and waterbodies can be found at the end of this report.

The USFWS Information for Planning and Consultation (IPaC) website reported the northern long-eared bat (*Myotis septentrionalis*- threatened), the karner blue butterfly (*Lycaeides melissa samuelis*- endangered), and the monarch butterfly (*Danaus plexippus* - candidate) for the project area. Additionally, the ERM reported that the project area is in the vicinity of rare plants and threatened or endangered animals; however, detailed species records were not provided. The ERM also noted that the project area is in the vicinity of a significant natural community (the pitch pine-oak forest at the Albany Pine Bush). A copy of the IPaC report and ERM results can be found in Appendix B.

2.1.5. Floodplain Considerations

The majority of the Rotterdam Junction area within the (T) Rotterdam is Zone AE with areas within the 100-year and 500-year flood zones. A portion of the Mohawk River in Rotterdam Junction area within the (T) Rotterdam is Zone AE with areas within the 100-year or 500-year floodplains. Sandsea kill and Moccasin kill are both zoned as Zone AE and are in the 100-year flood plain. The majority of the (T) Rotterdam is not within a designated flood zone, however the Mohawk River, Norman Kill, Beckers Brook and its tributaries, Davidge Gatt, Poentic Kill, and Lisha Kill Tributary are zoned as Zone A or AE, which are areas of high risk flooding and within the 100-year floodplain. Refer to Appendix C for the FEMA FIRMette Map of the (T) Rotterdam.

2.1.6. Potential Environmental Justice Area

Within the (T) Rotterdam there is one potential environmental justice area that has been identified in the western portion of the town along the municipal boundary of the (C) Schenectady. The potential environmental justice area includes Wilson Avenue, Cox Avenue, Kenmore Avenue, Howe Avenue, Plunkett Avenue, Stanton Street, Earl Street, Kent Street, Bee Street, Poutre Avenue and Adams Street and portions of Myrtle Avenue, Hendricks Street, Crammer Street, Melrose Street, Wellington Avenue, Marengo Street, Granville Avenue, Woodridge Road, Edgewood Avenue, Curry Road, Vischer Avenue, and Broadway, as shown on Figure 2-5 and Figure 2-6. The DECinfo Locator available on the NYSDEC website indicates that the percentage below poverty level is 24.98% and the percentage minority population is 17.46%.

2.2. Ownership and Service Area

2.2.1. Ownership

The (T) Rotterdam owns and operates the water systems within the Town.

2.2.2. Management

The (T) Rotterdam Department is led by Senior Water Plant Operator Justin Peterson, who has a NYS Class 1B License under the Operator Certification Program.

2.2.3. Outside Users

Existing Water District No. 5 serves residents within the (T) Rotterdam and outside users in the (C) Schenectady, (T) Guilderland and (T) Princetown. Additionally, the (T) Rotterdam maintains two emergency connections with the (C) Schenectady located on Hamberg Street and Guilderland Avenue. The (T) Rotterdam has an intermunicipal agreement with the (T) Guilderland to provide the (T) Guilderland with 2MG of water per day from the Water District No. 5 well field. There are no outside users that are served by existing Water District No. 3 in the area of Rotterdam Junction.

2.2.4. Agricultural or Industrial Users

There are no significant Industrial or Agricultural users within Water District No. 5 or within Water District No. 3.Population Trends and Projected Growth
Census data indicates that the Town of Rotterdam has seen a 2.75% growth rate between 2000 and 2010, and a growth rate of 4.91% between 2010 and 2020 summarized in Table 2-1. Based on this information, the anticipated population growth rate is approximately 7.66% over the next 20 years (2040). The estimated Town population in Year 2040 is 32,861.

Table 2-1: Village Population Trends

Town	2000 Population	2010 Population	2020 Population	2040 Projected Population
Rotterdam	28,316	29,094 (2.75%)	30,523 (4.91%)	32,861 (7.66%)
Rotterdam CDP	20,536	20,652 (0.56%)	22,968 (11.21%)	25,674 (11.78%)

*Footnote.

2.2.6. Historical and Projected Water Usage

The majority of the (T) Rotterdam is developed as residential, light industry or general business properties. However, there are areas of agriculture and planned residential development within the (T) Rotterdam that could be developed in the future. Steeple Way, Paddock Circle, Homestead Court, Diamond Place, and Winners Circle in the southwestern portion of the (T) Rotterdam are currently zoned as planned residential development. Additionally, six (6) properties on North Thompson Street are currently zoned as planned residential development, and are included within the EDU Assessment in Appendix D. The decrease in Water Usage from 2020 to 2021 with Water Districts No. 3 and No. 5 could be attributed to an amendment to Local Law on July 24, 2020 that established regulations for lawn watering and sprinkler systems; this law established regulations for when residents can water their lawn or turn on sprinkler systems from May 1st to September 15th of each calendar year.

Table 2-2: District No. 3 Water Usage Table

Water District	Average Daily Demand (gallons)	Maximum Daily Demand (gallons)	Total Production (gallons)
2019	228,783	374,500	83,436,900
2020	235,000	577,200	86,152,200
2021	215,000	347,300	78,426,500

*Data is from 2019-2021 Water Quality Report published by the Town of Rotterdam

Table 2-3: District No. 5 Water Usage Table

Water District	Average Daily Demand (gallons)	Maximum Daily Demand (gallons)	Total Production (gallons)
2019	3,660,000	7,298,000	1,333,198,000
2020	4,200,000	9,930,000	1,531,792,500
2021	3,690,274	8,854,000	1,348,836,000

*Data is from 2019-2021 Water Quality Report published by the Town of Rotterdam

2.2.7. Equivalent Dwelling Units (EDUs) and Water Usage

The estimated number of equivalent dwelling units (EDUs) for Water District No. 3 and Water District No. 5 are summarized in Table 2-4 and Table 2-5, respectively. All tax parcels located with Water District No. 3 and Water District No. 5 were allocated a specific number of EDUs based on the property classification of that parcel as established by the NYS Office of Real Property Services. The EDU assessment completed for Water District No. 3 and Water District No. 5 is included in Appendix D.

Table 2-4: Water District No. 3 EDU Summary

Classification	Number of Parcels	Equivalent EDUs
Agricultural Land	0	0
Residential	386	434
Residential Vacant	51	14.5
Commercial	20	23.5
Commercial Vacant	5	2.5
Community Service	13	13
Industrial	0	0
Total	475	487.5

Table 2-5: Water District No. 5 EDU Summary

Classification	Number of Parcels	Equivalent EDUs
Agricultural Land	0	0
Residential	9318	9789.5
Residential Vacant	55	315.5
Commercial	52	1002
Commercial Vacant	15	31.5
Community Service	95	131.5
Industrial	5	8.5
Total	9,540	11,278.5

3.0 EXISTING CONDITIONS

3.1. General Description

The (T) Rotterdam owns and operates three water districts within the Town. Existing Water District No. 3 (PWSID NY4600067) is located within the Rotterdam Junction area of (T) Rotterdam. Water District No. 3's infrastructure is comprised of two drilled ground water wells, 2-inch water main, 6-inch water main, 8-inch water main, 10-inch water main, 12-inch water main, a 0.5 MG steel bolted glass lined ground water storage tank, and two (2) pump houses located off of Route 5-S. The 0.5 MG ground water storage tank is located off Rynex Corners Road and was constructed and put into service in 2009. The two (2) groundwater wells are located between Parkis Street and Putnam Street. The pumping capacity of Well No. 1 and Well No. 2 combined is approximately 1,000 gpm. According to a report drafted in 2009 by B&L, Well No. 1 is used in the winter months because it has a lower pumping capacity, while Well No. 2 is used in the summer months to meet the higher seasonal demands. The Town has estimated in its 2021 Water Quality Report that Water District No. 3 serves approximately 1,900 people and has 400 water services. The users within Water District No. 3 are not metered.

Existing Water District No. 5 (PWSID NY4600069) is located in the (T) Rotterdam. Water District No. 5 is comprised of 6-inch, 8-inch, 10-inch, 12-inch, 14-inch, 16-inch, 18-inch, 20-inch, and 24-inch water main within the distribution system. There are three (3) 0.4 MG elevated water storage tanks that were constructed in the 1950s and are located on Bernard Street, Elizabeth Street, and Hamberg Street. There are two (2) 2 MG water storage tanks that were constructed in the 1950s and are located on Helderberg Avenue and May Avenue. The Water District No. 5 is served by a groundwater well field with five (5) groundwater wells and five (5) pumping houses located off of Rice Road. Four (4) groundwater wells and pumping houses were constructed originally in the 1950s, while the fifth well was added in 2019 to the well field. The pumping capacity for all groundwater wells are as follows: 1.87 MGD, 2.88 MGD, 2.88 MGD, 3.02 MGD, and 4.32 MGD, for Wells No. 1 through 5, respectively. According to the (T) Rotterdam Annual Water Quality Report, Water District No. 5 serves approximately 25,000 people and has 11,000 water services within the district. The users within Water District No. 5 are not metered.

3.2. Permit Conditions

The (T) Rotterdam Water District No. 5 water withdrawal permit (DEC #4-4228-00294/00001; Facility Reporter ID: WWR0001335) permits the withdrawal of 12MGD from the Rice Road well site. This permit was modified in October 2019 to increase the withdrawal amount to include the increased capacity from the installation of Well No. 5. The (T) Rotterdam Water District No. 3 water withdrawal permit (Facility Reporter ID: WWR0001334) permits a maximum withdrawal of 1MGD from the Rotterdam Junction well field.

3.3. Water Quality

The Town draws water from the Great Flats Aquifers, which is an unconfined aquifer that extend under the majority of the Mohawk River Valley. The Great Flats Aquifers is Primary Aquifer that is part of the EPA federally identified Schenectady-Niskayuna Sole Source Aquifer (ID: SSA27). The Great Flats Aquifer is under the jurisdiction of the EPA and NYSDEC Mohawk River Watershed. The (T) Rotterdam doses the raw groundwater from the wells with gaseous chlorine as means of primary disinfection. As a form of corrosion control for iron and manganese in the raw ground water, the Town doses the water with sodium hexametaphosphate.

Table 3-1: Water District No. 3 – Water Quality Summary*

Parameter	Unit	Quantity
pH	S.U.	7.3
Copper	ppb	0.18
Lead	ppb	10
Nitrates (as Nitrogen) Well No. 1**	ppm	4.84 (4.67-5.2)
Nitrates (as Nitrogen) Well No. 2**	ppm	6.28 (5.81-7.00)
Chlorine Residual	ppm	0.60
Haloacetic acid (HAA5)	ppb	ND-2.06
Total Trihalomethanes (TTHM)	ppb	15.8-26.4
Perfluoroctanoic acid (PFOA)	ppt	2.58
Perfluorooctane Sulfonate (PFOS)	ppt	2.25-5.65

*Samples are taken from Well #2 or blended from both of the Wells together.

**Average four (4) Samples Quarterly 3/1/21, 6/7/21, 8/10/21 & 10/13/21 (range of sample values)

Table 3-2: Water District No. 5 – Water Quality Summary

Parameter	Unit	Quantity
pH	S.U.	7.55
Copper	ppb	0.52
Iron	ppb	21.4
Lead	ppb	2.0
Manganese	ppb	8.6
Perfluoroctanoic acid (PFOA)	ppt	2.56
Perfluorooctane Sulfonate (PFOS)	ppt	2.56-3.91
Chlorine Residual	ppm	0.60
Haloacetic acid (HAA5)	ppb	1.31-2.48
Total Trihalomethanes (TTHM)	ppb	10.1-13.8
HAA6	ppb	4.3-6.8
HAA9	ppb	8.7-14.9

The (T) Rotterdam is required by NYSDOH to conduct water quality testing and monitoring yearly and report and publish the parameters which, were included in the 2021 Water Quality Report, included in Appendix E. The Town's 2021 Water Quality report indicated that the

Source Water Assessment Program (SWAP) completed by NYSDOH deemed the source water for both Water District 3 and District 5 as having an elevated susceptibility for contamination. NYSDOH regulations require the Town to routinely test its drinking water for numerous contaminants, as listed in Appendix E; the Town's Water District No. 5 was found to have non-detect levels of many of the tested contaminants and detected contaminants were all below the stringent individual MCL's. The Town tests 30 samples for coliform bacteria in Water District No. 5 monthly. Other contaminant tests are taken less frequently.

3.4. Water System Demands

The (T) Rotterdam's Annual Water Quality report publishes that the average daily demand (ADD) for 2021 was 215,000 gallons and 3,690,274 gallons for Water District No. 3 and No. 5, respectively. The maximum daily demand (MDD) for 2021 was 347,300 gallons and 8,854,000 gallons, respectively. The users within Water District No. 3 are not metered and are charged a flat annual non-metered rate on their property taxes. Only 10% of the users within Water District No. 5 are metered, non-metered users are charged a flat annual non-metered rate on their property taxes. Additionally, the (T) Rotterdam assumes that 25% of the water supplied for Water District No. 3 is used for fire protection and flushing programs. Similarly, Water District No. 5 also loses finished water to flushing programs, fire protection, and a number of water main breaks within Water District No. 5.

3.5. Summary of Existing Facilities

3.5.1. Source of Supply

The existing well fields for Water Districts No. 3 and No. 5 withdraw water from the Primary Aquifer, Great Flats Aquifer, which is located within a Sole Source Aquifer, Schenectady-Niskayuna Sole Source Aquifer, adjacent to the Mohawk River.

3.5.2. Well Site

The Water District No. 3 well field is comprised of two groundwater wells located between Park is Street and Putnam Street. The pumping capacity of Well No. 1 and Well No. 2 combined is approximately 1,000 gpm. According to recent data from the Town water staff, Well No. 1 has a pumping capacity of 370 gpm and is used in the winter months, while Well No. 2 has a pumping capacity of 570 gpm and is used in the summer months.

The Water District No. 5 well field is comprised of five (5) groundwater wells located on Rice Road. The pumping capacities of Wells No. 1 through Well No. 5 within the well field are 1.87 MGD, 2.88 MGD, 2.88 MGD, 3.02 MGD, and 4.32 MGD, respectively. The existing conditions of the wells within the Water District No. 5 well field are summarized in Table 3-1. The well field has a generator building that would convey power in the event the site losses power to Well House No. 2 and then from Well House No. 2 to Well Houses No. 1 and No. 3. Wells No.'s 1 through No. 4 do not currently have flow meters to measure the amount of water produced by each well individually. The isolation

valves within Well Houses No. 1 and No. 2 are difficult for the operators to access and cannot be turned by the operators to successfully isolate each of the wells. The joint on the 12-inch piping of pump No. 2 is visibly leaking when the pump is started up and is need of a replacement. The 12-inch water-to-waste pipe conveys water that is pumped from the wells for monitoring and testing purposes and other maintenance activities and is not going to be used in the distribution system to an outfall that flows into the Mohawk River. The water-to-waste line outfall location lacks safety precautions that allow operators to safely take measurements at the outlet piping. Additionally, the water to waste pipe outfall does not have any erosion control measure to protect the Mohawk Rover bank from eroding.

Table 3-3: Existing Groundwater Wells

Well Number	Depth	Casing Depth	Pump Capacity (GPM)	Pump Capacity (MGD)	Motor HP	Year Drilled
1	80’	55’	1,400	1.87	100	1952
2	81’6”	57’9”	2,083	2.88	200	1952
3	81’1”	55’3”	2,100	2.88	200	1952
4	92’	43’	2,100	3.02	200	1987
5	85’ +/-	59’ +/-	3,000	4.32	350	2017

The existing five (5) well pumps operate in a lead, lag, stand-by and backup sequence based on the water level in the Hamburg Street water storage tank. The wells operate automatically and operation is monitored and recorded through the Town’s SCADA system. The operation sequence, as provided by the Town, is summarized in Table 3-4 below. Levels are assumed to be from the bottom of the Hamburg Street elevated storage tank bowl and are believed to be the original set up from the 1950s; pressures are approximate and assumed to be measured at the base of the tank.

Table 3-4: Well Pump Operation Sequence

Pump	Pump On Condition	Pump Off Condition
Lead	54 psi (27 feet)	55.5 psi (30 feet)
Lag	53 psi (25 feet)	54.75 psi (29 feet)
Stand-by	52.25 psi (23.5 feet)	54 psi (27 feet)
Back-up	52 psi (23 feet)	53.5 psi (26 feet)

The original pumps and equipment at the well field are generally over 60 years old. It is our understanding that the Town is working on a capital improvements plan.

3.6. Water Transmission, Distribution, and Storage

3.6.1. Water District No. 3

Water District No. 3's distribution infrastructure is comprised of approximately 3,660 linear feet of 2-inch water main, 14,965 linear feet of 6-inch water main, 10,400 linear feet of 8-inch water main, 12,510 linear feet of 10-inch water main, and 3,370 linear feet of 8-inch transmission main from the 0.5 ground water storage tank. The 0.5 MG steel bolted glass lined ground water storage tank was constructed and put into service in 2009 to replace the 0.2 MG storage tank. The tank was designed with the potential for the tank being expanded to 0.75 MG if the system grew to need additional storage capacity. However, the (T) Rotterdam is only able to utilize 5-6 feet of storage in the 0.5 MG water storage tank due to the current transmission main configuration. Refer to Figure 3-1 for a map of the existing infrastructure within Water District No. 3.

3.6.2. Water District No. 5

Water District No. 5's distribution infrastructure is comprised of approximately 11,065 linear feet of 6-inch water main, 139,820 linear feet of 8-inch water main, 15,180 linear feet of 10-inch water main, 40,520 linear feet of 12-inch of water main, 3,870 linear feet of 14-inch water main, 3,675 linear feet of 16-inch water main, 5,385 linear feet of 18-inch water main, 28,290 linear feet of 20-inch water main and 11,905 linear feet of 24-inch water main within the distribution system. A portion of the 20-inch transmission main along Princetown Road to the 5-corners area and then to Curry Road, before transitioning to a 12-inch water main at the Altamount Avenue intersection is original to the distribution system and was constructed in the 1950s, with sections replaced since then due to a number of water main breaks. Additionally, the Town identified that there are developments whose mains are constructed with asbestos-cement (also known as transite) pipe, including the Coldbrook development. The Town should look into replacement of these mains for ease of maintenance and public health. The (T) Rotterdam indicated that there were a number of high priority valve replacements along the 20-inch transmission main on Curry Road, Beverly Street, and Willow Street due to their age and condition. The Town has nearly 1,000 fire hydrants throughout the distribution system in seven separate fire districts. As expected with the age of the system, hydrants and isolation valves are in need of replacement or repair. Refer to Figure 3-2 for a map of the existing infrastructure within Water District No. 5.

There are three (3) 0.4 MG elevated water storage tanks located on Bernard Street, Elizabeth Street, and Hamberg Street, and two (2) 2 MG water storage tanks located on Helderberg Avenue and May Avenue. The three (3) 0.4 MG elevated water storage tanks were constructed in the 1950s; due to the age of all 0.4 MG tanks it is suspected that the paint used during the construction of the tanks is likely lead-based. The 2MG ground mounted standpipe located on Helderberg Avenue was constructed in the 1950s and due to the age of the tank it is suspected that the paint is likely lead-based. The

2MG elevated water storage tank located on May Avenue was constructed in the 1950s and was recently recoated. The overflow elevation for all five of the existing water storage tanks within Water District No. 5 are located at 478 feet. The Bernard Street, Elizabeth Street, Hamberg Street, and Helderberg Avenue water storage tanks have altitude valves to control the water elevation within the tanks. The May Avenue elevated storage tank is serviced by a 6-inch water mains on May Avenue and Byron Avenue before upsizing to 8-inch water main on East Campbell Road and High Bridge Road.

3.6.3. Water Model Development and Calibration

A computer-based hydraulic model of the water system was developed using WaterCAD V8i by Bentley System, Inc. The model incorporates the most current water distribution system mapping and operation information provided by the Town water and building departments. The system demands were estimated using data provided from the Town from 2011 through 2016. The Town provided water usage data for only the metered accounts to add into the system in order to provide a more accurate distribution of water demands. After the model was created, hydrant flow tests were performed to gather static pressures, residual pressures, and flow data at key locations in the water system to be used in calibration of the model.

B&L prepared a location map of the hydrant tests and testing protocol for the Town. The hydrant flow tests (also known as fire flow tests) were conducted at night-time and with the well pumps off. The tests were conducted by B&L and Town Water Department personnel between October 12th and October 13, 2016. Sixteen (16) pairs of hydrants, scattered throughout the Town, were tested on various size water mains, service areas etc. The data from the tests was then extrapolated and used to calibrate the water model by mimicking controllable field conditions. The data collected from the hydrant testing is presented in the table below and location of the test hydrants can be seen on Figure 3-3.

Table 3-5: Hydrant Flow Test Data (October 2016)

Test No.	Static (psi)	Residual (psi)	Outlet (psi)	Flow (gpm)
1	52	45	12	516
2	53	52	14	620
3	54	31	21	770
4	50	50	16	631
5	63	63	34	971
6	53	32	12	559
7	57	56	19	648
8	56	55	12	550
9	65	64	26	852
10	48	48	14	601
11	49	45	24	816
12	48	46	22	787
13	54	53	13	566
14	59	58	17	654
15	72	70	11	567
16	51	50	10	536

Calibration of the model includes assigning known physical attributes of the water system to the corresponding digital features in the model. Attributes include pipe size, elevation, length, hydrant elevations, tank size, etc. Many of the system attributes are fixed and unlikely to change over time. One exception with the largest impact on available flow and pressure within the water system is the condition of the interior of the distribution pipes and the corresponding roughness coefficient or C-Value. The C-Value represents buildup in the pipes, also known as tuberculation, which affects the smoothness and the diameter of the pipes. New pipes will have a typical C-Value ranging from 120-140, depending on the material of construction. Pipes that have lower C-Values are typically aged pipes which have significant tuberculation and scale deposits. A pipe with a C-Value of 20 represents a pipe which has significant tuberculation to the point its inside diameter is reduced by nearly half. Table 3-6 demonstrates correlation between pipe size and C-Value. Once known physical attributes and pipe C-Values are assigned in the distribution model to replicate field observations, the model can be used to review and evaluate the distribution system.

Table 3-6: C-Value and Equivalent New Pipe Size

Pipe Size (inches)	C-Value	Equivalent New Pipe Size (inches)	Pipe Size (inches)	C-Value	Equivalent New Pipe Size (inches)
4	20	2.01	6	20	3.04
4	40	2.65	6	40	3.95
4	60	3.07	6	60	4.61
4	80	3.43	6	80	5.14
4	100	3.73	6	100	5.60
4	120	4.00	6	120	6.00
Pipe Size (inches)	**C-Value**	**Equivalent New Pipe Size (inches)**	**Pipe Size (inches)**	**C-Value**	**Equivalent New Pipe Size (inches)**
8	20	4.05	10	20	5.06
8	40	5.27	10	40	6.58
8	60	6.15	10	60	7.68
8	80	6.86	10	80	8.57
8	100	7.46	10	100	9.34
8	120	8.00	10	120	10.00
Pipe Size (inches)	**C-Value**	**Equivalent New Pipe Size (inches)**	**Pipe Size (inches)**	**C-Value**	**Equivalent New Pipe Size (inches)**
12	20	6.08	16	20	8.09
12	40	7.90	16	40	10.54
12	60	9.22	16	60	12.30
12	80	10.28	16	80	13.71
12	100	11.20	16	100	14.93
12	120	12.00	16	120	16.00

3.6.4. Existing System Pressures

The distribution system was designed to provide adequate pressure to all customers when the water storage tanks are full. The analysis of static pressures within the existing system indicated that pressures range from 47 psi to 108 psi, refer to Appendix F for a complete table of existing system pressures from the WaterCAD Model. All pressures in the system meet the minimum service pressures. Refer to Figure 3-4 for a map of the assumed existing system static pressures.

3.6.5. Available Fire Flows

Current fire flow standards require a minimum of 500 gpm although areas with high density or larger buildings may require high fire flows. For the Town of Rotterdam, the minimum fire flow basis was set at 1,000 gpm. Figure 3-5 includes a map of the assumed existing system fire flows. The model shows that, approximately 8% of the junction have less than the minimum 1,000 gpm available fire flow, refer to Appendix F for a complete table of existing system pressures from the WaterCAD Model.

3.6.6. Deficiencies

3.6.6.1 Water Mains

The distribution piping within the system is aged beyond its useful life and needs improvements. This makes the system more susceptible to breaks and leaks. The transmission mains that run from the plant to the entire Town are vital to the system. If they were out of service in an emergency, it would be detrimental to the Town.

3.6.6.2 Water Storage

The west side of the Town does not have much volume for fire flows. The closest source is from the water treatment plant. This puts this area at risk in case of a fire emergency.

3.6.6.3 Fire Flows

Eight (8) % of the junctions in the system show less than 1,000 gpm for fire flows. These areas do not have adequate fire flows in case of a fire emergency.

3.7. Need for Improvement

The (T) Rotterdam Water District No. 3's water system infrastructure was constructed in the mid-1950s with a 0.5 MG water storage tank constructed in 2009. The majority of (T) Rotterdam Water District No. 5's water system infrastructure was constructed in the mid-1950s. The water system has expanded to include connections to (T) Princetown and (T) Guilderland, and an emergency connection to the (C) Schenectady.

3.7.1. Health, Sanitation, and Security

The Helderberg Avenue site lacks sufficient security signage. It is suspected that all five (5) of the water storage tanks with Water District No. 5 were likely coated with lead based paint due to the age of the infrastructure. Since all of the water storage tanks in the Town were installed during the same general time period is suspected that the interior and exteriors of all the tanks within the water system are coated with a lead-based coating. Due to the assumed ages of the Bernard Street, Elizabeth Street, and Hamberg Street water storage tanks it is suspected that the coating for tanks is likely lead based. The water to waste piping lacks safety precautions that would allow operators to safely take measurements at the outfall location.

3.7.2. Aging Infrastructure

Within the (T) Rotterdam Water District No. 5 distribution system there are pipes of varying ages and varying conditions. The WaterCAD model that was prepared under the scope of this report found that the central and southern portions of the Water District No. 5 near Helderberg Avenue water storage tank and the Elizabeth Street water storage tank are an area of concern due to low residual pressures. The Helderberg Avenue water storage tank is in need of structural repairs including: resealing the junction of the exterior tank bottom and the concrete base and modifying the drainage

around the tank's concrete base. The valves within Wells Houses No.1 and No. 2 are not currently operational by the water system operators and should be replaced with valve vaults in the yard of the Rice Road well field. The existing 8-inch and 12-inch water main on Altamount Avenue and the existing 20-inch water main along Curry Road between Cedarlawn Avenue to Deforest Street is located 3.39 feet below the ground surface which is not adequate to prevent freezing and thawing within the pipe.

3.7.3. Reasonable Growth

As discussed earlier in this report, current population trends do project significant population growth of approximately 7.66% for the (T) Rotterdam over the next 20 years. The Town maintains an emergency interconnection with the (C) Schenectady. (T) Rotterdam has an intermunicipal agreement with the (T) Guilderland to supply the (T) Guilderland with 2 MGD. The Town also supplies outside users in the (C) Schenectady, (T) Guilderland, and (T) Princetown. By adding the additional outside users and a connection to the (T) Guilderland the aged existing infrastructure has been put under additional stress. The Rice Road well field currently lack the capacity and redundancy to provide the Town with the 8.85 MG maximum daily water usage if Well No. 5 needed to be taken out of service for maintenance; the addition of a sixth well would allow for redundancy in the system and flexible for the operators to be able to take a well out of service is needed.

3.7.4. Compliance with Local, State, and Federal Requirements

The Helderberg Avenue water storage tank has several deficiencies that fail to comply with AWWA D100 standards; this includes the shell manhole and dome vent. The shell manhole fails to comply with AWWA D100 standards by only having one (1) shell manhole in the first diameter of the tank; per AWWA D100 standards the water storage tank should have two (2) shell manholes within the first diameter of the tank. The Helderberg Water Storage Tank also fails to have two (2) access hatches located on the domed roof of the tank; it proposed that the existing dome roof vent be replaced with a roof vent on a 4-inch tank riser that can be removed and used as a second access hatch on the roof. The existing ladder at the Helderberg Tank terminates at the top of the side wall of the tank and fails to extend fully onto the tank roof.

The 2018 Recommended Standards for Water Works (RSWW), states that dead ends should be minimized where possible and if not possible then the dead ends should be equipped with means to adequately flush the line. The discharge piping from Wells No. 1 through No. 4 does not currently have flow meters to measure the flow produced from each well and conveyed to the distribution system, this is out of compliance with the RSWW section 2.13 and section 3.2.7.3. Additionally, the discharge piping from Wells No. 1 through No. 4 do not currently have adequate means of isolation through

control valves and appurtenances to comply with RSWW section 3.2.7.3. The existing check valve seat does not have an adequate seal and has caused issues while starting well pump No. 4 and creating high pressure shockwave in the water system.

4.0 ALTERNATIVES ANALYSIS

The following treatment alternatives were investigated:

- No Action Alternative
- Alternative No. 1: High Priority Distribution System Improvements
- Alternative No. 2: Medium Priority Distribution System Improvements
- Alternative No. 3: Low Priority Distribution System Improvements
- Additive No. 1: Distribution System Improvements for Water District No. 5.

4.1. No Action

Under the No Action alternative, no changes would be made to the (T) Rotterdam's existing water system infrastructure in Water Districts No. 3 and No. 5. Due to the age of portions of the distribution system, age of the existing water storage tanks, inadequately sized mains, deficient layout of transmission main and areas of low pressure, this alternative is not recommended and was not investigated further.

4.2. Alternative No. 1: High Priority Distribution System Improvements

This alternative includes distribution system improvements and well field improvements for Water District No. 5 that the (T) Rotterdam operators have identified are the highest priority replacements and improvements within the system. This alternative depicted is in Figures 4-1 and generally include:

- Installation of a Well No. 6 with a Well House
- Approximately 9,890 linear feet of 30-inch ductile iron water main replacing the existing 20-inch transmission main from the Rice Road well field along West Campbell Road, Burdeck Street, and North Thompson Street
- Approximately 5,228 linear feet of 16-inch ductile iron water main replacing the existing 8-inch and 12-inch existing water main on Altamont Avenue
- Approximately 1,171 linear feet of 12-inch ductile iron water main connecting the existing 10-inch water main on Carman Road to the Whispering Pines area, which a 360 Linear foot NYS Thurway Crossing
- Approximately 2,276 linear feet of 12-inch ductile iron water main replacing the existing 8-inch water main on Helderberg Avenue connecting to the existing water main near the intersection with Bayberry Road to the intersection with Curry Road
- Five (5) 6-inch main line gate valves to replace the existing inoperative mainline valves located on Parklawn Avenue, Robinwood Avenue and Pinelawn Avenue
- Two (2) 8-inch main line gate valves to replace the existing inoperative mainline valves located on Cedarlawn Avenue
- Three (3) 20-inch main line gate valves to replace the existing inoperative mainline valves located on Willow Street, Beverly Street, and Curry Road
- Thirteen (13) 30-inch main line butterfly valves, replacing the existing 24-inch main line valves
- Seven (7) 16-inch mainline gate valves, replacing the existing 12-inch main line gate valves

- Two (2) 12-inch main line gate valves, with replacing the existing 8-inch main line gate valves
- Thirty-two (32) hydrant assemblies, including removing and replacing 30 existing hydrant assemblies
- One hundred fifteen (115) re-established water services

4.2.1. Impact on Existing System

The proposed West Campbell transmission main improvements under this alternative would replace undersized and deficient infrastructure, allowing for more capacity within the distribution system. The static pressure and fire flow results including the proposed improvements from the WaterCAD model are depicted in Appendix G and on Figure 4-2 and Figure 4-3. The operators would also gain the ability to operate the valves located on Curry Road, Willow Street, Beverly Street, Cedarlawn Avenue, Parklawn Avenue, Robinwood Avenue and Pinelawn Avenue that were previously inoperable and allowed the operators little control of the system within these areas. The installation of the replacement main on Altamount Avenue will be adequately sized and will be located at an adequate depth, since it the existing 8-inch and 12-inch water main currently located 3.39 feet below the ground surface and is subject to freezing and thawing during the winter months.

4.2.2. Land Requirements

The land requirements for the installation of the proposed water main and replacement water main will be evaluated further during the design of this project, but it is likely that the Town will need to secure easements from residents if the water main cannot be placed within the right-of-way. Well No. 6 will be drilled in the well field located on Rice Road and no additional land will be required.

4.2.3. Environmental Impacts

4.2.3.1 Wetlands and Surface Waters

The proposed distribution system improvements for this alternative intersect one NYSDEC-mapped wetland (S-115) in a backlot between West Campbell Road and Interstate 890, and NYSDEC wetland S-118 is located within 100 feet of the project area. Several NYSDEC-mapped streams, including Poentic Kill, a tributary of Poentic Kill, tributaries to Normans Kill and tributaries to the Mohawk River, are located within the project area. These streams are also mapped by the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), and several additional NWI-mapped wetlands are within the vicinity of water system improvements. A wetland delineation will be completed during the project's design phase to identify the boundaries of wetlands and surface waters within the project area. Directional drilling of new water main may be utilized, if feasible, to avoid disturbances to wetlands and surface waters. Open-cut water main installation may result in temporary impacts to wetlands and streams within the project area.

4.2.3.2 Threatened and Endangered Species

According to the USFWS IPaC database, the project area is within the vicinity of the northern long-eared bat (Myotis septentrionalis- threatened), the karner blue butterfly (Lycaeides melissa samuelis- endangered), and the monarch butterfly (Danaus plexippus - candidate) for the project area. Additionally, the ERM reported that the project area is in the vicinity of rare plants and threatened or endangered animals; however, detailed species records were not provided. The project area is in the vicinity of one significant natural community, the pitch pine-oak forest at the Albany Pine Bush. A habitat assessment would be completed during the project's design phase in order to document potential suitable habitat for reported species throughout the project area.

4.2.3.3 Cultural and Historic Resources

Portions of the proposed distribution system improvements are within archaeologically sensitive areas. Additionally, buildings listed on or eligible for listing on the National Register of Historic Places are located adjacent to roadways where distribution system improvements are proposed. Coordination with SHPO will be completed during the project's design phase in order to ensure that potential impacts to archeological and historical resources are avoided.

4.2.3.4 Environmental Permit Summary

Disturbances to federally regulated wetlands or surface waters would likely require a Section 404 permit from the USACE and corresponding Section 401 Water Quality Certification from the NYSDEC. Disturbances to the bed or banks of state-protected streams would likely require an Article 15 stream disturbance permit from the NYSDEC. Any disturbances to NYSDEC-regulated wetlands or their 100-foot adjacent area would likely require an Article 24 Freshwater Wetlands Permit from the NSYDEC. Additionally, if greater than 1-acre of ground disturbance is anticipated, then a NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities would be required.

4.2.3.5 Smart Growth

Refer to Appendix H, for the Smart Growth Assessment Form.

4.2.4. Permit Requirements

The (T) Rotterdam Water District No. 5 water withdrawal permit (DEC #4-4228-00294/00001; Facility Reporter ID: WWR0001335) permits the withdrawal of 12MGD from the Rice Road well site will not be modified under this alternative.

4.2.5. Storm and Flood Resiliency

The Rice Road well field improvements proposed under this alternative is within the 1-percent or 100-year flood plain with a base flood elevation of 232 feet; portions of the proposed 30-inch ductile iron water main along West Campbell Road is also within the 1-percent or 100-year flood plain. All of the other improvements proposed under this alternative are not within a FEMA identified flood plain.

4.2.6. Schedule and Constructability

The construction of this alternative can occur with small sections of the distribution system taken offline and isolated so connections can be made to the existing water main. Additionally, the replacement sections of water main can be installed while the existing water main remains active; only once the replacement water main passes pressure testing and is disinfected the connections to the existing water main will be made and the existing water main will be decommissioned. The anticipated project schedule is as follows:

Design and Permitting	2023
Submit plans and specifications for review:	Fall 2023
Award bids	Winter 2024
Construction start:	Spring 2024
Construction completion:	Fall 2027

4.2.7. Project Capital Cost

This cost opinion can be considered a Class 4 estimate as defined by American Association of Cost Engineers International (AACEI). Class 4 estimates are appropriate for study or feasibility purposes and typically prepared at the 5% design development level. This cost opinion carries a 20% contingency to account for cost aspects inherently undefined at the study phase of any project. Refer to Appendix I for a full itemized cost estimate.

Table 4-1: Estimate of Probable Cost, Alternative 1

Line Item	Associated Cost
Base Project Subtotal 2022	$18,110,000
Escalation to 2025 (6%/year)	$3,459,000
Contractor General Conditions (5%)	$1,078,000
Contingency (20%)	$7,340,695
Construction Subtotal Total	$29,987,695
Estimated Engineering, Legal, Administration (25%)	$2,944,110
Total Estimated Project Capital Cost	**$32,931,805**

4.3. Alternative No. 2: Medium Priority Distribution System Improvements

This alternative includes the medium priority improvements for the distribution system within Water District No. 5. The proposed improvements in this alternative are depicted in Figure 4-1 and generally include:

- Approximately 10,579 linear feet of 30-inch ductile iron water main replacing the existing 14-inch and 24-inch transmission main from the Rice Road well field along Bluff Road, Gordon Road, and Princetown Road
- Approximately 679 linear feet of 24-inch ductile iron along Curry Road connecting from Wallace Avenue and N Westcott Road existing water main on Broadway to the proposed 24-inch replacement ductile iron water main on Curry Road
- Approximately 2,094 linear feet of 24-inch ductile iron water main replacing the existing 8-inch section on Curry Road between the intersection with N Westcott Road and Oaklawn Avenue
- Approximately 1,689 linear feet of 10-inch ductile iron water main to connect the existing water main on Keator Drive to the Whispering Pines area
- Fourteen (14) 30-inch main line butterfly valves replacing the existing 24-inch main line valves
- Four (4) 24-inch main line gate valves, with 3 existing main line gates valves being replaced;
- Fourteen (14) 10-inch main line gate valves
- Twenty-four (24) hydrant assemblies, including removing and replacing 22 existing hydrant assemblies
- Two hundred ten (210) re-established water services

4.3.1. Impact on Existing System

The proposed Princetown Road transmission main improvements under this alternative would replace undersized and deficient infrastructure, allowing for more capacity within the distribution system. The static pressure and fire flow results including the proposed improvements from the WaterCAD model are depicted in Appendix G and on Figure 4-2 and Figure 4-3. The proposed water main along Curry Road will connect the distribution system from the northwestern portion that currently terminates at the intersection of Mariaville Road, Princetown Road, Duanesberg Road and Wallace Avenue and northeastern portion that currently terminates at the intersection of North Westcott Road, Broadway and Curry Road; this will create a continuous 24-inch transmission main along Curry Road. The section of undersized 8-inch water main along Curry Road that is being replaced will resolve any bottle necking issues that may have previously occurred while conveying water from the Rice Road well field to the western portion of the distribution system. Additionally, the water main replacement along Curry Road is adjacent to an identified potential environmental justice area.

4.3.2. Land Requirements

The land requirements for the installation of the proposed water main and replacement water main will be evaluated further during the design of this project, but it is likely that the Town will need to secure easements from residents if the water main cannot be placed within the right-of-way.

4.3.3. Environmental Impacts

4.3.3.1 Wetlands and Surface Waters

No NYSDEC- or NWI-mapped streams or wetlands are within 100 feet of the proposed distribution system improvements for this alternative. A wetland delineation will be completed during the project's design phase to identify the boundaries of wetlands and surface waters within the project area, if any unmapped resources are present. Directional drilling of new water main may be utilized, if feasible, to avoid disturbances to wetlands and surface waters. Open-cut water main installation may result in temporary impacts to wetlands and streams within the project area.

4.3.3.2 Threatened and Endangered Species

According to the USFWS IPaC database, the project area is within the vicinity of the northern long-eared bat (Myotis septentrionalis- threatened), the karner blue butterfly (Lycaeides melissa samuelis- endangered), and the monarch butterfly (Danaus plexippus - candidate) for the project area. Additionally, the ERM reported that the project area is in the vicinity of rare plants and threatened or endangered animals, however, detailed species records were not provided. The project area is in the vicinity of one significant natural community, the pitch pine-oak forest at the Albany Pine Bush. A habitat assessment would be completed during the project's design phase in order to document potential suitable habitat for reported species throughout the project area.

4.3.3.3 Cultural and Historic Resources

Portions of the proposed distribution system improvements are within archaeologically sensitive areas. Additionally, buildings listed on or eligible for listing on the National Register of Historic Places are located adjacent to roadways where distribution system improvements are proposed. Coordination with SHPO will be completed during the project's design phase in order to ensure that potential impacts to archeological and historical resources are avoided.

4.3.3.4 Environmental Permit Summary

Disturbances to federally regulated wetlands or surface waters would likely require a Section 404 permit from the USACE and corresponding Section 401 Water Quality Certification from the NYSDEC. Disturbances to the bed or banks of state-protected streams would likely require an Article 15 stream disturbance permit from the NYSDEC. Any disturbances to NYSDEC-regulated wetlands or their 100-foot adjacent area would likely require an Article 24 Freshwater Wetlands Permit from the NSYDEC. Additionally, if greater than 1-acre of ground disturbance is anticipated, then a NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities would be required.

4.3.3.5 Smart Growth

Refer to Appendix H, for the Smart Growth Assessment Form.

4.3.4. Permit Requirements

Under this alternative no improvements have been proposed to the well field so the (T) Rotterdam Water District No. 5 water withdrawal permit (DEC #4-4228-00294/00001; Facility Reporter ID: WWR0001335) permits the withdrawal of 12MGD from the Rice Road well site will not be modified under this alternative.

4.3.5. Storm and Flood Resiliency

The improvements proposed under this alternative are not within a FEMA identified flood plain.

4.3.6. Schedule and Constructability

The construction of this alternative can occur with small sections of the distribution system taken offline and isolated so connections can be made to the existing water main. Additionally, the installation of the replacement water main along Curry Road can occur while the existing main remains active; only once the replacement water main passes pressure testing and is disinfected the connections to the existing water main will be made and the existing 8-inch water main will be decommissioned. The anticipated project schedule is as follows:

Design and Permitting	TBD
Submit plans and specifications for review:	TBD
Award bids	TBD
Construction start:	TBD
Construction completion:	TBD

4.3.7. Project Capital Cost

This cost opinion can be considered a Class 4 estimate as defined by American Association of Cost Engineers International (AACEI). Class 4 estimates are appropriate for study or feasibility purposes and typically prepared at the 5% design development level. This cost opinion carries a 20% contingency to account for cost aspects inherently undefined at the study phase of any project. Refer to Appendix I for a full itemized cost estimate.

Table 4-2: Estimate of Probable Cost, Alternative 2

Line Item	Associated Cost
Base Project Subtotal 2022	$11,009,000
Escalation to 2025 (6%/year)	$2,103,000
Contractor General Conditions (5%)	$656,000
Contingency (20%)	$2,754,000
Construction Subtotal Total	$16,500,000
Estimated Engineering, Legal, Administration (25%)	$4,200,000
Total Estimated Project Capital Cost	**$20,700,000**

4.4. Alternative No. 3: Low Priority Distribution System and Water Storage Improvements

This alternative would include improvements to Water District No. 3 such as the installation of a new transmission main for the 0.5MG Rynex Corners Road Water Storage Tank. This alternative would also include improvements to Water District No. 5 such as: the replacement of deficient portions of the (T) Rotterdam distribution system, replacement of mainline valves, replacement of hydrant assemblies, the construction of a 1MG Water Storage Tank in water district No. 5, and improvements to the existing District No. 5 Water Storage Tanks. The proposed improvements are depicted in Figures 4-1 and Figure 4-4 would generally include the following:

- Water Storage Improvements including:
    - Installation of a ladder extending onto the roof on the Helderberg Avenue Water Storage Tank in accordance with AWWA D110;
    - Installation of a mixing system to prevent freezing due to the climate and height of the water storage tank and instruments on the Helderberg Avenue Water Storage Tank;
    - Installation of security signage at the Helderberg Avenue Water Storage Tank;
    - Overflow pipe improvements on the Helderberg Avenue Water Storage Tank;
    - Sandblast and re-coat the exterior and interior of the Helderberg Avenue 2 MG Water Storage Tank;
    - Sandblast and re-coat the exterior and interior of the Hamberg Street 0.4 MG Water Storage Tank;
    - Sandblast and re-coat the exterior and interior of the Elizabeth Street 0.4 MG Water Storage Tank;

  - Sandblast and re-coat the exterior and interior of the Bernard Street 0.4 MG Water Storage Tank;
  - Construction of a 1 MG glass lined steel bolted ground water storage tank located at the Schalmont High School.
- Water District No. 3 Distribution Main and Transmission Main Improvements including:
  - Approximately 2,091linear feet of 12-inch transmission main for the 0.5 MG Rynex Corners Road Water Storage Tank;
  - Three (3) main line gate valves with valve boxes.
- Water District No. 5 Distribution Main and Transmission Main Improvements including:
  - Approximately 1,200 linear feet of 12-inch ductile iron water main connecting the proposed 1MG glass lined steel bolted ground water storage tank located at the Schalmont High School to the 12-inch water main located on Duanesburg Road;
  - Approximately 2,930 linear feet of 24-inch ductile iron water main replacing the existing 20-inch water main on Bernard Street and Wallace Avenue;
  - Approximately 4,415 linear feet of 24-inch ductile iron water main replacing the existing 20-inch transmission main along a portion of Curry Road;
  - Four (4) 12-inch main line gate valves;
  - Ten (10) 24-inch main line gate valves replacing the existing 24-inch main line gate valves;
  - Nineteen (19) hydrant assemblies, including removing and replacing 13 existing hydrant assemblies;
  - One hundred twenty-seven (127) re-established water services;
- Water District No. 5 Well Field Improvements including:
  - Installation of a VFD for Wells Houses Nos. 1, 2, 3, and 4 at the Rice Road well field;
  - Installation of a flow meter on the discharge pipe for Wells No. 1 through No. 4;
  - Installation of a flow meter on the water to waste pipe for Wells No. 1 through No. 4;
  - Installation of four (4) gate valves with valve boxes, including the replacement valves for the inoperable valves within the well houses at the Rice Road well field;
  - Installation of an air release valve within Well House No. 3;
  - Replacement of a check valve within Well House No. 4;
  - Reorganization and tracing of existing electrical wires within the electrical vault in Well House No. 2;
  - Replace the process piping of Pump No. 2 in Well House No. 2;
  - Installation of riprap at the outfall of the water to waste outfall to protect the Mohawk River bank from eroding;
  - Installation of a standing pad with a railing on the existing headwall of the water to waste pipe outfall to allow operators to safely take measurements at the outfall location;
  - Replace the existing venturi valves in the venturi pits with venturi meters; and
  - Install valves to replace all existing Ross valves in the yard of Well Houses No. 1 through No. 4.

4.4.1. Impact on Existing System

The proposed improvements at the well field site will allow the operators to have better control over their infrastructure. The replacement of the existing water meters on the well discharges lines and the addition of water meters on the water-to-waste lines will provide the operators with additional information about each wells production and the amount of water that is wasted. The replacement of the existing 24-inch venturi meters on the existing well field transmission mains with 30-inch venture meters on the proposed replacement transmission mains will allow the operates to accurately measure the flow being sent out the distribution system. The installation of VFDs on the well pumps will allow the operators to adjust the speeds of the pumps, rather than having to run the pumps at one speed, further increasing the flexibility the operators will have within the water system. Blasting and re-coating all of the existing water storage tanks will remove the likely lead-based coating from the tanks. The addition of the Schalamont School water storage tank will provide additional storage capacity within the system and in an area that is somewhat isolated from the rest of the system by the NYS Thruway. The upsized replacement water mains along Curry Road, Bernard Street and Wallace Avenue will provide these areas with adequate flow. The static pressure and fire flow results including the proposed improvements from the WaterCAD model are depicted in Appendix G and on Figure 4-2 and Figure 4-3. Additionally, the water main replacement along Curry Road is adjacent to an identified potential environmental justice area.

4.4.2. Land Requirements

This alternative does have land requirements. However, the Town will have to enter into a lease agreement with the property owners of the Schalmont High School to be able to place the proposed water storage tank at this location.

4.4.3. Environmental Impacts

4.4.3.1 Wetlands and Surface Waters

The proposed distribution system improvements for this alternative are not located within 100 feet of any NYSDEC-mapped wetlands. The distribution improvements intersect two NYSDEC-mapped streams including a tributary to Normans Kill, and a tributary to the Mohawk River. These streams are also mapped by the USFWS NWI. A wetland delineation will be completed during the project's design phase to identify the boundaries of wetlands and surface waters within the project area. Directional drilling of new water main may be utilized, if feasible, to avoid disturbances to wetlands and surface waters. Open-cut water main installation may result in temporary impacts to wetlands and streams within the project area.

4.4.3.2 Threatened and Endangered Species

According to the USFWS IPaC database, the project area is within the vicinity of the northern long-eared bat (Myotis septentrinalis- threatened), the karner blue butterfly (Lycaeides melissa samuelis- endangered), and the monarch butterfly (Danaus plexippus - candidate) for the project area. Additionally, the ERM reported that the project area is in the vicinity of rare plants and threatened or endangered animals; however, detailed species records were not provided. The project area is in the vicinity of one significant natural community, the pitch pine-oak forest at the Albany Pine Bush. A habitat assessment would be completed during the project's design phase in order to document potential suitable habitat for reported species throughout the project area.

4.4.3.3 Cultural and Historic Resources

Portions of the proposed distribution system improvements are within archaeologically sensitive areas. Additionally, buildings listed on or eligible for listing on the National Register of Historic Places are located adjacent to roadways where distribution system improvements are proposed. Coordination with SHPO will be completed during the project's design phase in order to ensure that potential impacts to archeological and historical resources are avoided.

4.4.3.4 Environmental Permit Summary

Disturbances to federally regulated wetlands or surface waters would likely require a Section 404 permit from the USACE and corresponding Section 401 Water Quality Certification from the NYSDEC. Disturbances to the bed or banks of state-protected streams would likely require an Article 15 stream disturbance permit from the NYSDEC. The installation of a new well would likely require a modification to the Town's existing Article 15 Water Withdrawal Permit from NYSDEC. Additionally, if greater than 1-acre of ground disturbance is anticipated, then a NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities would be required.

4.4.3.5 Smart Growth

Refer to Appendix H, for the Smart Growth Assessment Form.

4.4.4. Permit Requirements

The (T) Rotterdam Water District No. 5 water withdrawal permit (DEC #4-4228-00294/00001; Facility Reporter ID: WWR0001335) permits the withdrawal of 12MGD from the Rice Road well site will not be modified under this alternative.

4.4.5. Storm and Flood Resiliency

The Rice Road well field improvements proposed under this alternative is within the 1-percent or 100-year flood plain with a base flood elevation of 232 feet. The proposed location of the Schalmont High School water storage tank is located in the vicinity of Beckers Brook and a 100-year flood plain. All of the other improvements proposed under this alternative are not within a FEMA identified flood plain.

4.4.6. Schedule and Constructability

The construction of this alternative can occur with small sections of the distribution system taken offline and isolated so connections can be made to the existing water main. Additionally, the replacement sections of water main can be installed while the existing water main remains active; only once the replacement water main passes pressure testing and is disinfected the connections to the existing water main will be made and the existing water main will be decommissioned. The anticipated project schedule is as follows:

Design and Permitting	TBD
Submit plans and specifications for review:	TBD
Award bids	TBD
Construction start:	TBD
Construction completion:	TBD

4.4.7. Project Capital Cost

This cost opinion can be considered a Class 4 estimate as defined by American Association of Cost Engineers International (AACEI). Class 4 estimates are appropriate for study or feasibility purposes and typically prepared at the 5% design development level. This cost opinion carries a 20% contingency to account for cost aspects inherently undefined at the study phase of any project. Refer to Appendix I for a full itemized cost estimate.

Table 4-3: Estimate of Probable Cost, Alternative 3

Line Item	Associated Cost
Base Project Subtotal 2022	$14,003,000
Escalation to 2025 (6%/year)	$2,675,000
Contractor General Conditions (5%)	$834,000
Contingency (20%)	$3,502,000
Construction Subtotal Total	$21,000,000
Estimated Engineering, Legal, Administration (25%)	$5,300,000
Total Estimated Project Capital Cost	**$26,300,000**

4.5. Additive No. 1

This alternative includes the additive improvements for the distribution system within Water District No. 5 and at the Rynex Corners tank site in Water District No. 3. The proposed improvements in this alternative are depicted in Figure 4-1 and generally include:

- Approximately 440 linear feet of 24-inch water main, replacing the existing undersized 8-inch water main on Cedarlawn Avenue to the intersection with Roselawn Avenue
- Approximately 1,350 linear feet of 24-inch water main, replacing a section of 20-inch water main on Curry Road between Oaklawn Avenue and Cedarlawn Avenue
- Approximately 1,714 linear feet of 24-inch water main, replacing the existing undersized 8-inch water main on Roselawn Avenue
- Approximately 895 linear feet of 24-inch water main, replacing the existing undersized 8-inch water main on Oaklawn Avenue between Curry Road and Laura Street
- Approximately 9,536 linear feet of 24-inch water main to serve as a "looping" connection between the proposed 30-inch water main on Burdeck Street and connecting into the 5-corners area and being a redundant water main on Edgewood Avenue
- Approximately 2,055 linear feet of 24-inch water main, replacing the existing shallow 20-inch water main on Curry Road between Cedarlawn Avenue and Deforest Street, and including a CSX Railroad Crossing
- Approximately 255 linear feet of 16-inch water main, replacing the undersized 6-inch May Ave Tank distribution main
- One (1) Booster Pumping Station at the Rynex Corners Booster Pump Station;
- Twenty-one (21) 24-inch main line gate valves, with 9 existing main line gates valves being replaced
- One (1) 16-inch mainline gate valve;
- Twenty-eight (28) hydrant assemblies, including removing and replacing 12 existing hydrant assemblies
- One hundred twenty-eight (128) re-established water services

4.5.1. Impact on Existing System

The addition of the proposed water main connecting into the Burdeck Street water main and the five (5)-corners area would provide the Town with additional redundancy and flexibility within their system. The proposed upsizing of the May Avenue Water Storage Tank water main would allow for the higher flow through that area of the distribution system. The main replacement along Curry Road will extend the length of the 24-inch Curry Road transmission and convey water more efficiently to the eastern portion of the water system. The static pressure and fire flow results including the proposed improvements from the WaterCAD model are depicted in Appendix G and on Figure 4-2 and Figure 4-3.

4.5.2. Land Requirements

The land requirements for the installation of the proposed water main and replacement water main will be evaluated further during the design of this project, but it is likely that the Town will need to secure easements from residents if the water main cannot be placed within the right-of-way.

4.5.3. Environmental Impacts

4.5.3.1 Wetlands and Surface Waters

The proposed additive improvements for the distribution system are not located within 100 feet of any NYSDEC-mapped wetlands. The additive improvements intersect two NYSDEC-mapped streams including a tributary of Poentic Kill and a tributary to the Mohawk River. These streams are also mapped by the USFWS NWI. A wetland delineation will be completed during the project's design phase to identify the boundaries of wetlands and surface waters within the project area. Directional drilling of new water main may be utilized, if feasible, to avoid disturbances to wetlands and surface waters. Open-cut water main installation may result in temporary impacts to wetlands and streams within the project area.

4.5.3.2 Threatened and Endangered Species

According to the USFWS IPaC database, the project area is within the vicinity of the northern long-eared bat (Myotis septentrionalis- threatened), the karner blue butterfly (Lycaeides melissa samuelis- endangered), and the monarch butterfly (Danaus plexippus - candidate) for the project area. Additionally, the ERM reported that the project area is in the vicinity of rare plants and threatened or endangered animals, however, detailed species records were not provided. The project area is in the vicinity of one significant natural community, the pitch pine-oak forest at the Albany Pine Bush. A habitat assessment would be completed during the project's design phase in order to document potential suitable habitat for reported species throughout the project area.

4.5.3.3 Cultural and Historic Resources

Portions of the proposed distribution system improvements are within archaeologically sensitive areas. Additionally, buildings listed on or eligible for listing on the National Register of Historic Places are located adjacent to roadways where distribution system improvements are proposed. Coordination with SHPO will be completed during the project's design phase in order to ensure that potential impacts to archeological and historical resources are avoided.

4.5.3.4 Environmental Permit Summary

Disturbances to federally regulated wetlands or surface waters would likely require a Section 404 permit from the USACE and corresponding Section 401 Water Quality Certification from the NYSDEC. Disturbances to the bed or banks of state-protected streams would likely require an Article 15 stream disturbance permit from the NYSDEC. Additionally, if greater than 1-acre of ground disturbance is anticipated, then a NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities would be required.

4.5.3.5 Smart Growth

Refer to Appendix H, for the Smart Growth Assessment Form.

4.5.4. Permit Requirements

Under this alternative no improvements have been proposed to the well field so the (T) Rotterdam Water District No. 5 water withdrawal permit (DEC #4-4228-00294/00001; Facility Reporter ID: WWR0001335) permits the withdrawal of 12MGD from the Rice Road well site will not be modified under this alternative.

4.5.5. Storm and Flood Resiliency

The proposed redundant water main on Burdick Street and Edgewood Avenue was located within the area of Zone A with no base elevation and within the area of Zone AE with a base elevation of 231 feet. All of the other improvements proposed under this alternative are not within a FEMA identified flood plain.

4.5.6. Schedule and Constructability

The construction of this alternative can occur with small sections of the distribution system taken offline and isolated so connections can be made to the existing water main. Additionally, the installation of the replacement water main along Curry Road can occur while the existing main remains active; only once the replacement water main passes pressure testing and is disinfected the connections to the existing water main will be made and the existing 8-inch water main will be decommissioned. The anticipated project schedule is as follows:

Design and Permitting	TBD
Submit plans and specifications for review:	TBD
Award bids	TBD
Construction start:	TBD
Construction completion:	TBD

4.5.7. Project Capital Cost

This cost opinion can be considered a Class 4 estimate as defined by American Association of Cost Engineers International (AACEI). Class 4 estimates are appropriate for study or feasibility purposes and typically prepared at the 5% design development level. This cost opinion carries a 20% contingency to account for cost aspects inherently undefined at the study phase of any project. Refer to Appendix I for a full itemized cost estimate.

Table 4-4: Estimate of Probable Cost, Additive No. 1

Line Item	Associated Cost
Base Project Subtotal 2022	$15,049,000
Escalation to 2025 (6%/year)	$2,875,000
Contractor General Conditions (5%)	$896,000
Contingency (20%)	$3,764,000
Construction Subtotal Total	$22,500,000
Estimated Engineering, Legal, Administration (25%)	$5,700,000
Total Estimated Project Capital Cost	**$28,200,000**

5.0 SUMMARY AND COMPARISON OF ALTERATIVES

5.1. Feasible Alternatives Summary

Each of the alternatives and additive described above are feasible for replacing existing water distribution and transmission mains within the (T) Rotterdam system. The addition of a sixth well at the Rice Road well field location is feasible and will add flexibility and additional capacity that will allow the operators to take Well No. 5 out of service for maintenance while still meeting the system's demands.

5.2. Non-Monetary Factors

5.2.1. Compliance with Standards

The proposed low priority improvements of a fall arrest system to the May Avenue Water Storage Tank will make the tank compliant with OSHA standards. The proposed low priority improvements to the Helderberg Water Storage Tank, including the ladder failing to extend to the roof of the tank, compliant with current AWWA and OSHA standards. The proposed flow meters on each well discharge and water-to-waste line and the replacement of the existing transmission main flow meters is compliant with the 2018 Recommended Standards for Water Works (RSWW). The replacement of the existing inoperative control valves within the Well Houses and along Willow Street, Beverly Street, and Curry Road will make the well houses and distribution system compliant with 2018 RSWW section 3.2.7.3.

5.2.2. WTP Capacity

The addition of Well No. 6 will increase the capacity that Water District No. 5 can withdraw from the Great Flats Aquifer, but will remain within their current water withdrawal permit.

6.0 RECOMMENDED AND SELECTED ALTERNATIVES

6.1. Basis of Selection

Alternative No. 1 is the recommended and selected alternative as it will provide the operators with additional flexibility and capacity when operating their system. This alternative also includes the replacement of one of well field transmission mains that has exceeded its useful life and the operators have noted is leaking. The replacement of this line will reduce water losses along the transmission main. The replacement of the isolation valves along Willow Street, Beverly Street, and Curry Street will bring the Curry Road section of transmission main into compliance with RSWW section 3.2.7.3.

It is recommended that Alternative No. 2 and Alternative No. 3 are added to the comprehensive capital improvements plan that the Town of Rotterdam is currently drafting. While the improvements listed under Alternative No. 2 and Alternative No. 3 while prioritizing improvements with the Town and the operators, they will need to be addressed in the near future to optimize the capacity within the system and efficiency when operating the system. It is recommended that the Town considers including Additive No. 1 in the comprehensive capital improvements plan.

6.2. Opinion of Probable Cost

Alternative No. 1 is the recommended alternative including the installation of Well No.6 and Well House No. 6, the replacement of the West Campbell Street 20-inch transmission main with 30-inch transmission main, the replacement of 8-inch and 12-inch shallow water main with 16-inch ductile iron water main on Altamont Avenue, the installation of a connection on 12-inch Carman Road to the Whispering Pines areas, the replacement of the 8-inch water main with 12-inch ductile iron water main along Helderberg Avenue, all associated valves and hydrant, and inoperative isolation valves in the Curry Road and Willow Road area. It is estimated that the capital project cost in $32,931,805 in 2025 dollars.

7.0 PLAN OF FINANCE

7.1. Funding Opportunities and Rate Impacts

Several funding opportunities are available to ensure that the chosen alternative is affordable for system users. This project is eligible for funding through programs including the NYS Environmental Facilities Corporation (EFC) Drinkwater Water State Revolving Fund (DWSRF), EPA Water Infrastructure Finance and Innovation Act (WIFIA), and various programs under the NYS Consolidated Funding Application (CFA). User costs will vary depending on the amount of funding ultimately awarded to the Village for the project.

7.1.1. NYSEFC

The NYSEFC provides financing for projects involving needed drinking water infrastructure improvements. The DWSRF program through NYSEFC offers interest-free financing for 100% of eligible project costs for municipalities that qualify for hardship. Market-rate or subsidized financing (up to 50% reduced) are also available through the DWSRF if the municipality does not qualify for zero interest financing. In the event of severe financial hardship, municipalities are also eligible for hardship grants. Additionally, if at least 50% of the proposed infrastructure improvements costs or project scope services, protects, or benefits an identified Environmental Justice Area then the project can qualify for hardship funding. Hardship financing is awarded based on a municipality's median household income (MHI) and the DWSRF project scoring criteria. Through the DWSRF program, the Town is eligible for effective market rate financing, as the Town's MHI is above the state MHI. Refer to Appendix J for the Preliminary DWSRF Scoring Estimate.

7.1.2. USDA RD

The USDA Rural Development (RD) Water and Environmental Program (WEP) offers long-term, low-interest loans and grants for projects that involve the development or rehabilitation of vital infrastructure. Loans are offered with poverty, intermediate or market-rate interest, based on the municipality's MHI and poverty rates. However, the Town's population is too large and MHI is too high to qualify for funding under the USDA RD WEP.

7.1.3. EPA WIFIA

The water infrastructure finance and innovation act (WIFIA) provides financing for projects drinking water infrastructure improvements. The WIFIA program through the EPA offers financing for 49% of eligible projects at an interest rate equal to or greater than the US Treasury rate of similar maturity. The minimum size project for a small community of 25,000 people or less is $5M, while the minimum size project for a larger community is $20M. The total federal assistance of the proposed project cannot exceed 80% of the project's eligible costs.

7.1.4. Grants

Grants that the Town may be eligible for include:

- EFC WIIA Grant: The NYS EFC Water Infrastructure Improvement Act (WIIA) program provides grants to assist municipalities with water quality improvement projects which provide environmental or public health benefits. Projects eligible for DWSRF funding are considered eligible for WIIA grants. Funding is allocated up to a maximum of 60% of net project costs or $3,000,000, whichever is less, of combined DWSRF and WIIA grants over five (5) years.

Table 7-1: Funding Eligibility for Major Funding Programs

Program Name	Sponsoring Agency(ies)	Funding Type
Drinking Water State Revolving Loan Fund (Base Funding	New York State Environmental Facilities Corporation (NYSEFC)	
Water Infrastructure Finance and Innovation Act (WIFIA)	U.S. EPA	
Small Cities Community Development Block Grant Program (CDBG)	Housing and Community Renewal (HCR	Grants to $11,000,000 for public health projects; grants for $100,000 to $750,000 for projects creating jobs
Water Quality Grant Program	New York State Department of Conservation (NYSDEC)	Grants, variable dollars
Economic Development Waterfront Revitalization	Empire State Development; Appalachian Regional Commission	Grant program with local match

*Footnote.

7.2. Preliminary Funding Analysis

Estimates presented herein are based on the equivalent dwelling units (EDU), as required by the NYS Environmental Facilities Corporation (EFC), which may differ from the Town's typical assessment basis for debt service. The costs below represent estimates of cost to service the debt associated with the recommended alternative and potential funding opportunities through EFC and WIFIA. A preliminary funding analysis of each core funding program and grant opportunity for the Town of Rotterdam is included below.

7.2.1. NYSEFC Drinking Water State Revolving Fund (DWSRF) Program

The recommended CIP meets the eligibility criteria for the DWSRF program. Based on the scoring criteria listed in the 2022 Intended Use Plan, the project is estimated to receive DWSRF score of 60 points, which is under the 2022 subsidized rate funding line. It is anticipated that the project will likely receive market rate financing (2.25%). A preliminary scoring estimate is attached as Appendix J.

7.2.2. Water Infrastructure Finance and Innovation Act (WIFIA)

The proposed project meets the eligibility criteria for the WIFIS program and should quality for a 35-year loan with an interest rate equal or greater to the US Treasury rate of a similar maturity.

7.2.3. WIIA Grant

The project is eligible to apply for a WIIA grant through EFC. Based on the scope of the project, it may be eligible to receive up to 60% or $3,000,000 grant through WIIA. The maximum combined amount that can be awarded between the DWSRF and WIIA programs is $3,000,000.

7.3. Annual User Costs

Table 7-2 summarizes the estimated annual cost per EDU. The Town has remaining debt from the water tank installation in District No. 3. and Water District No. 5 has debt from the chlorination system and pipe improvement projects. The consumers within Water District No. 3 are charged a flat annual water consumption charge for unmetered consumption of $25 and an annual operations and maintenance charge of $668.87. The consumers within Water District No. 5 are charged a flat water consumption charge for unmetered consumption of $75 and an annual operations and maintenance charge of $157.89. The operations and maintenance charge to all consumers will be added to the resident's property tax bill each year. As no improvements were proposed in Water District No. 3 the users within that water district will not see an increase in their annual water bill. The users within Water District No. 5 will see an increase of $138.86 in their annual water bill. The cost could be reduced through the utilization of the funding opportunities discussed above.

Table 7-2: Water District No. 5 Annual Cost Summary-No Grant

Item	Value
Total EDUs	11,278.5
Existing Annual Debt Service	$226,651.71
Existing Annual Debt Service per EDU	$20.10
Total Net Annual Project Cost	$1,566,157.70
Total Net Annual Project Cost per EDU	$138.86
Annual Water Rate Increase per EDU	$138.86

Table7-3 summarizes the estimated annual cost per EDU if the Town were to be awarded the max amount of $3,000,000 in NYSEFC grants. In this scenario, the Town water system annual debt service would increase approximately $1,427,559.67, for an annual increase of $126.57 per EDU.

Table 7-3: Annual Cost Summary- Max EFC Grant

Item	Value
Total EDUs	11,278.5
Existing Annual Debt Service	$226,651.71
Existing Annual Debt Service per EDU	$20.10
Total Net Annual Project Cost	$1,427,559.67
Total Net Annual Project Cost per EDU	$126.57
Annual Water Rate Increase per EDU	$126.57

8.0 CONCLUSION

Following the completion of this report, the anticipated project schedule for the proposed rehabilitation project is outlined below:

Project Schedule Milestone Item	Schedule Date
Submit Engineering Report	June 17, 2022
DWSRF Project Listing	December, 2022
Environmental Review	January, 2023
Submit DWSRF funding application to NYSEFC	June, 2023
Close on Short Term Financing (DWSRF)	June, 2024
Submit Project Plans and Specifications for Review and Approval	January, 2025
Project Letting/Bidding Phase	March, 2025
Award Bids	April, 2025
Issue Notice to Proceed	May, 2025
Construction Start	July, 2025
Construction Completion	December, 2027

8.1. Next Steps

The following regulatory reviews and/or approvals of the rehabilitation project are anticipated and will be obtained during the project design phase:

- New York State Department of Health (NYSDOH) and NYS Environmental Facilities Corporation (EFC) – Engineering Report and Plan Approval
- State Environmental Quality Review Act (SEQRA) – The proposed rehabilitation project is potentially a Type I project, which may require additional SEQR review
- Anticipated Permits:
    - NYSDOT Utility Work Permit
    - Schenectady County DOT Utility Work Permit
    - NYS Thruway Crossing
    - Railroad Crossing Permit: CSX Railroad Crossing Permit, CP Rail Systems Permit
    - NYSDEC/USACE Joint Application for Permit (Wetlands and/or Stream Crossings)

REFERENCES

Department of Health. (n.d.). *State Sanitary Code, 10 NYCRR Part 5, Subpart 5-1.*

Great Lakes - Upper Missisippi River Board of State and Provincial Public Health and Environmental Managers. (2018). *Recommended Standards for Water Works.* Albany: Health Education Services.

Appendices

Appendix I
Cost Estimations

Barton & Loguidice

10 Airline Drive, Suite 200, Albany, New York 12205
Phone 518-218-1801

JOB	(T) Rotterdam Water System Improvements PER		
SHEET NO.	1	OF	1
CALCULATED BY	OMH	DATE	8/25/2022
CHECKED BY	RAR	DATE	8/25/2022
DESC.	Estimated Project Cost - Alternative No. 1: High Priority Distribution System		

Item	Description	Quantity	Units	Unit Cost	Total
1	Well House and Well Pump for Well No. 6	1	LS	$4,300,000	$4,300,000
2	Furnish and Install 30-inch DIP Water Main and Appurtenances - Replacing existing Tranmission Main along W Campbell Road, Burdeck Street and N Thompson Street	9,890	LF	$900	$8,901,000
3	Furnish and Install 30-inch Butterfly Valves and Valve boxes	13	EA	$22,000	$286,000
4	Furnish and Install 20-inch Butterfly Valves and Valve Boxes - Replacement along Curry Road	3	EA	$12,000	$36,000
5	Furnish and Install 16-inch DIP Water Main and Appurtenances - Altamount Avenue	5,228	LF	$480	$2,509,440
5	Furnish and Install 16-inch Gate Valves and Valve boxes	7	EA	$7,500	$52,500
6	Furnish and Install 12-inch DIP Water Main and Appurtenances - Helderberg Avenue, Carmon Road	3,447	LF	$360	$1,240,920
7	Furnish and Install 12-inch Gate Valves and Valve boxes	2	EA	$7,500	$15,000
8	Furnish and Install 8-inch Gate Valves and Valve boxes	5	EA	$3,000	$15,000
9	Furnish and Install 6-inch Gate Valves and Valve boxes	2	EA	$2,500	$5,000
8	NYS Thruway 12-inch DIP Crossing - 360 LF	360	LF	$425	$153,000
9	Furnish and Install Complete Hydrant Assembly	32	EA	$9,000	$288,000
10	Remove Existing Complete Hydrant Assembly	30	EA	$800	$24,000
11	Reestablish Water Services	115	EA	$800	$92,000
12	Clearing	NEC	LS	$25,000	$25,000
13	Restoration	18,565	LF	$9	$167,085
				Subtotal 2022	$18,110,000
			Escalation to 2025 (6%/yr)		$3,459,000
	Mob/Demob/General Conditions/Work Traffic Control			5.0%	$1,078,000
			Contingency	24.5%	$7,340,695
			Subtotal Construction Costs		**$29,987,695**
	Planning/District Formation/Funding/Engineering/Legal/Administrative			13.0%	$2,944,110
				Total	**$32,931,805**

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JOB	(T) Rotterdam Water System Improvements PER		
SHEET NO.	1	OF	1
CALCULATED BY	OMH	DATE	6/16/2022
CHECKED BY	RAR	DATE	6/16/2022
DESC.	Estimated Project Cost - Alternative No. 2: Medium Priority Distribution System		

Item	Description	Quantity	Units	Unit Cost	Total
1	Furnish and Install 30-inch DIP Water Main and Appurtenances - Replacing existing Tranmission Main along Bluff Road, Gordon Road and Princetown and a	10,579	LF	$720	$7,616,880
2	Furnish and Install 30-inch Butterfly Valves and Valve boxes	14	EA	$22,000	$308,000
3	Furnish and Install 24-inch DIP Water Main and Appurtenances - Curry Road from Wallace Avenue and N Westcott Road, and Curry Road from N Westcott Road to Oaklawn Avenue	2,769	LF	$720	$1,993,680
4	Furnish and Install 24-inch Butterfly Valves and Valve boxes	4	EA	$12,000	$48,000
5	Furnish and Install 10-inch DIP Water Main and Appurtenances - Keator Drive	1,689	LF	$300	$506,700
6	Furnish and Install 10-inch Gate Valves and Valve boxes	14	EA	$6,000	$84,000
7	Furnish and Install Complete Hydrant Assembly	24	EA	$9,000	$216,000
8	Remove Existing Complete Hydrant Assembly	22	EA	$800	$17,600
9	Reestablish Water Services	210	EA	$800	$168,000
10	Clearing	NEC	LS	$25,000	$25,000
11	Restoration	2,769	LF	$9	$24,921
				Subtotal 2022	$11,009,000
				Escalation to 2025 (6%/yr)	$2,103,000
	Mob/Demob/General Conditions/Work Traffic Control			5%	$656,000
			Contingency	20%	$2,754,000
			Subtotal Construction Costs		**$16,500,000**
	Planning/District Formation/Funding/Engineering/Legal/Administrative			25%	$4,200,000
				Total	**$20,700,000**

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JOB	(T) Rotterdam Water System Improvements PER		
SHEET NO.	1	OF	1
CALCULATED BY	OMH	DATE	6/16/2022
CHECKED BY	RAR	DATE	6/16/2022
DESC.	Estimated Project Cost - Alternative No. 3: Low Priority Distribution System and Water Storage Improvements		

Item	Description	Quantity	Units	Unit Cost	Total
1	Furnish and Install Helderberg Avenue Water Storage Tank Improvements	1	LS	$45,000	$45,000
2	Blast and Re-coat Interior and Exterior of the Helderberg Avenue Water Storage Tank	1	LS	$1,099,200	$1,099,200
3	Blast and Re-coat Interior and Exterior of the Hamberg Street Water Storage Tank	1	LS	$908,800	$908,800
4	Blast and Re-coat Interior and Exterior of the Elizabeth Street Water Storage Tank	1	LS	$908,800	$908,800
5	Blast and Re-coat Interior and Exterior of the Bernard Water Storage Tank	1	LS	$908,800	$908,800
6	Construction of 1 MG Glass Lined Steel Bolted Ground Water Storage Tank	1	LS	$1,200,000	$1,200,000
7	Furnish and Install 24-inch DIP Water Main and Appurtenances - Bernard Street, Wallace Avenue, Curry Road	7,341	LF	$720	$5,285,520
8	Furnish and Install 24-inch Gate Valves and Valve Boxes	10	EA	$55,000	$550,000
9	Furnish and Install 12-inch DIP Water Main and Appurtenances - District No. 5 Schalmont 1 MG Water Storage Tank Water Main	1,200	LF	$360	$432,000
10	Furnish and Install 12-inch DIP Water Main and Appurtenances - District No. 3 Rynex Corners 0.5 MG Water Storage Tank	2,091	LF	$360	$752,760
11	Furnish and Install 12-inch Gate Valves and Valve Boxes - District No. 5	4	EA	$7,500	$30,000
12	Furnish and Install 12-inch Gate Valves and Valve Boxes - District No. 3	3	EA	$7,500	$22,500
13	Furnish and Install Complete Hydrant Assembly	19	EA	$9,000	$171,000
14	Remove Existing Complete Hydrant Assembly	13	EA	$800	$10,400
15	Reestablish Water Services	127	EA	$800	$101,600
16	Furnish and Install Magnetic Flow Meters on Well Pump Discharge - Wells No. 1 - No. 4	4	EA	$10,000	$40,000
17	Furnish and Install Magentic Flow Meters on the Water-to-Waste pipe - Wells No. 1 - No.4	4	EA	$10,000	$40,000
18	Furnish and Install Venturi Flow Meters to replace the existing Venturi Flow Meters	2	EA	$30,000	$60,000
19	Furnish and Install VFDs on Well Pumps Well No. 1 - No. 4	4	EA	$100,000	$400,000
20	Furnish and Install 20-inch Gate Valves and Valve Boxes to replace existing Ross Valves	1	EA	$48,600	$48,600
21	Furnish and Install 24-inch Gate valves and Valve Boxes to replace existing Ross Valves	10	EA	$55,000	$550,000
22	Furnish and Install 12-inch Air Release Valve within Well House No. 1 - No. 3	3	EA	$5,000	$15,000
23	Furnish and Install 12-inch Check Valve within Well House No. 1 - No. 4	4	EA	$11,500	$46,000
24	Furnish and Install Improvements to the Water-to-Waste Outfall	1	LS	$6,000	$6,000
25	Electrical Allowance	1	LS	$250,000	$250,000
26	Clearing	NEC	LS	$25,000	$25,000
27	Restoration	10,632	LF	$9	$95,688
				Subtotal 2022	$14,003,000
				Escalation to 2025 (6%/yr)	$2,675,000
	Mob/Demob/General Conditions/Work Traffic Control			5%	$834,000
			Contingency	20%	$3,502,000
			Subtotal Construction Costs		**$21,000,000**
	Planning/District Formation/Funding/Engineering/Legal/Administrative			25%	$5,300,000
				Total	**$26,300,000**

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JOB	(T) Rotterdam Water System Improvements PER		
SHEET NO.	1	OF	1
CALCULATED BY	OMH	DATE	6/16/2022
CHECKED BY	RAR	DATE	6/16/2022
DESC.	Estimated Project Cost - Additive No. 1		

Item	Description	Quantity	Units	Unit Cost	Total
1	Furnish and Install a Booster Pump Station for the Rynex Corners Water Storage Tank	1	LS	$500,000	$500,000
2	Furnish and Install 24-inch DIP Water Main and Appurtenances - Cedarlawn Avenue, Roselawn Avenue, Oaklawn Avenue, Curry Road	15,988	LF	$720	$11,511,360
3	Furnish and Install CSX Crossing	1	LS	$175,000	$175,000
4	Furnish and Install 24-inch Gate Valves and Valve boxes	21	EA	$55,000	$1,155,000
5	Furnish and Install 16-inch DIP Water Main and Appurtenances - May Ave Water Storage Tank	254	LF	$720	$182,880
6	Furnish and Install 16-inch Gate Valves and Valve boxes	22	EA	$42,000	$924,000
7	Furnish and Install Complete Hydrant Assembly	28	EA	$9,000	$252,000
8	Remove Existing Complete Hydrant Assembly	11	EA	$800	$8,800
9	Reestablish Water Services	128	EA	$800	$102,400
10	Furnish and Install Water Service	11	EA	$6,000	$66,000
11	Clearing	NEC	LS	$25,000	$25,000
12	Restoration	16,242	LF	$9	$146,178
				Subtotal 2022	$15,049,000
			Escalation to 2025 (6%/yr)		$2,875,000
	Mob/Demob/General Conditions/Work Traffic Control			5%	$896,000
			Contingency	20%	$3,764,000
			Subtotal Construction Costs		**$22,500,000**
	Planning/District Formation/Funding/Engineering/Legal/Administrative			25%	$5,700,000
				Total	**$28,200,000**

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