

TOWN OF HALFMOON

DRAFT COMPREHENSIVE PLAN UPDATE

RECOMMENDED TO THE TOWN BOARD BY
COMPREHENSIVE PLAN UPDATE COMMITTEE – OCTOBER 2024

ACKNOWLEDGEMENTS

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Photo of Lighthouse Park

SECTION 1: INTRODUCTION



INTRODUCTION

In 2023, the Town of Halfmoon initiated an update to the Comprehensive Plan to address the current and future needs of the community. Halfmoon is a Town connected by distinct neighborhoods, nodes of commercial activity, parks and recreational assets, abundant natural resources, residents, and business owners who are active participants in the many functions of the Town. This Comprehensive Plan update seeks to enhance those connections and create a sustainable and inclusive community with major employers, quality housing options, successful activity nodes, and a high quality of life. The Town has participated in several planning initiatives since its last update to the Comprehensive Plan in 2003. This plan incorporates key recommendations from those initiatives, offers new recommendations, and provides a roadmap to the future development of Halfmoon.

REGIONAL CONTEXT

The Town of Halfmoon is situated in southern Saratoga County along the western shore of the Hudson River and borders the Towns of Stillwater, Malta, Clifton Park, Colonie, Waterford, and the City of Mechanicville. The Town of Halfmoon is a rural residential bedroom community with a population of just over 23,000 residents. The Town offers a diverse landscape and includes historic hamlets and scenic vistas, Hudson River waterfront, idyllic rural lands, and recreational resources that contribute to the Town’s character and as a place for many to call home.

The Adirondack Northway, I-87, is a six-lane north-south freeway along the western edge of Halfmoon. US Route 9 parallels the interstate farther to the east and crosses into Halfmoon from Albany County on the Crescent Bridge. New York State Route 146, an east-west highway, intersects US-9 at the hamlet of Clifton Park. US Route 4 is a north-south highway in the eastern part of the town. New York State Route 236 is a short state highway linking NY-146 to US-9.

Over the past decade, the Town of Halfmoon has experienced extensive change, especially in the form of new commercial and residential growth. The Town’s proximity to the state capital and accessibility via major transportation routes have contributed to the economic growth of the Town and region. With the extensive changes that have occurred over the last decade, the time is right to update the Comprehensive Plan and set a path forward for the success of Halfmoon. For a full review of existing conditions, see Appendix A Community Profile.

THE PLANNING PROCESS

The Comprehensive Plan Update process began in January 2023 with the appointment of a thirteen-member Comprehensive Plan Update Committee (CPUC) whose role was to oversee the development of the Comprehensive Plan Update utilizing their knowledge together with extensive input from the community. The CPUC was appointed by the Town Board and comprised of various representatives from the Town of Halfmoon who represent local committees, land use boards and at-large community

members. The CPUC held regular public meetings over the course of the plan development, working closely with the community and relying on the assistance of staff from the Department of Building, Planning, and Development, local elected officials, and the consultant team from M.J. Engineering and Land Surveying. The CPUC emphasized the importance of public engagement and input throughout the Comprehensive Plan Update process. The CPUC participated in public meetings, online webinars, and focus group meetings to ensure their complete understanding of the needs and wants of the community. Community feedback was critical in guiding the development of this plan's recommendations and priorities. This plan represents the CPUC's effort to synthesize the diverse opinions it heard and respond to the issues facing the community.

Another component in the development of this plan was a review of past planning initiatives. The Comprehensive Plan Update is not separate from these plans but rather incorporates and supports the commendations that are still relevant today. Those plans include:

- Town of Halfmoon Comprehensive Plan & Final Generic Environmental Impact Statement (2003)
- Plan for Halfmoon Center (2006)
- Exit 9 Transportation & Land Use Linkage Study (2008)
- Town of Halfmoon Natural Resource & Open Space Conservation Plan (2010)
- Crescent Road Bike & Pedestrian Improvements (2018)
- Town of Halfmoon Trails Master Plan (2006)



Photo of Public Meeting #2 on May 25, 2023

PUBLIC ENGAGEMENT

In the development of this plan, the Town placed a strong focus on engaging citizens from a multitude of experiences throughout the decision-making process. Participation of residents, developers, landowners, business owners, appointed and elected officials, and other stakeholders throughout the community was paramount to the Comprehensive Plan Update effort.

A variety of public engagement methods and platforms were utilized throughout the development of this plan to maximize engagement opportunities. The following is a list of public engagement opportunities that have taken place with a brief description of each.

Public engagement included:

- Project Website
- Stakeholder Focus Group Meetings (9 total)
- Public Open Houses & Workshops (6 total)
- Open, public meetings of the Comprehensive Plan Update Committee (X)
- Online Community Survey
- Business Survey
- Pop-Up Activities
- Web/Social Media Outreach

In addition to these engagement opportunities, the CPUC and Town Board each held required public hearings prior to the adoption of the plan in accordance with §272-A of New York State Town Law. The CPUC public hearings were held on September 19, 2024 and October 17, 2024. The Town Board conducted public hearings on X.

Project Website

A project website – www.planhafmoon.com – was developed by the consultant team to enable the public to access meeting notices and informational materials throughout the plan update process. In addition to general information about the purpose of a Comprehensive Plan, the site also offered access to planning documents, meeting summaries, and an online portal that enabled members of the public to submit written comments at any time during the planning process for consideration by the CPUC. In conjunction with the effort to raise awareness of the project website as a resource, the consultant team developed, printed, and distributed wallet-sized cards listing the website URL accompanied by a printed QR code for faster access by smartphone or tablet users. The cards were available and distributed at various public meetings, the farmer's market, and at Town Hall.

Stakeholder Focus Group Discussions

Key stakeholder interviews were a significant component of the development of this plan. The purpose of these meetings was to learn more about critical challenges and opportunities in the Town from the perspectives of different focus groups. Key stakeholders include property owners, business owners,

Town staff, regional partners, community leaders, and any other interested individuals. Over several months, the Project Team at M.J. Engineering and Land Surveying, PC, conducted and facilitated eight (8) stakeholder meetings and spoke with multiple individual stakeholders. In some cases, a phone call or separate meeting was held to accommodate the schedules of the participants. A summary of focus group input is available in Appendix D.

The stakeholder focus group meetings included the following groups:

Monday, July 31, 2023

- History, Culture, and Community Organizations
- Transportation and Infrastructure

Wednesday, August 2, 2023

- Recreation, Open Space, and Agriculture
- Local and Regional Partners

Thursday, August 3, 2023

- Neighborhoods and Housing
- Emergency Services

Thursday, October 5, 2023

- Emergency Services

Monday, February 26, 2024

- Developers
- HOA and Housing

Public Open Houses and Workshops

Public open houses provide an opportunity to actively engage with the public to learn more about challenges and opportunities from the perspective of the community members. The information gathered from these events helped to form the overall Vision, Guiding Principles, Goals, and Recommendations within this plan. A summary of input received from each public open house is available in Appendix B. What follows are the summaries of each public meeting.

Public Open House and Visioning Workshop #1

The first public open house took place on March 23, 2023, at the Halfmoon Town Hall with over 40 residents, property owners, and other stakeholders in attendance. The main purpose of this workshop was to gather information about needs and opportunities and a vision for Halfmoon in the next 5, 10, or 20 years. The workshop included a variety of activity stations that provided information about the project and stations to collect information about the Town based on particular areas. Additionally, participants had the opportunity to speak with Town staff, CPUC members, and the Project Team and share written ideas on comment cards. Activity stations included:

- Station #1 – Project Overview
- Station #2 – Community Profile
- Station #3 – Community Vision
- Station #4 – Challenges & Opportunities
- Station #5 – Places We Gather
- Station #6 – Serving the Generations
- Station #7 – Getting Around Town
- Station #8 – Idea Station
- Station #9 – Kids Corner
- Station #10 – Take the Survey
- Station #11 – Other Thoughts and Ideas.



Photo of Public Workshop #1 on March 23, 2023

Public Workshop #2

The second public open house took place at the Halfmoon Town Hall on May 25, 2023. The format of this workshop included topic-based, speed round, and table discussions. Each table represented a different topic area and was facilitated by a member of the Project Team. The speed round discussions lasted 10 minutes per topic for a total of 4 rounds. Below are each of the topics from the four (4) rounds:

- Transportation and Mobility
- Economic Growth
- Neighborhoods and Housing
- Recreation & Open Space/ Natural Resources

Public Workshop #3

The third public meeting was held on November 13, 2023, via Zoom Webinar. The format of the meeting included interactive poll questions and open-ended questions for the public regarding future land use in Halfmoon. During the meeting, the Project Team introduced Draft Goals for the Comprehensive Plan and provided in-depth descriptions of each goal. Categories for the Goals included:

- Transportation and Mobility
- Infrastructure and Community Facilities
- Housing
- Quality of Life, Placemaking, and People
- History and Culture
- Recreation
- Agriculture, Open Space, and Recreation
- Economic Growth and Fiscal Sustainability

FUTURE LAND USE DISCUSSION

Current Land Use Map

- ~25% of land is classified as Residential – Low Density
- ~26% is Vacant
- ~18% is Agricultural
- ~8% is Commercial

Land Use	Land Use Codes	Acreage	Percentage
Agricultural	101-171, 201	309,115	18.69%
Commercial	41-4-473, 48-4-483	130,417	5.57%
Community Services	451-462, 602, 606	302,277	15.9%
Industrial	711-721	289,417	8.43%
Mixed Use	403	17,301	<1%
Public and Business	121-122, 123, 124-127	99,754	2.86%
Residential - High Density	231, 261, 411	533,006	23.9%
Residential - Medium Density	215, 221	404,088	21.0%
Residential - Low Density	201, 241-261, 263	921,117	24.0%
Transportation	81-81-603	130,759	5.9%
Utilities	361, 421-437, 438-478	55,544	2.4%
Vacant Land	311-511	519,117	20.2%
TOTAL		1,667,117	100%

Participants: Jacob Landis, Nicha Calhane-Frisbel, Rich Harris

Screenshot from Virtual Public Workshop #3 on November 13, 2024

Public Workshop #4

The fourth public meeting was held via Zoom Webinar on March 18th, 2024. The format of the meeting included interactive poll questions for the public regarding the draft preliminary recommendations and future land use in Halfmoon. During the meeting, the Project Team introduced Preliminary Recommendations for the Comprehensive Plan and provided in-depth descriptions of each draft goal and their accompanying recommendations. Participants were also asked to indicate what future land uses they wanted to see within the Town. A question-and-answer period was held at the end of the meeting.

Public Workshop #5

The fifth public meeting was held in person at Halfmoon Town Hall on March 19th, 2024. Public Meeting #5 presented identical content to Public Meeting #4 but gave another opportunity and platform to provide input on the Comprehensive Plan process. The workshop included a variety of activity stations that provided information about the project and stations to collect information about the Town based on particular areas. Additionally, participants had the opportunity to speak with Town staff, CPUC members, and the Project Team and share written ideas on comment cards. Activity stations included:

- Station #1 – Project Overview
- Station #2 – Community Vision
- Station #3 – Draft Goals
- Station #4 – Preliminary Draft Recommendations
- Station #5 – Future Land Use
- Station #6 – Other Thoughts and Ideas
- Station #7 – Kids Table

Online Community Survey

Online surveys provided a unique opportunity to reach a broad range of community members. For those who may not be able to make a public meeting or other events, an online survey can be a great way to collect public input regarding a variety of topic areas. The purpose of the online survey was to gather input from community members, business owners, and other stakeholders about Halfmoon. This information was used to help inform the overall Vision, Guiding Principles, and Goals for the Town and help shape the Comprehensive Plan. The survey was conducted using the Survey Monkey platform and went live on March 23, 2023. It was open to participants until May 19, 2023, and collected a total of 400 responses.

The survey included 17 questions that covered the following topic areas:

- Demographic and Background
- Important Values
- Important Assets to Town
- Ideal Vision of the Town
- Concerns
- Opportunities
- Future Housing
- Future Growth

A summary of the survey results is available in Appendix C.



Project Website Business Card

Pop-Up Activity

At the beginning of the Comprehensive Plan Update Process, the consultant team facilitated a pop-up activity at the Town of Halfmoon's Farmers Market on Wednesday, March 22, 2023. The pop-up activity allowed interested patrons to mark valuable Town locations on a map, receive informational materials, and sign up for email updates. The consultant team answered questions and promoted public involvement.

Business Survey

As part of the Comprehensive Plan Update effort, an online business survey was created to garner feedback from businesses in Halfmoon. The survey intended to identify challenges and opportunities that business owners in the Town face. The survey was conducted using the Survey Monkey platform and went live on March 22, 2024. It was open to owners and managers until June 5, 2024.

Web/Social Media Outreach

Members of the community were kept informed about the Comprehensive Plan via the Town's website and social media. The Town provided a link on its website to the Comprehensive Plan dedicated webpage that included information about the project, CPUC documents, and key updates throughout the planning process.

The Town's social media was utilized to post information about public meetings, CPUC meetings, and other updates throughout the planning process. The Town regularly issued press releases to local news outlets and included important meeting dates in the Halfmoon Navigator magazine, a magazine distributed to all Halfmoon Residents every three months.

Comprehensive Plan Update Committee (CPUC) Meetings

Meetings of the full CPUC were held at Halfmoon Town Hall, in the James A. Bold Room, every other month throughout the update process. Each meeting was advertised on both the Town website and the Project Website with notices sent to website email subscribers. CPUC meetings were livestreamed via the Town's Microsoft Teams video link to facilitate greater accessibility. The meetings were open to the public and comments were encouraged via written comment cards or through the website comment portal. Written summaries of CPUC meetings were prepared and posted to the project website.

Plan Organization

Comprehensive Plans create a future framework for a variety of topic areas and establish a vision for the future and a blueprint for how to get there. The Plan includes a Vision and Goals section, which sets the direction for the future of Halfmoon. The Plan highlights several topics that impact the overall quality of life within the community. The Plan is intended to guide the Town at the present moment, and for years to come. To support the community Vision for Halfmoon, the Plan Update includes Goals and specific recommendations for each topic area. The Plan includes individual chapters for each of the following eight (8) topic areas.

- Quality of Life, Placemaking, and People
- History and Culture
- Recreation
- Economic Growth and Sustainability
- Infrastructure and Community Facilities
- Transportation and Mobility
- Housing
- Agriculture, Open Space, and Resiliency

The above-listed sections begin with identifying the goal(s) for that category, followed by an overview of community-specific information and data, and conclude with recommendations that lay out action steps that will shape Halfmoon's future.

Following the eight (8) theme-based chapters are sections pertaining to future land use, governance, and implementation of the Plan.

CHALLENGES AND OPPORTUNITIES

The Town of Halfmoon leadership emphasized the importance of public input throughout the process. Methods such as stakeholder focus groups, a community survey, public workshops, an easily accessible comment portal, and CPUC meetings served to solicit as much information as possible from the community. These opportunities were invaluable to identifying opportunities and challenges in Halfmoon. The list below represents the overarching themes and ideas that were brought to light through public engagement.

Challenges

- Halfmoon is growing at a fast rate due to the attributes that make Halfmoon an attractive place to live, and preserving its attributes poses a challenge.
- The Town has many different development patterns, which makes it challenging to balance sometimes competing needs and interests.
- Potential loss of agricultural lands, former agricultural lands, and open space to new development of homes or light industry.
- The Town is heavily traveled by non-residents, commuters, and commercial vehicles seeking access to I-87, I-787, and I-90, which causes traffic congestion and limits public transportation opportunities for community members.
- Halfmoon's trees, open spaces, and scenic views are precious to the community and are vulnerable to new development patterns.
- NYS Route 146 and U.S. Route 9 are the main corridors within the Town but fall under the jurisdiction of the New York State Department of Transportation, thus requiring significant coordination and cost to implement changes to the corridor, and limiting the ability of the Town to directly address the issue
- Locations in Town have sewer line connection issues or an inability to connect, which falls under the jurisdiction of Saratoga County Sewer District, requiring further coordination to implement upgrades.
- The Town's major thoroughfares – such as Route 9, Route 146, Grooms Road, and Guideboard Road – are heavily trafficked by people traveling through the Town and create congestion impacting all who share the road.
- As Halfmoon grows, additional connections between neighborhoods, businesses, and open spaces are central to maintaining and improving the quality of life in Town. These connections should be safe, maintained, and encourage residents to traverse without needing to use a personal vehicle.

Opportunities

- Halfmoon is home to many trails, open spaces, and recreation sites. Halfmoon should continue to expand its trail networks and work with developers to designate trails and open spaces.

- Halfmoon is home to a range of agricultural spaces and operations. There is an opportunity to help those landowners thrive by encouraging connections to local and regional consumers through farmers' markets, agritourism, and targeted partnerships.
- Halfmoon has several historic locations and a Historic Overlay District within their Zoning laws. Expanding access to such sites represents an opportunity to create new community gathering locations, which help to connect the community to the town's past. Halfmoon has identified many of these sites with historical markers that provide historical references and displays. Halfmoon should continue to emphasize the importance of its history through educational efforts, working alongside its partner organizations.
- The Town has required developers to install sidewalks and multi-use paths in strategic locations to improve walkability in the Town. Increased expansion of the sidewalk network is an opportunity to improve community connectivity between more areas of the Town, especially near major business corridors.
- Halfmoon can capitalize on the proximity to I-87 (Adirondack Northway), the cities of Albany, Schenectady, Troy, and Saratoga, and can continue to attract compatible residential, commercial, and light industrial development.



Photo of Lock 2 Picnic Area

SECTION 2: VISION & GOALS



VISION AND GOALS

A vision statement establishes the direction of the community over the next five, ten, and twenty years. It forms the basis for the Comprehensive Plan and all subsequent recommendations aim to achieve the established vision. The vision below was developed with input gathered from the public at open houses, focus group meetings, committee meetings, and input from the online community survey.

VISION

The Town of Halfmoon envisions itself as a “lifelong” community, delivering a quality of life that highlights the charm and open space, as well as social, recreational, and economic opportunities, enabling residents to make the Town their home for this and future generations. Halfmoon aims to be a growing, fiscally balanced place, that values and celebrates its historic, cultural, business, and agricultural resources while remaining progressive in its efforts to conserve said resources and look to the future.



Photo of Crescent Park

GOALS

To achieve the Vision, a series of goals and recommendations were developed. The goals present a framework for creating a healthy, accessible, and sustainable community.

These goals are intended to be an overarching guide to the specific recommendations that will follow. A community is a series of interconnected systems and networks – each dependent on the success of the other. As such, these goals are closely interconnected and interrelated.

The following is a brief description of the topic-based sections that guide this Comprehensive Plan. Each topic is supported by goals and a collection of recommendations at the conclusion of each section.

QUALITY OF LIFE, PLACEMAKING, AND PEOPLE

This topic section discusses several elements in the Town of Halfmoon related to the goals of Growth Management, Town Character, and Civic Duty. It highlights the ongoing efforts to improve the quality of life for the community. Placemaking, defined as creating and activating compelling destinations that attract and engage residents and visitors while establishing a community identity, is a key focus. Identifying potential improvements to streetscapes, access to public spaces, and new land use practices are avenues the Town can explore to maintain a high quality of life. This topic will examine challenges and opportunities as they relate to the experiences of those who live, visit, and work in the Town. The Town will continue to encourage civic duty by being open and receptive to public input about its future. The section will conclude with recommendations for ongoing and future improvements aimed at enhancing the overall quality of life and strengthening the community identity among Halfmoon residents.

GOAL: Growth Management
Continue to implement new tools and concepts in the land use management system that help mitigate the adverse impacts of development, address concerns of conflicting land uses, respond to community needs, and protect and enhance Halfmoon’s resources, unique features and quality of life.

GOAL: Town Character
Preserve and enhance Halfmoon’s identity, image, and quality of life in accordance with the vision for the future.

GOAL: Civic Duty
Nurture and support the civic environment so that input from Town residents continues to be an integral component of the Town’s ongoing planning and implementation process.

HISTORY AND CULTURE

This topic section explores the historical and cultural elements in the Town of Halfmoon to support the goal of Cultural Resources and its accompanying recommendations. It identifies the Town’s historical assets listed on the National Register of Historic Places or marked by a Town of Halfmoon Historical Marker. The section examines ways the Town can continue to emphasize its rich historical heritage by identifying new historic and cultural sites, continuing preservation efforts, and exploring partnerships with historic property owners. It also delves into the challenges and opportunities in maintaining and preserving Halfmoon's robust network of cultural resources. The section concludes with ongoing efforts, initiatives, and recommendations for continued and future improvements to Halfmoon’s cultural resources.

GOAL: Cultural Resources

Continue to recognize, protect, and celebrate Halfmoon’s historic and other cultural resources.

RECREATION

This topic section reviews the Town’s recreational assets and provides recommendations to support the goal of Recreation. It includes an inventory of important passive and active recreation sites and recreational programs within the Town. With over 450 acres of outdoor and indoor recreation space, the Town of Halfmoon aims to even further expand its parks, athletic fields, and trail network. The section will discuss the challenges and opportunities related to recreational assets. The Town will continue to support recreational programming and experiences through recommendations on maintaining Town-owned property, ensuring accessibility for all, promoting inclusion and equity, and updating informational materials.

GOAL: Recreation

Continue to expand the active and passive recreational opportunities for residents to ensure they are accessible and sufficient to meet the growing and future needs of the Town.



Photo of Halfmoon Town Park Trail

ECONOMIC GROWTH AND SUSTAINABILITY

This topic section explores the local and regional economic factors that influence business and commerce within the Town of Halfmoon, focusing on the goal of Fiscal and Economic Health. It includes an overview of current socioeconomic indicators and an analysis of the Town’s fiscal growth over the past several decades. The Town faces a range of economic and fiscal challenges and opportunities, primarily related to commercial and industrial development. This topic section examines current commercial and industrial land uses and identifies areas suitable for ongoing business and economic development, helping businesses of all sizes establish, stay, and expand in the Town. Lastly, it provides recommendations to support Fiscal and Economic Health, including continued business support efforts, periodic business owner surveys, and encouraging future light industrial growth in appropriate areas.

GOAL: Fiscal and Economic Health

Continue to promote diverse economic development that provides goods and services, employment opportunities, and tax revenues in commercial, office, and industrial districts, compatible with the community's character, residential neighborhoods, and vision for the future.

INFRASTRUCTURE AND COMMUNITY FACILITIES

This topic section provides an overview of the current infrastructure and community facilities in the Town of Halfmoon and offers recommendations to support the goals of Community Facilities, Services, and Utilities. As the Town continues to grow, existing infrastructure, community facilities, and services must adapt to increasing demand. This section highlights challenges and opportunities related to emergency services, community services, water infrastructure, long-term sustainability, and resiliency. The Town is committed to future planning through strong partnerships with various service providers in Halfmoon. Recommendations include maintaining these partnerships with service and utility providers to monitor current demands and prepare for future needs sustainably and resiliently. Additionally, the plan recommends constructing a centrally located Community Center to help residents access the resources and services they need.

This section also discusses important utilities and infrastructure within the Town. The Town faces the challenge of updating water and wastewater infrastructure, especially as demand for these services continues to grow. The plan identifies recommendations for continued efforts in capital planning strategies to replace aging infrastructure, continued coordination with Saratoga County, and maintaining high standards for required development-driven infrastructure improvements.

GOAL: Community Facilities and Services

Continue to provide and/or support adequate community facilities and services - including fire protection, police protection, emergency services, solid waste collection, education facilities, healthcare services, libraries, services for youths and seniors, and social services - that are responsive to the community's expected level of service and safety and that continue to enhance the quality of life.

GOAL: Utilities

Provide a sustainable utility infrastructure system that meets the demands of current residents and businesses and that will support future development in carefully planned areas of the Town.

TRANSPORTATION AND MOBILITY

This topic section examines the current conditions, priority areas, and ongoing efforts and initiatives related to the goal of Transportation and Mobility, while also highlighting recommendations for further improvements throughout the Town. Halfmoon experiences significant traffic congestion on its major thoroughfares due to commuters traveling to and from locations outside the Town. Its proximity to I-87 and connections to surrounding municipalities lead many daily commuters to use Halfmoon's roadways. A key challenge Halfmoon faces is that all proposed road improvements on major routes such as Route 9, Route 146, and Route 236 require review and approval from regional and state transportation agencies, requiring extensive collaboration between agencies. This section will explore priority corridors within the Town, identify opportunities for multimodal connectivity, review ongoing

and upcoming initiatives, and provide recommendations for future transportation and mobility efforts. The Town aims to establish and maintain multimodal connections between neighborhoods and public spaces, continue evaluations and improvements at major intersections, support vehicle circulation enhancements, and incorporate public transportation elements into planning efforts. Success in transportation and mobility improvements will depend on ongoing coordination with local, regional, and state transportation organizations.

GOAL: Transportation and Mobility

Continue to provide safe, convenient, and efficient transportation options for people and goods within, through, and around the Town of Halfmoon, which minimizes the impact of traffic on the Town's character and quality of life.

HOUSING

This topic section analyzes several factors that influence housing in the Town of Halfmoon, such as housing type, home values, housing costs, and other characteristics that impact the goal of Housing. Over the past several decades, the population of Halfmoon has substantially increased, driving the demand for a variety of housing options, including single-family homes, apartments, and active adult and senior housing. This section includes various statistics to provide an understanding of the current housing situation and to plan for future growth in housing stock. The Town should continue supporting new construction and redevelopment across the Town to meet demand while balancing environmental concerns and growth management efforts. To achieve this, the Town may seek to periodically review its housing composition to better understand the community.

GOAL: Housing

Continue to provide a balanced blend of quality housing opportunities, including price ranges that are affordable and accessible for all income levels and housing types that consider the needs of older residents, young families (first-time homeowners), and those with disabilities. Continue to properly plan for and locate housing based on density and purpose to take full advantage of existing and future community services, alternative transportation opportunities, and recreational facilities.

AGRICULTURE, OPEN SPACE, AND RESILIENCY

This topic section provides information on the agricultural and open space practices within the Town, focusing on opportunities to enhance the resiliency of these valuable areas in support of the goal of Agriculture, Natural Resources, and Open Spaces. It includes an overview of Halfmoon’s agricultural history and the decline in farmland over the past century. The section explores challenges and opportunities related to agriculture and open spaces, which can be addressed through innovative, sustainable, and resilient land use practices. It will discuss resources available for farming operations and agricultural landowners and identify key natural resources and open spaces throughout the Town. Public input during the development of this Plan emphasized the preservation of agricultural lands and open spaces. To support these goals, recommendations include offering voluntary incentive programs for new and active farmers and the conservation of open spaces and habitats. Additionally, the Town should continue to protect important viewsheds, review existing zoning and plans, and maintain partnerships with conservation and preservation agencies.

GOAL: Agriculture, Natural Resources, and Open Spaces

Maintain the viability of existing agricultural operations and preserve important natural and open space resources that contribute to the diversity, character, aesthetics, economy, and general health, safety, and welfare of the community. Resources such as the Hudson and Mohawk Rivers and their watersheds, viable farmland, mineral resources, ravines, woodlots, streams, aquifers, wetlands, floodplains, the escarpment, and viewsheds are recognized for their role in drainage, water supply, agriculture, aesthetics, recreation, and wildlife habitat.



Photo of Champlain Canal Trail

SECTION 3: QUALITY OF LIFE, PEOPLE, & PLACEMAKING



QUALITY OF LIFE, PLACEMAKING, AND PEOPLE

GOAL: Growth Management

Continue to implement new tools and concepts in the land use management system that help mitigate the adverse impacts of development, address concerns of conflicting land uses, respond to community needs, and protect and enhance Halfmoon’s resources, unique features, and quality of life.

GOAL: Town Character

Preserve and enhance Halfmoon’s identity, image, and quality of life in accordance with the vision for the future.

GOAL: Civic Duty

Nurture and support the civic environment so that input from Town residents continues to be an integral component of the Town’s ongoing planning and implementation process.

OVERVIEW

The Town of Halfmoon, situated on the southwestern border of Saratoga County, provides visitors and residents with a unique suburban experience that draws thousands of people to live, work, and play within the Town every day. The Town has experienced consistent population growth over the last several decades, creating a need to manage growth sustainably and responsibly. Maintaining and improving the already-established community character will enhance Halfmoon’s transformation from a “cut-through” Town for travelers to one that draws visitors, workforce, and new residents while continuing to provide a high quality of life for established residents. To accomplish this, the Town has, and must, continue to emphasize involvement in government affairs and decision-making. The following section will provide a detailed insight into the things that make Halfmoon special – *its people*.



Photo of Halfmoon Town Park Veterans Memorial



Photo of Trail and Boat Launch at Clamsteam Road

PLACEMAKING

The Town of Halfmoon offers resources and points of interest that demonstrate the Town's growth from a modest agricultural settlement situated along the Erie Canal and Hudson River, to a thriving, 21st Century community. Placemaking bridges the gap between the development of a town with the needs and wants of the residents and visitors within the community. The Town of Halfmoon aims to maintain a high quality of life by supporting placemaking and beautification initiatives throughout the Town.

What is Placemaking?

The main principle of placemaking is the creation and activation of compelling destinations that attract and engage residents and visitors and create a community identity. These destinations can include a town center, main streets, waterfront areas, parks, historic locations, and community centers. For instance, a town center may integrate retail establishments, cafés, recreational spaces, and seating areas. The primary objective is to cultivate inviting environments that promote civil engagement. On a broader scale, the Town should strategically feature a diversity of destinations, each offering a range of activities, thus encouraging residents and visitors to invest their time and contribute to the vibrancy of the community.

Placemaking focuses on enhancing the connections between a community and its public spaces. Instead of simply advocating for improved design, it encourages better urban design. Placemaking incorporates a targeted emphasis on the physical, cultural, and social characteristics that define a location and enhance ongoing community development. Placemaking embraces and encourages substantial community input and involvement in the planning, development, and management of public spaces.

According to the Project for Public Spaces, there are four key elements that create a great place. Those elements include:

- *Access and Linkages*
Great places are accessible and well-connected to other important places in the area. This includes places that are walkable, accessible to all people and abilities, conveniently located and connected via roadways, sidewalks, multi-use paths, and public transportation where available.
- *Comfort and Image*
Great places should be comfortable and project a good image. This may include places to sit and congregate, displays of local art, a focus on historic preservation, improving building conditions, landscaping, and overall aesthetic improvements to an area.

- *Uses and Activities*
Great places attract people to participate in activities there. Having something to do gives people a reason to visit and return. A variety of activity areas can also encourage people to congregate at different times of the day. For example, a playground may attract young children and families during the day, while a band shell or concert space may encourage adult visitors in the evening.
- *Sociability*
Great places are sociable environments in which people want to gather and return.

Benefits of Placemaking

There are many benefits to incorporating placemaking elements into a community. Listed below are some of the key benefits of placemaking.

- Promotes a sense of comfort
- Nurtures and defines a sense of community
- Promotes health by creating more pedestrian-friendly spaces
- Creates improved accessibility
- Builds and supports the local economy
- Fosters social interaction

CHALLENGES AND OPPORTUNITIES

A primary function of placemaking initiatives is to strategically establish activity centers, or activity nodes, that engage residents and visitors alike. Activity nodes are centrally located within the town and provide destinations for residential, retail, occupational, and social interactions. These areas, which feature a combination of commercial, retail, higher-density residential, and office spaces, are designed to be compact, walkable, and accessible through a variety of transportation modes. Collaboration between public and private entities is vital to the sustained success of an activity node. These areas are attractive destinations in Town that attract visitors, stimulate economic activity, and contribute to the overall beautification of a place. The Town of Halfmoon has several opportunities for enhancing these centers. Further details about specific locations for activity nodes are available in Section 12: Land Use Framework & Connections Concept Plan.

Priority Locations

The proximity to both the Mohawk and Hudson Rivers made Halfmoon a desirable location for commerce and agriculture. Today these waterbodies still serve as transportation means for boats traveling through the Hudson River lock system, but also serve the community as popular recreation and open space resources. The Church Hill Historic District is located along the Mohawk River waterfront, parts of which are elevated over steep cliffs that offer some of the Town's most uninterrupted

scenic views. The Church Hill Historic District is a zoning overlay district that was adopted to maintain, preserve, and celebrate the historic nature of some of Halfmoon’s longest-established places. Historic placemaking efforts that include historic signage, history maps, and cultural celebrations were accomplished and will continue to be considered by the Town and its residents.

The Mohawk and Hudson Rivers provide ample opportunities for placemaking initiatives in the Town. Trails, parks, and open spaces are ideal locations to initiate placemaking initiatives. The Town has improved locations such as Crescent Park, Lighthouse Park, and the Champlain Canal Trail including features that are unique to Halfmoon while also providing access to the waterfronts. The Town recently made various improvements to Crescent Park that included additional access to the eastern side of the park for vehicles and pedestrians, improving wheelchair access, adding informational signage, and providing additional seating and group gathering locations.



Photo of Basketball Court at the Town Hall Complex

The Halfmoon Town Park is a staple location within the community and encompasses an ideal central gathering space that makes a Town an attractive and desirable place to live and play. The Town Park was completed in 2010, and offers passive and active recreation options, while also being capable of hosting events like concerts or festivals. The Park features walking trails, exercise equipment, a playground with adaptive equipment, baseball fields, a stage, a clubhouse, a spray park, public bathrooms, and plentiful parking. The Town of Halfmoon’s Parks Department is responsible for maintaining this area. The Town Park is a great example of placemaking initiatives blending to create a

central gathering place within a community that serves a variety of functions for a wide range of community needs.

The Town is seeking to construct a Community Center that would also serve as a large gathering space and potentially offer a variety of services. The Town has identified the Town Park on Route 236 as an appropriate location for the Community Center. Funding has been awarded to assist with this project and the Town awaits disbursement from the State of New York. The Halfmoon Community Center would add another important gathering space to an abundance of existing Town-owned institutions.

Route 9 and Route 146 Corridors

The US Route 9 and NYS Route 146 corridors are a key focus of this Comprehensive Plan Update. The Town of Halfmoon does not own or control either roadway. Since the adoption of the 2003 Comprehensive Plan, these areas have been distinguished as the Halfmoon Center, a place that offers ample commercial opportunity and draws residents and visitors for shopping, dining, and socializing. These areas of Town rely heavily on personal vehicle traffic traveling along the corridor. These corridors are some of the most highly developed areas in the Town with a plan for a blend of commercial and residential uses to inspire a downtown feel.

A particularly important location to note in this corridor is the connection between Route 9, Route 236, and Guideboard Road. As one of the most heavily traveled intersections within the Town, this location allows people coming from Interstate 87 to connect to locations in Halfmoon but also to access surrounding municipalities such as Mechanicville and Waterford. This corridor is used by residents, visitors, and commuters using the Town as a “cut-through” to other locations. This section of the Halfmoon Center and Route 9 Corridor includes businesses such as retail, restaurants, vehicle services, and professional offices. Scattered throughout these commercial uses are apartment complexes, manufactured housing, and single-family homes. A study evaluating this intersection is in progress as of 2024, utilizing \$500,000 from the State of New York to design a roundabout and related improvements to this intersection.

A second key area along the Route 9 Corridor is the intersection with Route 146. This location in the Town is an access point for people coming from Interstate 87 and the neighboring Town of Clifton Park. This intersection provides access to the Halfmoon Crossings shopping center as well as businesses along the Route 146 Corridor. As this segment of Town has been built out, business and commercial activity has moved further east along Route 146, creating more potential locations for residents, visitors, and commuters to gather. This area of Town can be generally classified as commercial-mixed use, as there are a wide variety of offices, businesses, residences, and industrial parks along the frontage of Route 146. Connections to subdivision neighborhoods such as Timberwick II and Pointe West are located along this portion of the corridor but are set back from the industrial and commercial uses that make up the immediate frontages of Route 146. This Corridor spans until it is intersected by Route 236 which connects northern Halfmoon residents to the Halfmoon Center, the Town’s municipal buildings, and Interstate 87.

Implementing placemaking initiatives that effectively improve the quality of life in Halfmoon relies heavily on a strategic approach to proposed improvements along this corridor. These areas have limited pedestrian accommodations and public transportation options, despite the prevalence of businesses and high rates of concentrated commercial activity. Route 9 has several activity nodes which signify the differences in potential activities in each of these locations. By explicitly highlighting specific key activity nodes along this corridor, the Town may tailor specific land use strategies to accommodate the needs of each section of the Corridor to enhance the Halfmoon Center feel. In between the activity nodes are opportunities to build on existing development patterns, support existing businesses, and develop an approach for maintaining the existing commercial corridor feel. Residential subdivisions near this location include Deer Run Hollow, Timberwick, Woodin Oaks, and Mapleridge. There are several apartment complexes including the Twin Lakes, Halfmoon Landings, Park 200, Squire Apartments, and Summit Senior Living. The Town will continue to cooperate with Clifton Park, New York State DOT, and private property owners to encourage placemaking and quality-of-life improvements along this corridor that will continue to encourage commercial and residential activity and connectedness.

Ongoing Efforts and Initiatives

The Town will continue to emphasize the importance of civic duty by supporting partner organizations that focus on placemaking and beautification improvements that celebrate the Town's history and culture. The Halfmoon Historical Society partners with the Town to lead the charge in historic placemaking initiatives. The Historical Society takes on responsibilities including historic dedications, outreach, education, and keeping important historical records. The Town promotes heritage tourism and preservation through ongoing partnerships with local organizations like the Halfmoon Historical Society and the Halfmoon Trails and Open Space Committee. In partnership with Town Leaders, the Halfmoon Trails and Open Space Committee maintain and update a Trails Map which provides details on historic sites. As new development occurs, the maps are updated to identify new or proposed connections throughout the Town. These partnerships allow residents to voice their ideas and opinions to Town Leadership who can collaborate on placemaking projects.

A challenge that Halfmoon faces is visitors can sometimes be unaware of being present within the Town's limits. The Town of Halfmoon has taken on the effort of providing signage throughout the Town at some of the major gateways that patrons and vehicle travelers use. There are welcome signs located where major transportation arteries enter the Town, notably at Route 9 access points, Route 4 access points, Exit 8, and at the intersection of Sitterly Road and Woodin Road. Proper signage helps people orient themselves and begin to identify significant points of interest as locations within the Town's boundaries. The Town should continue to maintain its current signage and locate new signage in parts of the Town that see high rates of foot or vehicle traffic, where appropriate.



Photo of Signage at Crescent Park

The Town strives to provide its citizens with ample opportunities for civic engagement. Residents are encouraged to voice their opinions, ideas, and concerns to government officials. Halfmoon Town Hall, at 2 Town Plaza, is regularly open on weekdays from 8:00 a.m. – 4:00 p.m. Community members are encouraged to attend all public meetings including Planning Board, Zoning Board, and Town Board meetings. The Town publishes a local quarterly magazine, The Halfmoon Navigator, which is distributed to all Halfmoon residents and provides detailed information about Town initiatives, projects, updates, public participation opportunities, and a calendar of events. Local organizations can also add space to promote directly to their local community. The Town’s website www.townofhalfmoon-ny.gov is updated regularly and includes information about the Town, its sectors of government, and important community resources and services. The website provides residents with an opportunity to sign up for notifications regarding Town activities. The website also provides residents with an opportunity to inquire and comment on the Town. The Town runs an active Facebook page to provide another opportunity for residents to engage with the Town. The Town should continue to engage with residents, business owners, and visitors through various methods of outreach and public relations efforts.

RECOMMENDATIONS

P-1: Update streetscape on main routes and important thoroughfares.

Locations identified in this section are some of the most sought-after places within the Town, which represent the community. The Town is planning for and attempting to implement streetscape improvements on main routes. These recommendations should continue to be developed in concert with the Town of Clifton Park and bordering municipalities. Some potential improvements include:

- **Sidewalk Widening:** In the business and commercial corridors of the Town where sidewalks exist, increasing the width allows for more pedestrian space, outdoor seating for businesses, and safer passageways for residents. Where sidewalks are absent, the Town may seek out opportunities to add infrastructure or seek agreements with private developers when appropriate.
- **Street Furniture:** Increase the number of benches, streetlights, trash bins, and bike racks to improve aesthetics and functionality for pedestrians.
- **Greenery:** Planting trees, shrubs, and flowers along sidewalks and roadways creates a beautiful streetscape. These features also improve environmental sustainability.
- **Public Art:** Installing sculptures, murals, and other art forms along major transportation corridors and heavily trafficked locations adds character, culture, and visual pleasure to the community.
- **Street Lighting:** Improves pedestrian safety and visibility.
- **Pedestrian Crossings:** Crosswalks, pedestrian islands, and signalized intersections contribute to improving safety and accessibility for pedestrians.
- **Street Paving and Surfacing:** Continuing to maintain roadways adds to the overall attractiveness and usability of a streetscape.
- **Street Signage and Wayfinding:** Accessible and clear signage helps pedestrians and motorists navigate the Town efficiently and safely.
- **Outdoor Seating and Plazas:** In collaboration with local businesses, creating designated areas for outdoor seating encourages social interaction, boosts economic activity, and improves the quality of a streetscape.

P-2: Strengthen and promote additional access and connectivity between public spaces.

The Town should continue to create well-designed pedestrian pathways and bike lanes to facilitate movement within the Town. Halfmoon has many plazas, parks, and recreational areas that residents and visitors seek to access. Implementing wayfinding signage and other design elements improves navigation and encourages exploring the Town. The Town should continue to seek ways to create connectivity between public spaces. These connections support active lifestyles, social gathering spaces, and a sense of belonging and identity within the Town's many public spaces.

P-3: Continue to identify and market a location for a well-connected public space that supports gatherings, cultural performances, and events.

The Halfmoon Town Park and Town Hall predominantly serve as central public spaces that encourage gatherings, cultural performances, and events within the Town. The Town should consider further pedestrian and cyclist connections to these locations as the Town experiences further development. The Town should continue to promote and market community events through its website, social media, press releases, and the Halfmoon Navigator. If the Halfmoon Community Center is constructed, the Town should encourage community input throughout the process to identify needs, challenges, and opportunities for services and amenities that residents of the Town wish to access. The Community Center should also accommodate travelers by all modes of transportation and provide as many connections to neighborhoods and businesses as possible.

P-4: Continuously update the existing trail and historic site maps to help publicize and promote these resources to residents and tourists.

Maps are often the first tool new visitors use when trying to identify waypoints within a certain area or along a trail network. The Town of Halfmoon, in collaboration with its partners, should continue to update existing waterway historic landmarks and trail maps. As development occurs or land is designated for open space/ trails, maps should continue to be updated periodically to show new or improved connections throughout the Town. As of 2024, the Town is currently in the process of updating its Trails and Historic Sites Map.

P-5: Consider adopting new Zoning Ordinances or Overlay Districts that encourage or incentivize open space and access to recreation and places of interest through multi-modal access points.

The Town should continue to seek to analyze current zoning to identify potential areas within the Town that may benefit from revisions to the zoning that would assist in adding and/or preserving open space and recreation areas. Building Design Guidelines required or optional, may help to enhance the open space network within the Town. The Town should consider the impacts the current zoning has on future development and identify if there is an appropriate balance between the need for housing and commercial activity while preserving and maintaining public and privately owned open spaces, greenspaces, recreational areas, and trail networks.



Photo of Crescent Park and Boat Launch

SECTION 4: HISTORY & CULTURE

HISTORY AND CULTURE

GOAL: Cultural Resources

Continue to recognize, protect, and celebrate Halfmoon’s historic and other cultural resources.

OVERVIEW

The following section will discuss the important historical and cultural features found within the Town of Halfmoon. Over the last three centuries, the Town of Halfmoon has transformed from a quaint farming community to a bustling commercial and residential hub. Owing to its history of agriculture, trade, and small-scale industry, the Town of Halfmoon boasts several historically significant locations and assets. The culture of Halfmoon is directly influenced by the Town’s robust history. Several local organizations partner with the Town to celebrate and preserve historical assets in addition to educating the next generation of Halfmoon natives.

HISTORY IN HALFMOON

The Town of Halfmoon has over 300 years of history that has directly shaped the modern-day conditions of the Town and surrounding communities. The Town’s origins trace back to 1664 when a crescent-shaped tract of land known as Halve Maen was sold by Mohican indigenous people to Dutch traders. This marked the beginning of early settlements along the banks of the Mohawk River, taking root in 1680.

The aftermath of the French and Indian War (1753-1763) saw Halfmoon’s continued expansion, fueled by its strategic location at the confluence of the Hudson and Mohawk rivers, and the burgeoning use of water-powered mills. Officially designated as a Town of Albany County in 1788, Halfmoon underwent a name change, briefly becoming Orange in 1816 after the separation of Waterford, only to reclaim its previous name in 1820. Halfmoon was established as one of the four original towns of Saratoga County in 1791.

The Town’s industrial growth saw a significant boost with the opening of the Erie Canal in 1825, leading to the establishment of hamlets like Crescent along its route. Both the Erie and Champlain canals connected the Capital District to western New York and Canada. Both canals were used to transport manufactured items, agricultural products, lumber, and iron ore. This transformative period ushered in numerous mills and industries, reshaping Halfmoon’s economic landscape. Despite the rise in industry, the Town retained its primarily agricultural character until the late 1960s.

A pivotal turning point occurred with the widening of US Route 9 and the construction of Interstate 87, making employment in Albany and surrounding cities easily accessible. This accessibility marked the shift from an agrarian identity to a desirable suburban community.¹ Today, the Town of Halfmoon stands as a thriving and growing community that is distinguished by pleasant suburban neighborhoods, numerous historical sites, and an array of recreational trails and parks.



Town Historic Marker at Abele Memorial Park

HISTORICAL ASSETS

The Town of Halfmoon is home to several historically significant places and landmarks that highlight the community’s rich history. These places enhance the quality of life within the Town while also celebrating the historical context that makes Halfmoon unique. There are multiple buildings and parcels within the Town listed on the **National Register of Historic Places** which include:

¹ [Halfmoon, New York | Advisory Council on Historic Preservation \(achp.gov\)](https://www.achp.gov/)

Church Hill Historic District: Listed in 2021, for its architectural and local significance. Located at Terminal and Church Hill Rds.²

Old Champlain Canalway Trail: A 62-mile former towpath for the Champlain Canal. A majority of the towpath has been converted to a paved trail owned by the Town. The Town has recently received \$127,280 in Recreational Trail Program grant funds from New York State to further develop the trail as a multi-use path.



Photo of Trail Signage

Champlain Canal: A 60-mile canal that connects the Hudson River to the south end of Lake Champlain. It was simultaneously constructed with the Erie Canal and officially opened for use by commercial vessels in 1823. Today, the Champlain Canal is mainly used by recreational boaters. The Canal is part of the New York State Barge Canal which was listed on the register in 2014.³

Erie Barge Canal: Construction for the canal was completed in 1825 and it was the first water level route between the Atlantic and upper Great Lakes. It was once the acclaimed eighth wonder of the world and was listed on the register alongside the Champlain Canal in 2014.

² <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>

³ <https://www.canals.ny.gov/national-historic-places.pdf>

Mechanicville Hydroelectric Plant: Located across from the Leland Farm on Routes 4 & 32, the plant was built in 1897 and ceased operations in 1997.⁴ It is considered one of the oldest renewable energy facilities in the world.⁵ The plant is on an 18.3-acre site and was listed on the register in 1989.

Clifton Park Hotel: Located off NY 146 and US 9, the hotel was first built in the 1820s and is a two-story, timber-framed building that remained commercial until the 1970s. The hotel was listed on the register in 1998.⁶



Photo at the site of the Clifton Park Hotel

⁴ <https://www.mechanicvilleny.gov/city-historian/pages/harnessing-hudson>

⁵ <https://news.bitcoin.com/123-year-old-hydroelectric-plant-sees-new-life-mining-bitcoin-revenue-3x-higher-than-selling-to-the-grid/>

⁶ <https://nyheritage.org/collections/town-clifton-park-history-collection>

Noxon Bank Building: Located in Crescent, NY at the Town’s Crescent Park cartop boat launch off Route 9, at the Crescent Bridge, the bank was built in 1842 and is a three-story brick and stone building. It was listed on the register in 2003.⁷

Oakcliff: A historic home located on Church Hill Road in Crescent, NY. It was built in 1837 and is 2-story residence that was listed on the register in 1998. The home was turned into a Bed & Breakfast in 2015.⁸



Photo of Historic Marker at Oakcliff

TOWN OF HALFMOON HISTORIC MARKERS

⁷ <https://nyheritage.contentdm.oclc.org/digital/collection/cphp/id/660/rec/3>

⁸ <https://nyheritage.contentdm.oclc.org/digital/collection/cphp/id/663/rec/91>

Historical markers commemorate protected locations within the Town that have important historical significance. The Halfmoon Historical Society, tasked with designating these markers, was established as an educational organization in 2013 by the NYS Board of Regents. As a nonprofit organization, they strive to spread awareness of Halfmoon's past by offering exhibits, articles, and a range of materials online, in person, and in their own facility. Installing historical markers across the town is an important goal and opportunity for the Halfmoon Historical Society and is being achieved through the aid and partnership of the Town.

Halfmoon historical markers are as follows:

Spice Factory: Established in 1859 by Joshua Anthony produced baking powder, spice grinding, and extract. The factory operated until 1920 and is located at 356 Farm to Market Rd.⁹

Newtown: Newtown Baptist Church located on the Corner of Farm to Market Rd and Pruyn Hill Road in 1791, the cemetery contains the graves of the first settlers.

Halfmoon Academy: Private school chartered from 1851 to 1877. It was a common school until 1951 and is located at 11 Churchill Road.¹⁰

Brookwood: In 1760 Thomas Peebles purchased this site along the King's Highway. The King's Highway was typically used to describe any of the country roads out of colonial Albany that may have been built by the British army during the French and Indian War.¹¹ The Widow Peebles Tavern was located at the foot of Brookwood Road on Routes 4 and 32 next to the Lighthouse Park.¹² Some of its most famous guests included George Washington, Alexander Hamilton, Thomas Jefferson, and James Hamilton.

C. Boughton Farm: 1850 Doctor and Assemblymen Cornell S. Hawley resided at the Farm. He founded Halfmoon Academy and was secretary to Grover Cleveland at one point. The home is located at 6 Halfmoon Drive.

Van Den Berch: The property can be found listed in a 1767 survey with continued ownership until the mid-1800s. The family established the ferry across the Mohawk in 1707. The home is located at 32 Riverview Rd.

West Crescent: Methodist church and cemetery organized in 1841. Located at the Corner of Dunsbach Rd. and Crescent Road. The intersection is also called Crays Corners.¹³

Mill Home: Canal Era Home CA. 1790, it was a family grist and sawmill on land granted to the owners of the mill.

Betts Farm: A family-owned and operated farm started in 1860. The Betts Farm is the oldest established farm in Halfmoon and has been home to five generations of the Betts family. According to

⁹ <https://nyheritage.org/collections/town-halfmoon-historians-collection>

¹⁰ <https://nyheritage.contentdm.oclc.org/digital/collection/cphpl/id/689/rec/1>

¹¹ <https://exhibitions.nysm.nysed.gov/albany/loc/kingshighway.html>

¹² <https://www.saratogian.com/2017/11/11/halfmoon-historical-society-recognizes-another-piece-of-town-history/>

¹³ [historical_markers_nov.pdf \(townofhalfmoon-ny.gov\)](https://www.townofhalfmoon-ny.gov/historical_markers_nov.pdf)

the New York State Senate’s “Weekly Wrap” series, it began as a dairy farm for milk and butter and was the site of the Town’s only cider mill for many years.

CHALLENGES AND OPPORTUNITIES

Based on the results from the Community Survey, Halfmoon residents and visitors have a strong passion for preservation within the community. Organizations like the Halfmoon Historical Society partner with the Town to implement educational efforts alongside advocating and applying for historic markers and establishing historic districts within the Town. Historic preservation creates locations in a Town that are attractive to visitors and residents alike and creates a sense of place and cultural pride. The Town, alongside its community partners, encourages groups such as the Historical Society to continue their efforts to maintain the community character that exists in some of Halfmoon’s oldest neighborhoods. Whether it is agricultural preservation, or achieving National Register of Historic Places recognition, collaborative efforts between the Town, partners, and residents should continue to be sought out. Education and awareness are especially vital as young families continue to move into the Town and surrounding municipalities to ensure that these locations remain cared for and preserved properly.

Town officials and staff should remain vigilant of preservation efforts surrounding the Town’s historic locations. The 2003 Comprehensive Plan highlighted the significance of accounting for historic locations throughout the Town during the development of the Town’s commercial centers, commercial road corridors, and areas subject to redevelopment. Aspects such as visual impacts and historic character are accounted for as the Planning Board receives applications for new development in the Town. Additionally, guidelines for the maintenance of structures and owner incentives can be further identified.

Ongoing Efforts and Initiatives

The Town will continue to recognize, celebrate, and preserve historic and cultural resources throughout the Town. Current efforts align closely with those that are discussed in the Quality of Life, Placemaking, and People Section. Maintaining partnerships with the Historic Society, Town Committee’s and private property owners is key in continuing to accomplish efforts based around preserving the historical and cultural character of the Town. The Town also has ongoing, annual historic celebrations and events hosted in partnership with the community-based non-profit organization’s Halfmoon Celebrations and Halfmoon Historical Society. The Town works with the Historical Society on a rotating exhibit in the Town Hall display cases, so that community members visiting the Town Hall can learn a slice of Halfmoon history. The Historical Society building and adjacent donated old farm building on Lower Newtown Road, at the Town Hall Harris Road complex, hosts meetings and public open houses, and is a resource for historical documents, photos, and small tools and equipment information from the Town’s rich history.

The Halfmoon Historical Society has a webpage on the Town website dedicated to providing information regarding events, news, and reports. The webpage, <https://www.townofhalfmoon->

[ny.gov/historical-society](https://www.townofhalfmoon-ny.gov/historical-society) provides information such as an overview of Halfmoon’s history, exhibits, important historical dates, a records inventory, historical resources, membership information, and a photo gallery. The Historical Society operates by appointment only at 2 Halfmoon Town Plaza. The organization meets the last Tuesday of each month February to May, and September to November at 7:00 PM.

With Halfmoon Celebrations, the Town partners and hosts multiple free community events throughout the year, typically centered around holidays, culminating in the annual “Harvest Festival” which celebrates the culture and history of the Town at the Town Park on Route 236. More information, such as important dates and events can be found at their website, <https://halfmooncelebrations.org/>.

Other initiatives surrounding culture and history within the Town are typically funded through grant programs. The Town has had ongoing success with grant projects to help fund improvements to the Town’s trail networks near the Old Champlain Canalway Trail and other historic sites. In 2023, the Town received \$232,000 in grant funding from New York State for further improvement and development of the Champlain Canalway Trailway to help close a gap in the east-to-west trail network. The Town has also received a grant to improve access along the banks of the Mohawk River and Erie Canal. Additionally, The Town of Halfmoon, in collaboration with Clifton Park, may seek the preservation and restoration of the Clifton Park Hotel and adjacent residential structures.

RECOMMENDATIONS

H-1: Periodically review and update the historic sites map (under development in 2024) and consult with the Town’s Historical Society in these efforts.

Historic sites in Halfmoon connect residents to the community’s past, but they also serve to assist community members connect. The Town of Halfmoon Historical Society, for example, hosts educational gatherings and has been tasked with identifying and placing their historic markers at locations locally identified as being historically and culturally significant. Further advocating for suitable historic sites to host educational and cultural events would complement the role of the Clifton Park-Halfmoon Library, which acts as an all-weather gathering place that brings cross-municipal residents even closer together. Public input submitted throughout the Comprehensive Plan Update process has consistently conveyed the desire for further preservation of the historic staples of Halfmoon while remaining accessible for every person eager to visit. Thus, it is recommended that the Town periodically review and update the inventory of historic sites and landscapes with the notion of identifying suitable sites for expanded cultural programming. Further, it is recommended that the Town implement steps as necessary to improve accessibility features to those sites to the greatest extent possible, working within the constraints of historical preservation.

H-2: Continue to promote Halfmoon’s historic places through preservation and marketing methods such as signage and markers.

The official Town website (www.townofhalfmoon-ny.gov) features a calendar and a webpage dedicated to the Town of Halfmoon Historical Society. After working to strengthen accessibility to the Town’s

historic sites, it is recommended that the Town use the available communication channels to promote cultural programming at historic sites. Promoting the use of historic sites may include Town-sponsored events, permitting the use of sites by groups and organizations, or a combination of the two.

H-3: Develop a formal history trail that emphasizes the historic significance of notable locations in Halfmoon.

Creating a history trail serves multiple purposes that benefit both locals and tourists. First, it preserves and promotes cultural heritage by showcasing significant historical sites, landmarks, and events in a tangible and accessible manner. Second, it educates the public about the local history, fostering a deeper appreciation for the area's heritage and identity. Additionally, a history trail can stimulate tourism, attracting visitors interested in exploring the past while supporting local businesses and communities. Last, it fosters a sense of pride and connection among residents, strengthening community attachment and preserving collective memory for future generations.

H-4: Partner with property owners of historic properties to help protect and preserve them, while also preserving the character of the Town's historic hamlets.

The Town of Halfmoon has already implemented measures to protect the character of historic hamlets, but opportunities for further preservation and potential reuse of the Town's historic structures exist. The Champlain Canal Overlay Zoning District intends to protect and preserve the Champlain Canal and Canalway Trail within the Town. Development is required to enhance and protect the canal structure to the maximum extent possible. In 2019, the Town enacted enhanced buffers and setback requirements for development adjacent to the Old Canal Overlay and Canalway Trail. This enhanced setback was also implemented during the project review of a large solar farm project off Brookwood Road. The legislation aims to preserve historical sites by prohibiting demolition without historical review.

The Church Hill Road Historic Overlay District aims to protect and enhance the historic residential neighborhood of Crescent. This area includes the highest concentration of significant historical structures within the Town. This block was listed on the State and National Historic Register in 2021.

The Town may consider creating additional guidelines that focus on protecting historic areas and buildings in the Town. The Town Department of Building, Planning, and Development, Planning Board, and Zoning Board would be tasked with reviewing these guidelines and ensuring compliance by developers throughout site development permit processing.



Photo at Halfmoon Town Park near the Veterans Memorial

SECTION 5: RECREATION



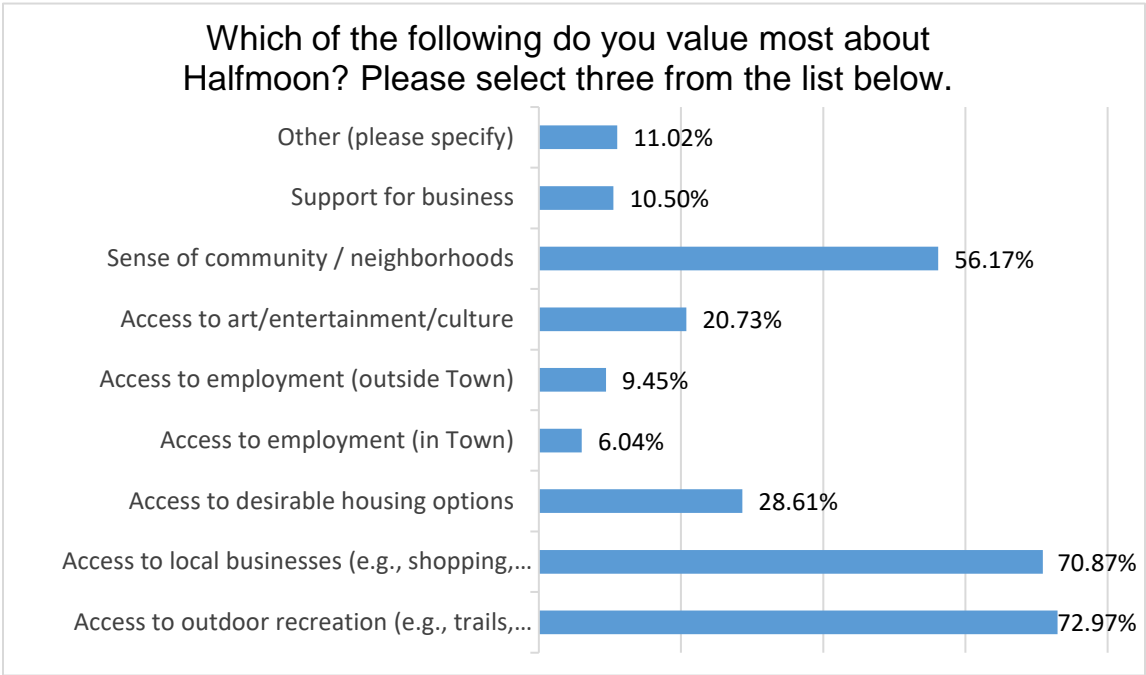
RECREATION

GOAL: Recreation
 Continue to expand the active and passive recreational opportunities for residents to ensure they are accessible and sufficient to meet the growing and future needs of the Town.

OVERVIEW

Recreation amenities in the Town of Halfmoon consist of a mix of Town-owned areas as well as those provided by other organizations. The Town itself owns and operates several public recreation areas and provides multi-function space at the Town Hall and Town Park on Route 236. In addition, local schools and private entities also contribute facilities. The Parks Department maintains the parks and other Town facilities while the Recreation Department provides recreational programming opportunities to youth and senior residents. Parks, trails, and recreation facilities provide places for residents to gather, get exercise, connect with nature, and relax. Connectivity plays a major role in the success of both public and private park systems. 72.9% of people who took the Community Survey valued access to outdoor recreation (e.g. trails, public parks, golf courses, etc.) the most. Halfmoon has opportunities for all types of recreation and open space activities, which makes the Town such a desirable destination. There are approximately 631 acres of parks, recreation, and conserved lands in the Town of Halfmoon. From trails such as the Zim Smith and Champlain Canal to sports fields and courts at Town Hall and the Town Park, Halfmoon’s park system is central to the Town’s identity and culture.

Table 1: Responses to Community Survey Question 8



TOWN OF HALFMOON



Comprehensive Plan

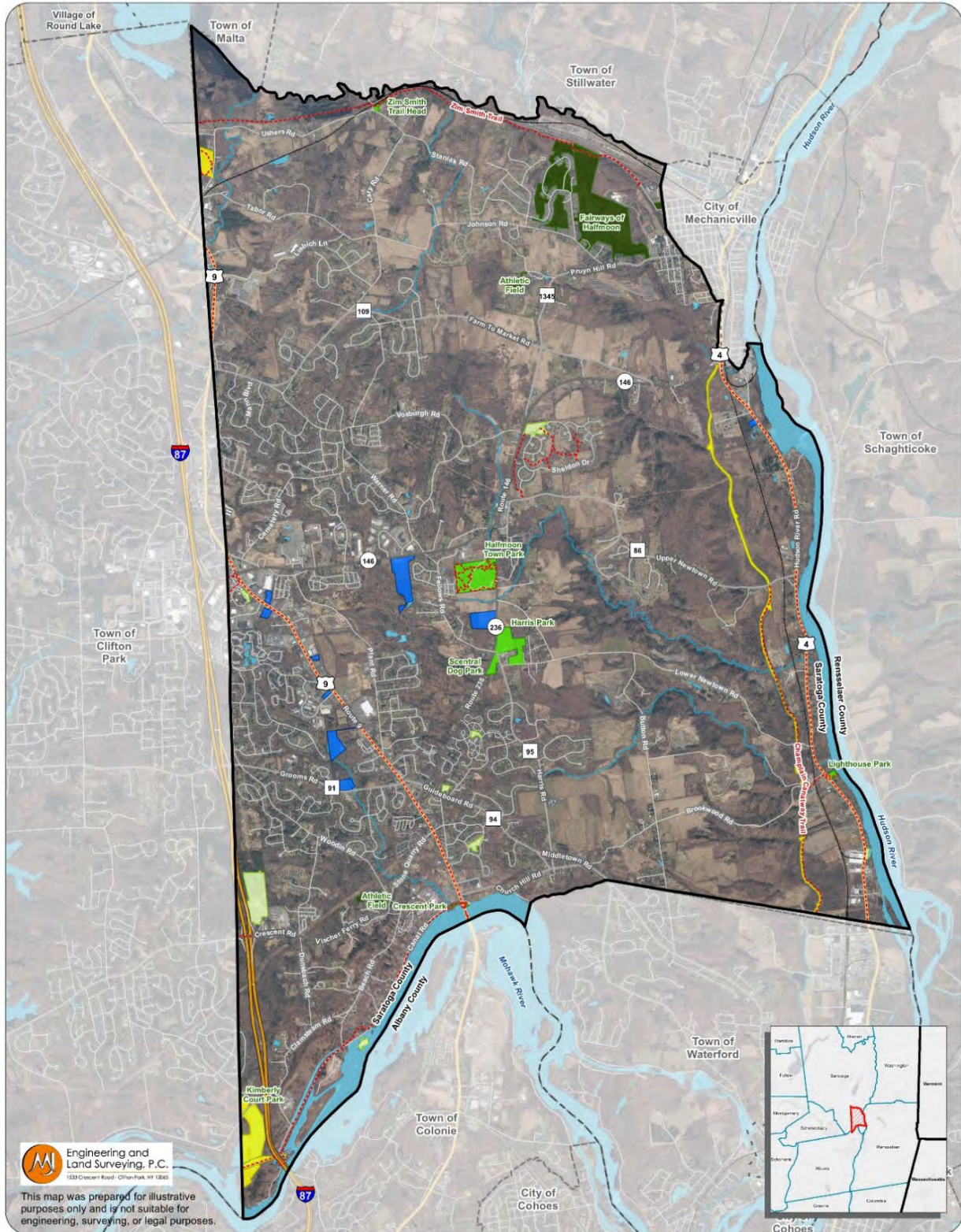
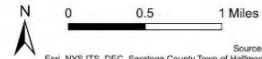
DRAFT Parks, Recreation & Conserved Lands

October 2023

LEGEND

- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Railroad
- Interstates
- US Routes
- State Routes
- County Routes
- Local Roads
- Water Body
- River/Stream
- Trails
- Parks
- Outdoor Recreation (Public)
- Outdoor Recreation (Private)
- Indoor Recreation
- Conserved Lands

Parks, Recreation and Conserved Lands	Acres	Percentage
Parks (Local, County, and State)	96.15	< 1%
Outdoor Recreation (Public)	242.17	1.13%
Outdoor Recreation (Private)	62.42	0.29%
Indoor Recreation	82.89	< 1%
Conserved Lands	147.44	< 1%
TOTALS	631.07	



Engineering and Land Surveying, P.C.
1833 Crescent Road - Clifton Park, NY 12065

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

PARKS

Abele Memorial Park:

This park is located directly across from the Town Hall Complex on Harris Road. The site contains a historic marker for the establishment of the Town, a first responders memorial, and a gazebo.



Photo of First Responders Memorial

Crescent Park:

A waterfront park on the Mohawk River and just west of the Crescent Bridge. The park is part of the Mohawk Scenic Byway offering users a scenic waterfront environment that recently became designated as one of America's byways. The park also features trailhead parking for the Crescent Trail.



Photo of Signage at Crescent Park

Halfmoon Town Park:

This park is located near the Town's geographic center and offers both passive and active recreation. Community events like festivals and concerts are held here. The park features stone dust walking trails, playgrounds, a spray park, open-air pavilions, baseball fields, areas to picnic, an event stage, a clubhouse, workout stations, public restrooms, and paved parking areas.



Photo of Spray Park and Pavilion at the Halfmoon Town Park

Halfmoon Veterans Memorial Park:

The park features a Memorial Walkway that has over three hundred (300) bricks engraved with veterans' names, branches of service, and years that they served.



Photo of Veterans Memorial Park

Lighthouse Park:

Located off 597 Hudson River Road the park features a kayak dock, kayak holders and storage bins, an open-air pavilion, public restrooms, benches, concrete pathways, and paved parking areas.



Photo of Light House Park

Scentral Bark Dog Park:

This dog park is located on Harris Road across from the end of Lower Newtown Road and is open from dawn to dusk. Use is by permit only but both town residents and non-residents can apply for one. The park features fenced areas, benches, agility equipment, a water fountain, and a designated parking area.



Photo of Scentral Bark Signage

Town Plaza Recreation Area:

The area is adjacent to the Town Hall and offers a variety of activities and open spaces. The recreation area features a tennis court, pickleball courts, a basketball court, a pavilion, playgrounds, and paved parking areas.



Photo at the Tennis and Pickleball Courts at the Town Plaza

Ushers Road State Forest:

122 acres of state forest in Halfmoon and Clifton Park and is managed by the NYS Department of Environmental Conservation. The forest also connects to the Zim Smith Trail at its northeast corner. Visitors can enjoy trails to hike, walk and snowshoe. Elevation varies from 170 to a little over 180 feet.¹⁴



Photo of Ushers Road State Forest Sign

¹⁴ https://www.dec.ny.gov/docs/lands_forests_pdf/saratogawardraftump.pdf

Vosburgh Road Preserve:

Located off Vosburgh Road, this passive nature trail and preserve is situated on nearly 60 acres of open space to the Town with a paved parking lot at the entrance off Vosburgh Road, near the intersection with Route 146.



Photo of Vosburgh Road Preserve

ATHLETIC FIELDS

Baseball Fields:

The Halfmoon Town Park features 8 baseball fields ranging in size from tee-ball to full size with 90’ baselines. Fields are available to rent, and the Halfmoon Baseball League offers both recreational and travel baseball each year.

Softball Fields:

The Town of Halfmoon offers 3 softball fields located at 12 Woodin Road. The Halfmoon Softball League offers both recreational and travel softball each year.

Soccer Fields:

The Town of Halfmoon has developed soccer fields located at the Town Hall complex on Harris Road and Route 236. The Town hosts provide opportunities for recreational soccer each Fall and Spring.



Photo of Halfmoon Baseball Field

TRAILS

Zim Smith Trail

The trail is a paved 11.5-mile multi-use trail that spans from Ballston Spa to Mechanicville. The trail, which is situated along the northern end of the Town can be accessed at Coons Crossing Road. The Trailhead includes a paved parking area, benches, and other amenities. The trail continues north from the Brookwood Road Trailhead to Upper Newtown Road. It is 2.50 miles in length.

Champlain Canal Trail

The Town of Halfmoon manages a six-mile segment of the 58-mile Canalway Trail corridor, which runs along historic towpaths from Waterford to Whitehall. The segment located within the Town follows the historic Old Champlain Canal and is surrounded by farm fields, wetlands, and wood lots. The trail has two parking areas within the Town. The Town is planning improvements to the Halfmoon Trail segment that will provide connections to the Town of Waterford and the City of Mechanicville serving not only the residents of Halfmoon but the neighboring communities as well. The Brookwood Road to Upper Newtown Road is also a part of this trail network. The trail continues north from the Brookwood Road Trailhead to Upper Newtown Road and is 2.50 miles in length. In 2023, the Town received a \$127,280 grant to continue improvements on the trail north of Upper Newtown Road. Work implementing the grant is currently underway, as of 2024.

Crescent Park Trail

The Town of Halfmoon maintains an off-road trail that includes a picnic area along the Mohawk River near the intersection of Crescent Road and NYS Route 9. The Trail is 1.6 miles long and includes handicap fishing access under the Crescent Bridge. A new parking, picnic, and fishing area was constructed on the other side of the Crescent Bridge to the west. This area includes a boat launch, informational signage, handicap accessibility, and a paved sidewalk that connects directly to the trail.

Crescent Road Multi-Use Trail

Off-road trail connecting Halfmoon and Clifton Park near Northway Exit 8. The trail is 1.3 miles in length.

Erie Canal Community Connector

Clamsteam Road (Halfmoon) to Vischer Ferry Preserve (Clifton Park) along the scenic Mohawk River waterfront, 1.2 miles long. The trail provides opportunities for residents and visitors to experience beautiful viewsheds and scenery. In 2023, the Town received a \$232,000 grant from New York State to further improvement and development of the trail to help close a critical gap in the east-to-west trail network.

Rolling Hills

Located off of Rolling Hills Drive, this unpaved nature trail is .50 miles in length.

Schoolhouse Lane (Town of Waterford) To Brookwood Road

The trail begins at the end of the Town of Waterford trail on Clute Street and connects to the Town of Halfmoon trail by way of Schoolhouse Lane. It is 1.35 miles in length.

Sheldon Hills Trail

Public off-road paved trail along NYS Rt 146 from Covington Dr. to Upper Newtown Rd, 0.6 miles long.

Town Park Trails

2 miles of stone dust walking and biking trails through Town Open Space and Recreational Fields located at 162 NYS Rt 236 near Town Hall.

Glen Meadows Trail

1-mile paved HOA-owned trail with public access connecting to the Swatling Falls Trail and McDonald Creek.

Swatling Falls Trail

24 acres of open space; paved & unpaved nature Trail with access to the McDonald Creek Falls; 0.6 mile in length.

Waterfront Connection Trail

Brookwood Road Parking Lot to Lighthouse Park. This trail is established to link the Old Champlain Canal Trail to the Town's Lighthouse Park. This is a 10-foot-wide multi-use pedestrian trail.

Betts Farm Trail (under development)

This trail will connect the Halfmoon Town Park on Route 236 to the recently constructed Betts Lane sidewalks to help link the center of the Town to the Hudson River.

CHALLENGES AND OPPORTUNITIES

Together, with conserved open space in Town, the park system represents a network of beautiful landscapes that provide varied recreation activities and a host of ecosystem services like air and water filtration, stormwater mitigation, and habitat for plants and animals. The Town's Recreation Department is tasked with the promotion of the Town's parks, facilities, and seasonal programming. The Town offers a vast array of different parks and recreation opportunities that include sports fields and courts, paved and unpaved nature trails, Scentral Bark Dog Park, boat access, and memorial parks. The Town regularly hosts and promotes activities at these locations. Events such as concerts, drive-in movie nights, and holiday celebrations are consistently scheduled throughout the year and are posted to the Town's online calendar system which can be found on the main webpage (<https://www.townofhalfmoon-ny.gov/>). The Town of Halfmoon partners with the Halfmoon Celebrations organization to schedule, promote, and host these events.

The Trails and Open Space Committee is tasked with advising Town leaders, staff, Board members, and the public with recommendations for future park additions, improvements, and educational initiatives. The Trails and Open Space Committee often produces reports and presentations for elected and appointed officials. There are several opportunities across the spectrum of planning projects to continue to seek the advice of the Committee. Based on feedback from the Community Survey, expanding recreational opportunities in the Town received a 4.16 out of 5 for importance, second only to protecting natural resources and wildlife habitat which received 4.58 out of 5 for importance. Across each public engagement activity, parks and recreation were consistently a top priority for residents and

visitors. The Town's unique location along the Mohawk and Hudson Rivers and its large tracts of open spaces and trail system is a point of pride for many Halfmoon residents. The Town should continue to be conscious of these feelings shared by residents and community stakeholders and continue to hold high standards for new development during the design review process, to ensure that the trails, open spaces, and recreational assets are preserved and even improved.

Ongoing Efforts and Initiatives

The Town will continue to actively seek out funding and grant opportunities to further develop and maintain its recreation network. Funding opportunities should focus on new trail connections and should build on past initiatives. As mentioned in this section, the Town has been successful in seeking grant funding for projects along the Champlain Canalway Trail and the Erie Canal Community Connector Trail. The Town should continue its work with the Trails and Open Space Committee to update and maintain accurate trail resource mapping and prioritize trail projects on Town land and during the review of private development.

The Town has many public and private access points along the Mohawk and Hudson River waterfronts. The Town's waterfront mileage is approximately 5.9 miles along the Hudson River and 4.8 miles along the Mohawk River, totaling 10.7 miles of waterfront mileage. The Town should continue improving waterfront access and encourage waterfront use where appropriate. In order to proactively manage the future of the waterfront, methods and techniques to minimize the impact of silting and milfoil, such as dredging, should be explored in a collaborative manner with neighboring municipalities, state agencies and local and regional organizations.

The Town has a vibrant and popular recreation program for the younger residents of Halfmoon. The Town recreation program consistently adds new programming throughout the year and the summer and winter. Camps provide hundreds of Halfmoon children with a safe opportunity to learn, grow, and have fun when home for school breaks. Please visit <https://www.townofhalfmoon-ny.gov/recreation> for more Town of Halfmoon recreation information.

RECOMMENDATIONS

R-1: Continue to maintain the Town Park and other Town-owned recreation spaces.

Maintaining town parks and recreation spaces is essential. These areas provide residents with accessible opportunities for outdoor recreation, exercise, and leisure activities, promoting physical and mental well-being. Secondly, well-maintained parks contribute to the aesthetic appeal of the Town, enhancing its overall attractiveness and quality of life for residents and visitors. Additionally, town parks serve as important communal spaces for social gatherings, events, and community engagement, fostering a sense of belonging and cohesion among residents. The Town should continue to grow its trail system as identified in the published Town’s Trails Map and Guide by working with developers to complete trail linkages and obtain rights-of-way. Finally, investing in the upkeep of these spaces demonstrates a commitment to environmental stewardship and sustainability, as they often serve as green lungs within urban environments, supporting biodiversity and ecological balance.

R-2: Continue to ensure accessibility to all Town-owned locations that offer recreation space.

The Town should comply with ADA requirements where applicable. Accessing recreation space creates an inclusive environment for people of all backgrounds and walks of life. The Town has purchased adaptive playground equipment and should continue to seek opportunities for additional accessible resources. Accessing recreation space encourages interactions with the natural landscape, and participation in local sports, and serves as a place for social gatherings - creating a vibrant place to live.

R-3: Continue to maintain inclusion and equity in Town sports and recreation programs.

Maintaining inclusion and equity in town sports and recreation programs is crucial for fostering a fair and accessible community environment. By ensuring that these programs are inclusive, individuals from diverse backgrounds, abilities, and socioeconomic statuses can participate and benefit equally. This not only promotes social cohesion and integration but also fosters a sense of belonging and mutual respect among community members. Additionally, equitable access to sports and recreation opportunities supports physical and mental well-being for all residents, contributing to overall public health outcomes. Moreover, prioritizing inclusion and equity aligns with principles of social justice and equality, creating a more just and compassionate society where everyone has the chance to thrive and succeed.

R-4: Continuously review and update the Town’s resource mapping to allow residents to learn about recreation opportunities in the Town.

The Town should consider creating a resource-access map, potentially with input from the Trails and Open Space Committee. Creating a resource-access map for recreational opportunities in a town promotes healthier lifestyles by encouraging physical activity and outdoor engagement. It fosters community engagement and social connections among residents by highlighting local amenities. Additionally, it attracts tourists and visitors, stimulating economic growth in businesses such as restaurants and hotels. By showcasing natural areas, the map raises environmental awareness and promotes conservation efforts. The map also includes details on historical sites within Halfmoon, further connecting the crossover between recreation, history, and culture. Moreover, it ensures

inclusivity by providing information on accessible facilities, ensuring all residents can enjoy the town's recreational offerings.

R-5: Consider the preparation of a Local Waterfront Revitalization Plan (LWRP).

An LWRP is a land and water use plan that establishes a vision for the waterfront. The LWRP Program is supported through the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Given that the Town has two distinct and important waterfronts along the Mohawk River and Hudson River, this plan would be a mechanism to refine statewide coastal policies to better reflect the uniqueness of Halfmoon and also provide an opportunity to leverage funding. The Town should revisit the prior draft version and build upon the foundations established in the draft plan.



Photo of the Halfmoon Light Industrial Park along Route 146

SECTION 6: ECONOMIC GROWTH & SUSTAINABILITY



ECONOMIC GROWTH AND FISCAL SUSTAINABILITY

GOAL: Fiscal and Economic Health

Continue to promote diverse economic development that provides goods and services, employment opportunities, and tax revenues in commercial, office, and industrial districts, compatible with the community's character, residential neighborhoods, and vision for the future.

OVERVIEW

The economic growth of a region centers on actions that seek to attract and retain businesses and residents to build the workforce, enhance and increase housing opportunities, and encourage business growth. Economic development can also be described as target growth that influences all sectors, including employment and business development, housing, education, and recreation. Among the factors influencing economic development and the location decision of businesses is the provision of essential services, such as water, wastewater, drainage, and transportation infrastructure. The Town of Halfmoon is the base of operations for hundreds of businesses ranging from start-ups to mom-and-pop shops, and even nationwide chains. 100% of Business Survey respondents indicated they were satisfied with Halfmoon as the location for their business, citing proximity to major roadways, business-friendly communities, and being close to their families as key reasons for their satisfaction. Town Leadership and Staff seek to maintain their strong connections with local business owners through economic development initiatives and partnerships aimed at making Halfmoon a desirable location to establish new businesses and support the already operating institutions. This Section places the Town's economy within the context of the broader Capital Region and discusses future needs and strategies.

REGIONAL CONTEXT

The Town of Halfmoon is in New York State's Capital Region, which is comprised of Albany, Rensselaer, Saratoga, and Schenectady Counties. The Region lies at the confluence of the Hudson and Mohawk Rivers and is home to the New York State Capitol. A well-developed transportation system, including Interstate Routes 87 and 90, the Albany International Airport, passenger and freight rail systems, and the Hudson River port facilities, connects the Region to other metropolitan areas to the north, east, south, and west. A strategic regional location makes Halfmoon a desirable place to operate a business and seek employment. The prevalence of transportation routes throughout the town is available to Halfmoon businesses which allows owners to source materials, ship goods, attract customers, and bring employees in from around the region. Halfmoon shares many similar characteristics with the surrounding towns within Saratoga County. Saratoga County has experienced significant growth in STEM (Science, Technology, Engineering, and Mathematics), Education, Healthcare, and Food

Distribution industries. Table 2 identifies many of the largest employers within the County. Based on socioeconomic trends, Saratoga County, as a whole, has grown in population by more than 7% since 2010, which includes the Town of Halfmoon’s dramatic growth that saw over 4,000 new residents between 2010 and 2020. For more demographic data, see the Community Profile in Appendix A.

Table 2: Major Local Employers

EMPLOYER	MUNICIPALITY	EMPLOYMENT
Global Foundries	Malta	3,200
Saratoga Hospital	Saratoga Springs	1,850
Shenendehowa Central School District	Clifton Park	1,800
US Navy Kesselring	Milton	1,500
Saratoga County	Ballston Spa	1,400
Skidmore College	Saratoga Springs	1,120
State Farm Insurance	Malta	1,050
Saratoga Springs City School District	Saratoga Springs	1,010
Momentive Performance Materials	Halfmoon/Waterford/ Malta	1,000
Ballston Spa Central School District	Ballston Spa	730
Target Distribution Center	Wilton	700
Wesley Health Care	Saratoga Springs	680
Saratoga Bridges	Ballston Spa	580
Sysco Foodservice	Halfmoon	400
Prestige Services, Inc.	Clifton Park	400
US Food Service	Clifton Park	389

Source: Saratoga County IDA: Major Employers <https://www.saratogacountyida.org/saratoga-county/major-employers/>

LOCAL CONTEXT

Employment by Industry

Total employment in the Town of Halfmoon is 14,712, with only 2.8% of individuals classified within the unemployed labor force. The number of employment-eligible individuals in the Town has consistently increased since 2010. American Community Survey (ACS) statistics show that there was a significantly smaller increase in employment between 2019 and 2020, compared to the growth experienced in other years. This was likely a direct result of the COVID-19 Pandemic, which significantly impacted small businesses, leisure and hospitality, retail trade, and personal services. These industries were disproportionately impacted by shutdowns and social distancing measures that followed the onset of the pandemic. While the effects of COVID-19 were not as acute in Halfmoon as in other places throughout New York State, the economic impact of closures due to the pandemic demonstrates the importance of having a diversified, sustainable, and resilient commercial sector. American Community Survey data on employment by industry does not identify the location in which Halfmoon residents work, but it does

provide a picture of the industry that Halfmoon residents work in. As shown in Table 3, nearly 22% of the Town’s employment base is in educational services, health care, and social assistance. The other two most prevalent industries that employ Halfmoon residents are retail trade at 12.6%, and professional, scientific, management, administrative, and waste management at 11.6% of the total population.

Table 3: Total Employment by Industry

INDUSTRY	TOWN OF HALFMOON
Agriculture, forestry, fishing and hunting, and mining	0.1%
Construction	7.7%
Manufacturing	9.9%
Wholesale trade	3.2%
Retail trade	12.6%
Transportation and warehousing, and utilities	4.1%
Information	1.8%
Finance and insurance, and real estate and rental and leasing	7.2%
Professional, scientific, and management, and administrative and waste management services	11.6%
Educational services, and health care and social assistance	21.8%
Arts, entertainment, and recreation, and accommodation and food services	6.8%
Other services, except public administration	4.6%
Public administration	8.4%

Source: ACS 2022 5-Year Estimates
https://data.census.gov/table/ACSDP5Y2022.DP03?q=Employment%20and%20wages&g=050XX00US36001_36083_36091_36093_060XX00US3609131489

CHALLENGES AND OPPORTUNITIES

Commercial and Industrial Development

Commercial areas of the Town are concentrated primarily along the Route 9 and Route 146 corridors, which serve as Halfmoon's main thoroughfares. Commercial uses can also be found along Route 4 (Hudson River Road) and the southwestern portion of town near Crescent Road and Vischer Ferry Road. These areas create a sense of commercial corridors that allow for easy access to retail, restaurant, and commercial services for Halfmoon residents and regional commuters. Commercial land accounts for about 7.5% (1,580 acres) of the total land within the Town. Industrial land is more limited within the Town, with the highest prevalence along Route 4 and scattered throughout Route 146 and Route 9 and near the Ushers Road and Tabor Road intersection in the northwest section of the Town. Industrial land makes up 3.4% (709 acres) of the total land within the Town. Notably, transportation-based land uses - used primarily for the movement of goods and materials - make up a large portion of the northeastern part of the Town and accounts for 7.5% (1,560 acres) of the land.

The Town of Halfmoon is home to several shopping centers and plazas, including The Crossing at Halfmoon located near Interstate 87, with access points near the intersection of Route 9 and Route 146. There is commercial and retail infrastructure present on the east and west sides of Route 9. This commercial center offers opportunities for large chain stores as well as small businesses to operate in a central location within the Town. While the stores are primarily accessed via personal vehicles, sidewalks are located along Crossing Boulevard, the primary route through the shopping district, and connects with a sidewalk along Sitterly Road which is located near some of Halfmoon's largest apartment complexes and the Deer Run Hollow neighborhood. Other smaller-scale retail centers along Route 9 in Halfmoon include Town Center, Crescent Commons, Glennpeter Jewelers Plaza, and The Plaza at Halfmoon. Several additional mall-style and standalone structures along Route 9 entice a feeling of traversing a commercial corridor. There are several office buildings and office parks along Route 9 that complement the commercial nature of the corridor. Two of the largest office parks south of the Route 9 and Route 146 intersection are Capital District Industrial Park on Corporate Drive and Halfmoon Executive Park on Executive Park Drive which contain businesses such as doctors' offices, engineering firms, legal offices, and financial services offices, among others.



Photo of Halfmoon Crossing

There are several clusters of industrial land uses within the Town that support the economic sustainability of the Town, complementing commercial uses. The westernmost 1.5-mile stretch of Route 146 towards Route 9 characterizes this land use function. Route 146 and Enterprise Avenue marks some of the Town's newer commercial and industrial land use within the Town. A location of significant importance is Impact Athletic Center, which began operations in 2022, and the adjacent Halfmoon Light Industrial Park at Enterprise Avenue, which marks a prime example of this type of land use. This area includes the Impact Athletic Center, Grace Church, office spaces, and light industrial offices and warehouses. The western portion of Ushers Road and Tabor Road to Route 9 includes this form of land use, where sizeable commercial and industrial operations conduct businesses along both sides of the road.

TOWN OF HALFMOON



Comprehensive Plan

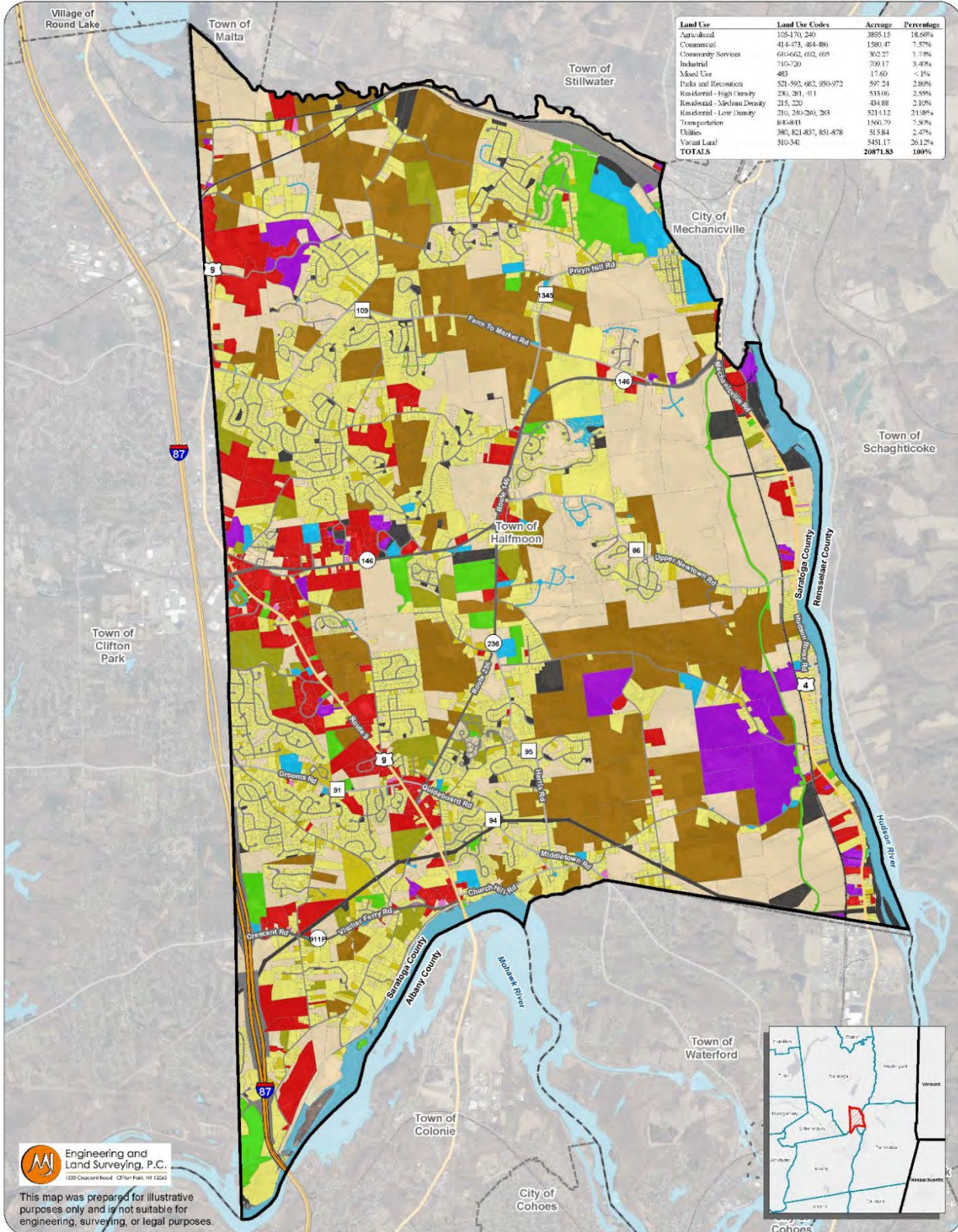
DRAFT
Land Use
March 2023

LEGEND

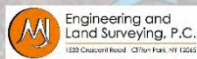
- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- US Routes
- State Routes
- County Routes
- Railroad
- Water Body
- Agricultural
- Commercial
- Community Services
- Industrial
- Mixed Use
- Parks and Recreation
- Residential - High Density
- Residential - Medium Density
- Residential - Low Density
- Transportation
- Utilities
- Vacant Land



Sources: Esri, NYS ITS, DEC, Saratoga County/Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthoimagery 2022



Land Use	Land Use Codes	Acreage	Percentage
Agricultural	105-170, 240	3895.15	18.66%
Commercial	414-473, 484-486	1580.47	7.57%
Community Services	614-662, 692, 695	302.27	1.47%
Industrial	715-720	799.17	3.87%
Mixed Use	483	17.60	< 1%
Parks and Recreation	521, 592, 682, 950-972	597.24	2.88%
Residential - High Density	234, 261, 411	533.06	2.55%
Residential - Medium Density	215, 220	434.88	2.10%
Residential - Low Density	210, 240-260, 263	523.112	25.08%
Transportation	848-849	1560.79	7.50%
Utilities	380, 821-837, 851-878	515.84	2.47%
Vacant Land	310-341	543.17	26.12%
TOTALS		20871.83	100%



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

TOWN OF HALFMOON



Comprehensive Plan

DRAFT

Zoning
March 2023

LEGEND

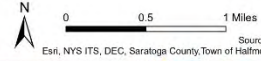
- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Tax Parcels
- Interstates
- US Routes
- State Routes
- County Routes
- Railroad
- Water Body

ZONING DISTRICTS

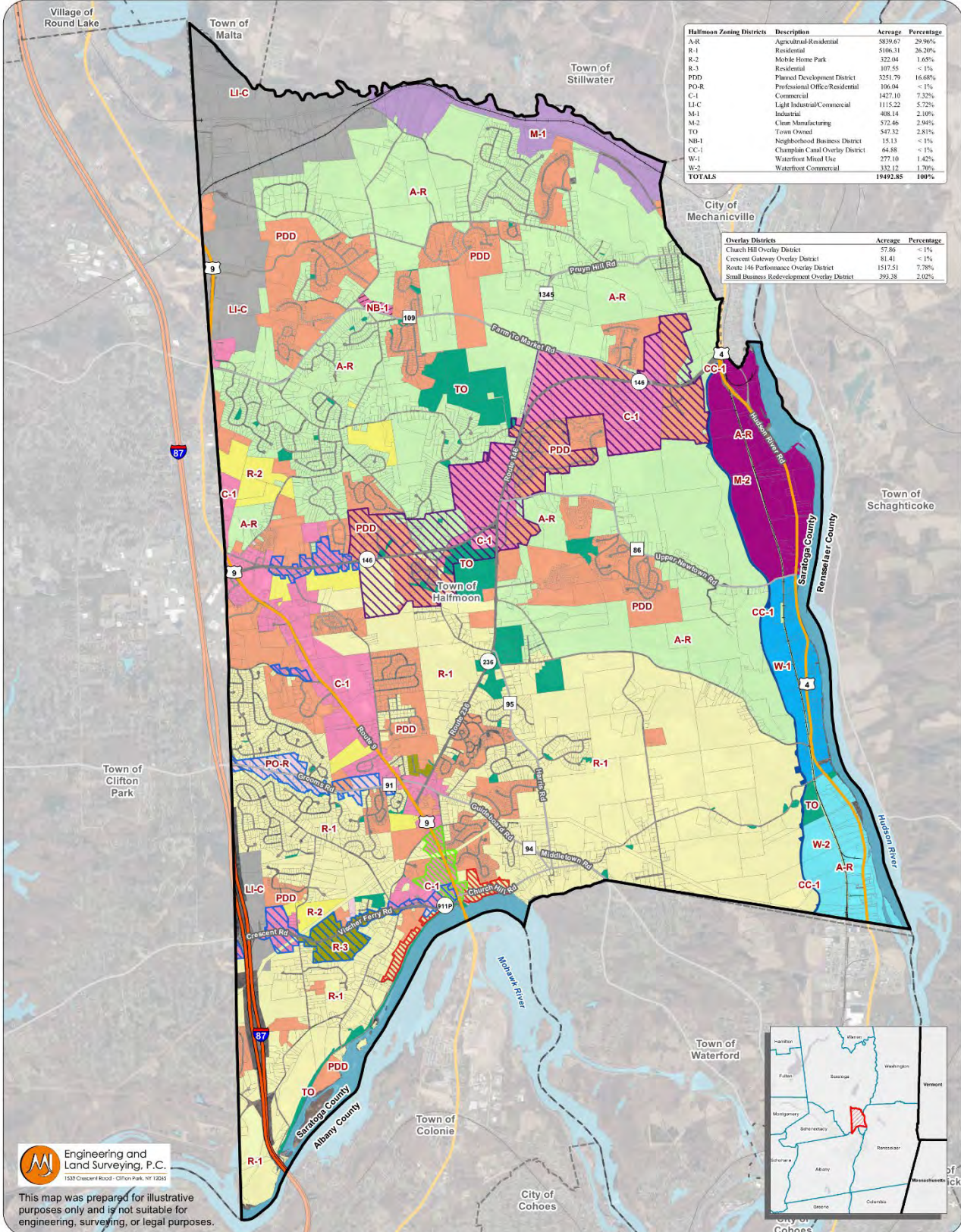
- A-R Agricultural-Residential
- R-1 Residential
- R-2 Mobile Home Park
- R-3 Residential
- PDD Planned Development District
- PO-R Professional Office/Residential
- C-1 Commercial
- LI-C Light Industrial/Commercial
- M-1 Industrial
- M-2 Clean Manufacturing
- TO Town Owned
- NB-1 Neighborhood Business District
- CC-1 Champlain Canal Overlay District
- W-1 Waterfront Mixed Use
- W-2 Waterfront Commercial

OVERLAY DISTRICTS

- Church Hill Overlay District
- Crescent Gateway Overlay District
- Route 146 Performance Overlay District
- Small Business Redevelopment Overlay District



Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon



Halfmoon Zoning Districts	Description	Acreage	Percentage
A-R	Agricultural-Residential	3829.67	29.96%
R-1	Residential	5106.31	26.20%
R-2	Mobile Home Park	222.04	1.65%
R-3	Residential	107.55	< 1%
PDD	Planned Development District	3251.79	16.68%
PO-R	Professional Office/Residential	106.04	< 1%
C-1	Commercial	1427.10	7.32%
LI-C	Light Industrial/Commercial	1115.22	5.72%
M-1	Industrial	408.14	2.10%
M-2	Clean Manufacturing	572.46	2.94%
TO	Town Owned	547.32	2.81%
NB-1	Neighborhood Business District	15.13	< 1%
CC-1	Champlain Canal Overlay District	64.88	< 1%
W-1	Waterfront Mixed Use	277.10	1.42%
W-2	Waterfront Commercial	332.12	1.70%
TOTALS		19492.85	100%

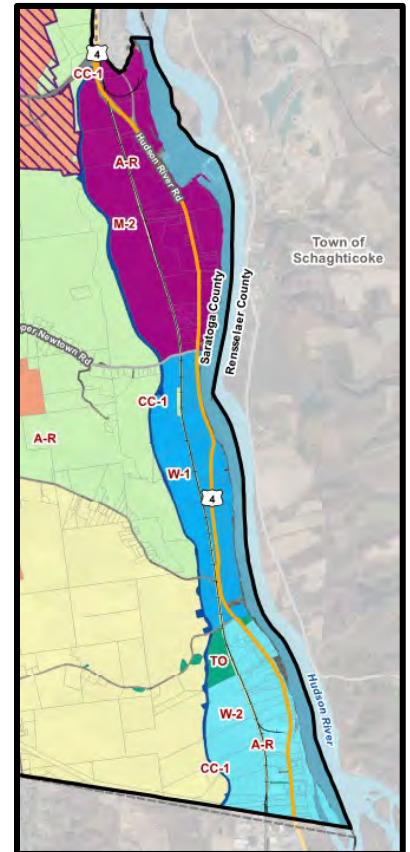
Overlay Districts	Acreage	Percentage
Church Hill Overlay District	57.86	< 1%
Crescent Gateway Overlay District	81.41	< 1%
Route 146 Performance Overlay District	1517.51	7.78%
Small Business Redevelopment Overlay District	293.38	2.02%



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

Many large parcels of land located along Route 4 and Lower Newtown Road are dedicated to industrial operations. Route 4 shares a mix of uses and serves as direct access for commuters from Momentive Performance Materials, stationed partially in Halfmoon and directly across the municipal boundary line to Waterford. The Route 4 Corridor along the eastern portion of the Town, from Waterford to Mechanicville, was rezoned by the Town in 2019 as part of an effort to further refine the commercial, industrial, and residential activity that can be found in this part of Town. These zones can be found on the Zoning Map on Page 62. The Zones help to identify the vision for this area of Town and are described as;

- **M-2 Clean Manufacturing:** The intent of this district is to provide an area for clean technology manufacturing businesses taking advantage of the existing rail infrastructure and waterfront access.
- **W-1 Waterfront Mixed Use:** The intent of this district is to provide a greater variety of allowable uses while restricting manufacturing and encourage dense levels of mixed residential and commercial businesses, including retail, recreational, office and service-oriented uses, thereby providing waterfront access opportunities to purchase goods and services.
- **W-2 Waterfront Commercial District:** The intent of this district is to provide flexibility in allowable uses, to provide residences in Town with waterfront access opportunities, to provide retail and services, and to foster mixed uses.



The Route 4 Corridor shares many of the same types of uses that are seen throughout the Town but requires balance in the development of commercial and industrial uses with the existing single-family homes found along the entirety of the roadway. By focusing on development through this lens, the Town can continue welcoming new businesses, supporting its existing base, and improving access to goods and services for residents and visitors who find themselves in the eastern portion of the Town.

While commercial and industrial land uses typically cluster in Town along Route 9, Route 146, and Route 4, this does not mean businesses and industrial operations are limited to these locations. Crescent Road, Grooms Road, and a small portion of western Route 146 are within the Small Business Redevelopment Overlay District. As part of the 2019 Zoning Amendment effort by the Town, these areas were designated as areas of the Town that encourage the redevelopment of parcels in existence that do not meet certain building and zoning requirements. This business and landowner-friendly zoning amendment is intended to assist the current landowners achieve or remain in compliance with underlying zoning requirements that are accomplished throughout the major commercial corridors in the Town.

Complimenting this effort, the Route 146 Performance Overlay District was established to preserve roadway capacity, improve public safety and welfare, enhance operation, reduce the need for costly remedial measures, manage access to land, minimize visual impacts of development, and maintain aesthetic qualities, character, and property values along the Route 146 corridor in the Town of

Halfmoon. This overlay district takes into consideration maintaining existing business and industrial development alongside some of the Town's largest residential neighborhoods. This area looks to provide residents with convenient opportunities to purchase goods and access services while maintaining the residential character of the area. The overlay district covers a majority of Route 146 within the Town limits and is a conscious effort to maintain the continued growth and establishment of businesses within the Town. The district accounts not only for the existing state of the corridor but proactively plans for new development along the corridor without significantly impacting any of the surrounding residential areas located along Route 146.

Considering market changes on a broad scale will prove to be beneficial for the fiscal sustainability of the Town and the resiliency of local businesses. Historically, office space demand has been driven by job creation in industries utilizing traditional office space. While nearly all industries have some jobs based in office environments, industries with high rates of office utilization, such as information/media, financial activities, and professional and business services are particularly important. Modern technology encourages increased inclusivity in the workforce by allowing flexible workspaces that can account for work-from-home and hybrid employees. Changes in work habits since 2020 have increased the need to accommodate those who work remotely and in an office environment to remain connected. As day-to-day business functions continue to evolve, the Town should continue to monitor the infrastructure in place that allows businesses to seamlessly function within the Town, regardless of where people choose to complete their work. Properties with high vacancy rates may need to be modernized or diversified through alternative uses to remain financially viable while addressing the transforming demand for office space, capable of catering to both in-office and remote work.

Ongoing Efforts and Initiatives

The Town of Halfmoon, from the elected officials to Town staff, works closely with the business community, landowners, and developers to ensure Halfmoon continues to grow, the housing supply remains diverse, and businesses continue to operate in a healthy environment. The Town holds an annual Business Appreciation breakfast for business owners and Town officials to share ideas, identify opportunities for collaboration, and celebrate the continued success of businesses within the Town. Elected officials regularly visit and maintain open lines of communication with Halfmoon businesses. The Town includes the local representative from the Capital Region Chamber of Commerce in these efforts, which ensures Town officials understand the evolving needs of the local business community.

RECOMMENDATIONS

B-1: Continue to encourage and support all manners of businesses, small and large, to establish, stay, and expand in Halfmoon.

Halfmoon should maintain its business-friendly nature. Businesses increase the tax base, bolster economic activity, provide employment, and create opportunities for entrepreneurship within the community. Small businesses and large businesses contribute differently to the economy. Small

businesses may provide unique products or services that diversify the economic landscape of the Town. Large businesses can provide many opportunities for local employment and provide stability for a local economy. The Town of Halfmoon, in collaboration with its partners and residents, should consider additional methods for attracting all types of businesses into the Town and continue to support the needs of current businesses, small and large.

B-2: Conduct periodic surveys with existing business owners about challenges and opportunities.

Surveying businesses also provides essential insights into local economic dynamics, helping policymakers understand the needs, challenges, and opportunities within the business community. By gauging satisfaction with local services, assessing market demand, and evaluating policy impact, surveys enable informed decision-making to better support businesses. Additionally, understanding economic trends and engaging with stakeholders through surveys fosters collaboration and trust within the community. Ultimately, these efforts aid in strategic planning for sustainable growth and development, ensuring the long-term prosperity of the town.

B-3: Continue to emphasize clean light-industrial industry and locally owned businesses as staples of the local economy in appropriate areas.

These businesses are vital components of the local economy and contribute significantly to the economic vitality and stability in the Town of Halfmoon. Staples of the local economy are deeply ingrained in the fabric of a community – providing goods, services, or employment opportunities that are recognized and relied upon by residents. These businesses contribute to the identity of the Town and improve the resiliency of the local economy. The Town should continue to encourage the establishment of staple businesses within the Town and maintain its support of existing businesses in the Town.

B-4: Continue to support any public and private groups, such as the Town of Halfmoon Business and Economic Development Committee, in their efforts to maintain and improve upon the economic environment of the Town.

The Business and Economic Development Committee creates strategies for building Halfmoon's economic base. The Committee identifies opportunity areas, conducts research and analysis, and works alongside the Saratoga Economic Development Corporation, The Capital District Chamber of Commerce, and the IDA. The Committee should continue to build on its already established partnerships and continue to seek out opportunities to further support the economic drivers of Halfmoon.



Photo of Amenities at Zim Smith Trail

SECTION 7: INFRASTRUCTURE & COMMUNITY FACILITIES



INFRASTRUCTURE AND COMMUNITY FACILITIES

GOAL: Community Facilities and Services

Continue to provide and/or support adequate community facilities and services - including fire protection, police protection, emergency services, solid waste collection, education facilities, healthcare services, libraries, services for youths and seniors, and social services - that are responsive to the community's expected level of service and safety and that continue to enhance the quality of life.

GOAL: Utilities

Provide a sustainable utility infrastructure system that meets the demands of current residents and businesses and that will support future development in carefully planned areas of the Town.

OVERVIEW

Halfmoon is one of Saratoga County's fastest-growing municipalities and community services must continue to be maintained and improved upon to account for the growth. Planning for the future includes adapting to a new demand for alternative energy sources, establishing utility connections to new developments, and improving access to important community services. Continued relationships and partnerships with local organizations such as emergency services, the Clifton Park-Halfmoon library, and County service providers will assist in the expansion of these services while sustaining the high quality of life that makes Halfmoon an attractive place to live, work, and play.

CHALLENGES AND OPPORTUNITIES

Emergency Services

According to the 2020 Census, the population of Halfmoon has shown significant growth over the last several decades and the population has likely eclipsed 26,000 residents since the survey was conducted. As part of the Comprehensive Plan effort, the consultant team hosted a focus group meeting with many of the emergency services providers in the Town. The Town encourages emergency service providers to participate in the site development process to ensure appropriate access and service requirements throughout Halfmoon. A key takeaway from the discussions was the importance of maintaining communication throughout development processes between the Town and emergency service providers so that response time can be as short and effective as possible. The Town has several locations in which emergency service organizations operate. Many of these operations share jurisdiction between

Clifton Park, Halfmoon, and Waterford, as well as the County level, which creates a wider area of coverage for which they are responsible. Emergency Service organizations are listed below.

- **Clifton Park / Halfmoon Emergency Corp**
- **Clifton Park / Halfmoon Fire Department**
- **Halfmoon / Waterford Fire Department**
- **Hillcrest Fire Department**
- **Saratoga County Emergency Services**
- **Saratoga County Sheriff**
- **West Crescent Fire Department**



Photo of West Crescent Fire Department

Community Services

The Town of Halfmoon offers many community-based services for its residents to regularly use. In partnership with Clifton Park, the Clifton Park-Halfmoon Public Library was established in an effort to accommodate the needs of both communities. The library offers services that include access to physical and online literature, computer services, services for all ages, and local historical documentation. The

library, which is physically located at 475 Moe Road in Clifton Park, is also a community gathering place that bolsters community spirit by drawing neighbors from Clifton Park and Halfmoon together. Public input throughout the Comprehensive Plan Update process has consistently identified a desire for increased accessibility to the library and its services. The Town may consider seeking alternative outreach methods that bring some of the services the library provides to Halfmoon residents who live far east of the Halfmoon-Clifton Park town line. The library is typically accessed via personal vehicles but is also served by a bus from the Halfmoon Senior Center as well as on-demand requests via CDTA Flex Bus.

A community center would help offset potential accessibility issues to the Clifton Park – Halfmoon Library and help enhance the identity of Halfmoon. A Community Center is being considered within the Town. A central location for Halfmoon residents that offers some similar services, as well as being a location for gatherings and Town events, will inherently support the sustainability of community-based services. This may also provide an opportunity for further programming between the library and the Town through offering programming oriented around many services that the library provides.

Three public school districts serve Halfmoon student-age children. The majority of Halfmoon students attend Shenendehowa Central School District in Clifton Park. Some households near the northeastern part of the Town attend Mechanicville City School District. Lastly, students living near the southeastern border attend the Waterford-Halfmoon Union Free School District. As the greater population of the Town grows, student populations grow. The Town should continue to be vigilant of the potential challenges population growth may bring to school transportation services, access to afterschool programs, strain on teacher employment, and future infrastructure demands.

Water and Sewer Infrastructure

The Town of Halfmoon purchases water from the City of Troy and the Saratoga County Water Authority (SCWA) to meet the needs of the Town’s customers. In 2022, the Town’s average daily demand was 2.27 million gallons (MG), while the maximum day demand was 3.1 MG.

Sewer

The Town does not own or operate a wastewater collection and/or treatment system. Wastewater generated by Town residents and businesses is treated either by private septic systems or is discharged into the Saratoga County Sewer District #1 (SCSD #1). Wastewater within SCSD #1 is collected via gravity collection systems, individual grinder pumps, small-diameter sanitary force mains, and sewage lift stations across Saratoga County, and conveyed to the SCSD #1 wastewater treatment facility, located in the Town of Halfmoon for treatment and disposal.

Purchasing

Water purchased from Troy is sourced from the Tomhannock Reservoir, located in the Town of Pittstown, and is treated at the City’s Water Treatment Plant (WTP). To supply the Town, water from Troy’s WTP flows westward underneath the Hudson River via a 24-inch water main. The water main then reduces from a 24-inch to a 16-inch main near the Water Commissioners Town of Waterford Water Works building

located in the Village of Waterford. From here, the water travels north to reach the Town's WTP located at 8 Brookwood Road. The transmission main was constructed in 2009 and is mainly comprised of ductile iron pipe with a portion of high-density polyethylene (HDPE) pipe for the water main directional drilled underneath the Hudson River. The current 20-year purchase agreement with the City of Troy was signed in 2016 and is due for renewal in 2036. There is a maximum allowable water purchase amount of 4.0 million gallons per day (MGD) with no minimum purchase amount. The agreement stipulates that the purchase rate of water is evaluated for increases annually in May based on the current Consumer Price Index. The current purchase rate is \$2.4805 per 1,000 gallons.

Water purchased from SCWA is sourced from the upper Hudson River and is treated at the SCWA's WTP in the Town of Moreau. The SCWA interconnection is located at the northern Town border where a 16-inch water main delivers water to the Town via the Coons Crossing Road Pump Station. As part of the current 10-year purchase agreement with SCWA, the Town is required to purchase a minimum of 1.0 MGD and there is no maximum purchase quantity. The existing 10-year contract was signed in 2017 and will be due for renewal in 2027 and will be renewed in one-year increments thereafter. This contract includes an automatic renewal of the agreement in 1-year contract periods. The current purchase rate is \$2.391 per 1,000 gallons and the rate is evaluated each January for rate increases up to 1.5% per contract.

In addition to the primary inter-municipal connections, the Town has emergency interconnections with the Town of Waterford located south of the Brookwood Road WTP, and with Clifton Park Water Authority (CPWA) located within the Clifton Park Crossings.

Treatment

The Town's Brookwood Road WTP is located along the eastern boundary of the Town's limits. The Brookwood Road WTP was built in 2003 to allow the Town to abandon the use of groundwater wells and minimize the purchase of water from the Village of Waterford. The WTP utilized a 12.0 MGD raw water intake facility along the Hudson River near Lock No. 1. The WTP was originally planned to be completed in three phases to increase the WTP's capacity to support the Town's projected population growth trends. Phase one was completed in 2003 and provided a treatment capacity of 2.0 MGD. Phase two was completed in 2007 to increase the capacity to 5.0 MGD. The third phase was slated for 2016 to increase the capacity to 9 MGD, however, this was never pursued due to the dredging of the Hudson River in 2009. In 2009, due to concerns about potential increased turbidity and polychlorinated biphenyls (PCBs), the Town made provisions to purchase water from the City through its connection with the Village of Waterford. In 2010, a permanent purchasing agreement was executed between the Town and the City and a transmission main was extended to the Brookwood Road WTP. Once the connection was completed with the City, the Brookwood Road WTP was retrofitted to remove the water treatment equipment and solely provide re-chlorination and distribution pumping.

Distribution and Storage – Town of Halfmoon Consolidated Water District #1

The Town currently owns and operates approximately 150 miles of ductile iron pipe and HDPE water main ranging in diameter from 6 to 24 inches, four (4) water storage tanks, two (2) booster pump stations, seven (7) pressure-reducing valve stations, and one (1) pressure relief valve station. The water system contains approximately 7,168 service connections. The Town's water system was previously a

collection of water districts and district extensions from the 1970s to 1990s, but they have since been consolidated in 2001 and in 2016 to form the current Town of Halfmoon Consolidated Water District. The consolidation in 2016 was to incorporate the previous Water District #1 located at the border with the City of Mechanicville. The district included the Mechanicville Central School District buildings and the surrounding neighborhoods to the north and south of Pruyn Hill Road.

The Town is comprised of two (2) pressure zones, a high-pressure (northern) zone, and a low-pressure (southern) zone. Three (3) of the existing tanks are located within the high-pressure zone, including the 0.4-MG Angle Lane Tank, 0.75MG Werner Road East Tank, and 1.0MG Werner Road West Tank. The total available storage in the high-pressure zone is 2.15 MG. while the one (1) remaining tank serves the low-pressure zone. The low-pressure zone is served solely by the 0.8-MG Brookwood Tank. The low-pressure zone was determined to have deficient water storage capacity for the low-pressure service area per the latest edition of the *Recommended Standards for Water Works*, reported by the Water Supply Committee of the Great Lakes-Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers.

To supplement the available storage in the southern low-pressure zone, a new 1.0-MG Button Road elevated water storage tank was proposed. The Button Road Tank is currently under construction and is anticipated to be activated in 2024. The new tank will operate a similar radio telemetry system as the existing four water storage tanks. Communication is transmitted over an unlicensed 900-megahertz (MHz) radio frequency. Tank-level telemetry systems will transmit tank-level signals to the Town's water treatment plant to coordinate the refilling of the tanks. The construction is estimated to be completed by the end of 2024.

The Town owns and operates two (2) pump stations to booster and deliver water to customers. The Coons Crossing Road Pump Station serves as the point of metering the water purchased from the SCWA interconnection. The station is equipped with three (3) 60 HP booster pumps rated for 1,400 GPM at 115 feet each. Two (2) of the pumps are in operation and the third is rotated into operation from standby. Each pump is equipped with variable frequency drives (VFDs). The station is equipped for re-chlorination of the incoming SCWA water supply; however, the receiving water typically has sufficient chlorine residuals. Data from the flow meter and controls for the pump operation are relayed to the Brookwood WTP using the Town's supervisory control and data acquisition (SCADA) system.



Photo of the Coons Crossing Road Pump Station

The Harris Road Pump Station is located within the low-pressure zone and was originally designed to pump water from the low-pressure zone to the high-pressure zone. The pump station currently supports filling of the Brookwood Road Water Storage Tank by back-feeding water from the high-pressure zone as the existing Brookwood WTP pumps are being replaced due to failed VFDs. This work will be completed in 2024 and the Harris Road Pump Station will return to standby mode to deliver water from the low-pressure zone to the high-pressure zone.

The seven (7) pressure-reducing valve stations are located at strategic points in the distribution system to maintain the system pressure in accordance with the latest edition of the *Recommended Standards for Water Works*, reported by the Water Supply Committee of the Great Lakes-Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers. The stations are located on Pruyin Hill Road, Lower Newtown Road, NYS Route 236, Beach Road, Clamstream Road, and two (2) stations on NYS Route 9.

Billing

The Town water bills are issued on a semi-annual basis in April and October. Customers have the option to pay their bill in person at the Town Hall, over the phone, or online. The Town's water billing rate, effective January 2024, is currently \$5.45 per 1,000 gallons. For residents within the Town, the rate continues at \$5.45 per 1,000 gallons; for residential users outside the Town the rate is \$7.95 per 1,000 gallons; and for commercial customers, the rate is \$6.45 per 1,000 gallons. The minimum payment amount is \$20 per water bill. The average resident in the Town uses approximately 70,000 gallons per year and is charged \$364.00 for water usage only.

Record Keeping and GIS

The Town utilizes an online ArcGIS map to maintain records of both record and field-verified water infrastructure components. The ArcGIS map is updated regularly. New construction projects to be incorporated into the Town's water infrastructure are required to provide global position system (GPS) data for any new infrastructure to accurately update the ArcGIS map. The Town also utilizes a Bentley WaterGEMS CONNECT Edition Update 3 Version 10 hydraulic model to evaluate water system conditions under various demand scenarios, as well as water service requests from new users, particularly developers for new residential subdivisions.

Sustainability and Resiliency

The Town of Halfmoon must account for the changing landscape of energy use over the next decade. There has been a substantial shift across the country from traditional gas-powered vehicles and machinery to renewable energy sources such as water and solar power. The Town has welcomed solar farms as allowable use within certain areas of the Town, which shows a willingness to adapt and grow in a resilient and sustainable way. The Town would greatly benefit from a partnership with utility providers to develop an inventory and analysis of the potential energy needs faced by the Town and potential resolutions to alleviate stress on the power grid. In November of 2022, New York State residents voted to approve the Environmental Bond Act, which made \$4.2 billion of funding available for environmental and community projects. The legislation encourages local governments to seek funding to help protect water quality, adapt to climate change, improve resiliency, and create local green jobs. These grant funds also present an opportunity for further municipal collaboration to strengthen connections between the surrounding areas.

As part of the effort to better situate utilities and services in the Town to accommodate for predicted growth and changes in demands for water and energy, a proactive approach to public and private utilities may help offset large costs of maintenance or replacements. In areas deemed appropriate, developers in the Town should strongly consider the burying of utility lines through incentive-based approaches. In the long run, buried utilities may be a better option than typical above-ground lines. By burying the utilities, the power lines lose the potential for being impacted by wind, rain, snow, and other weather events, while also negating any visual impacts the lines may cause along roadways or in residents' yards.



Photo of EV Chargers at Halfmoon Town Court

The services discussed in this section each help to create a strong functioning township that is looking to prepare for the future through collaborating with partner organizations and municipalities as well as maintaining high design standards for new growth.

Ongoing Efforts and Initiatives

The Town is currently scheduling water main replacement projects for problematic areas of water distribution piping that were installed approximately 50 years ago with unlined ductile iron pipe in corrosive soil. Systematically replacing the water infrastructure in these areas is part of the Town's preventative maintenance plan.

In addition to replacement projects, the Town is also extending the distribution system on NYS Route 9 and NYS Route 236 to improve water quality by eliminating dead ends. Increasing the interconnections within a distribution system allows water to travel to its destination via more than one route. This is beneficial during water main breaks or general maintenance activities when water needs to be temporarily shut off. This extension was completed in 2023 to provide a loop between the existing water mains on Larsen Place and Pruyn Hill Road.

The Button Road Water Storage Tank is currently under construction and will be completed in 2024. To support the new water storage tank, over 16,000 linear feet of new 12-inch water main was installed along Button Road, Lower Newtown Road, and Hayner Road to provide water to the tank from the high-pressure zone with a new pressure-reducing station. The project is expected to be completed in 2024.

The Brookwood WTP Pump project includes the replacement of four (4) pumps within the WTP, as well as valve replacement, chemical feed equipment replacement, and SCADA upgrades. The original pumping configuration included two (2) 500 horsepower (HP) vertical turbine pumps that would fill the Werner Water Storage Tanks, and two (2) 250 HP vertical turbine pumps that would fill the Brookwood Water Storage Tank.

The Town of Halfmoon Highway Department maintains a 20-year pavement replacement plan to help prioritize and budget for pavement replacement on an annual basis. A pavement replacement plan is crucial for road safety as it ensures that road surfaces remain smooth and free of hazards, reducing the risk of accidents caused by potholes, cracks, and uneven surfaces. Regular maintenance and replacement also improve traction and visibility, enhancing overall driving conditions and preventing vehicle damage. The plan will keep safety and cost-effectiveness at the forefront during future efforts.

INFRASTRUCTURE RECOMMENDATIONS

I-1: Build partnerships with the Halfmoon-Clifton Park Library to increase access to services and resources.

The Town should consider seeking out additional partnership opportunities with the Halfmoon-Clifton Park Public Library. This may include satellite locations, mobile libraries, or other creative methods for increasing access. The Town may also wish to include the library in the planning process for a new community center that may provide similar services to the library.

I-2: Continue to foster a relationship with Town and County Emergency Services during the site development plan review process, building and construction, and post-construction processes.

Including Town and County emergency services in the site development plan review process and building and construction phases is vital for safety and compliance. Their expertise ensures that potential hazards are identified early and mitigated effectively, enhancing overall safety for occupants and first responders. Collaboration with emergency services helps optimize site layout and design to facilitate swift and efficient emergency response, addressing specific infrastructure needs and access requirements. By incorporating risk reduction measures into planning and construction Halfmoon has enhanced resilience and minimized the impact of emergencies and disasters. Involving emergency services fosters a culture of cooperation, coordination, and preparedness, contributing to safer and more resilient communities. The Town of Halfmoon should continue its coordination with emergency services departments and look to identify potential improvements to the review process if deemed necessary.

I-3: Construct a Community Center that provides an accessible, common meeting space for community events and meetings.

Constructing a community center provides a central hub for various events and meetings, fostering community engagement and social cohesion. It promotes inclusivity by offering accessible spaces for residents from diverse backgrounds to participate in recreational, educational, and cultural activities. Community centers support local organizations and groups by providing affordable or free meeting spaces and strengthening grassroots initiatives and community-driven projects. Access to a community center enhances residents' quality of life by offering opportunities for learning, social interaction, and personal development. By serving as a venue for public forums and civic initiatives, community centers empower residents to take an active role in shaping the future of their town and addressing local issues.

UTILITIES RECOMMENDATIONS

I-4: Partner with utility companies to help plan for future demands for electricity to help ensure a sustainable and resilient power supply.

Identifying and creating plans for the demand for electricity will assist in the future planning of infrastructure in the Town. The Town should partner with utility companies (such as National Grid and NYSEG) to accomplish this recommendation. Anticipating future electricity demands enables the Town to anticipate the potential environmental impacts of additional electricity infrastructure. Mapping and identifying future electricity demands can also serve to create a basis for policy development that can guide future energy sector growth. Notably, New York State is requiring all school districts in the state to transition from gas and diesel-powered buses to electric school buses by 2035. The Town of Halfmoon is working with nearby school districts and energy providers as they look to implement changes to the output of electricity required from existing and new infrastructure.

I-5: Consider incentivizing the undergrounding of private and public utility lines where appropriate.

Although the Town does not control the activities of utility companies, The Town may wish to continue communications regarding the undergrounding of private and public utilities to protect infrastructure and to create beautiful streetscapes, minimizing the visual impacts of powerlines. Incentives may include financial assistance, tax incentives, public-private partnerships, identifying infrastructure funding programs, updating design guidelines and standards, and increasing public awareness. The Town has already seen successful undergrounding of utilities in locations such as Sheldon Hills. By implementing these incentives, the town can encourage property owners to prioritize the undergrounding of private and public utility lines, leading to a more resilient, efficient, and visually appealing infrastructure system.

I-6: Continue capital planning strategies to replace aging water infrastructure to help maintain safe and reliable service.

Replacing and upgrading water infrastructure is crucial for protecting public health, preventing infrastructure failures, improving system reliability, and meeting the needs of new and expanded development. The U.S. Geological Survey's (USGS) Water Science School notes the "(relation between the duration of the storm and the size of the stream basin in which the storm occurs. For example, a 100-year storm of 30 minutes duration in a 1-square-mile (mi²) basin will have a more significant effect on streamflow than the same storm in a 50-mi² basin. Generally, streams with larger drainage areas require storms of longer duration for a significant increase in streamflow to occur. These and other factors determine whether or not a 100-year storm will produce a 100-year flood." Given the increasing storm precipitation intensity concerns, the Town may wish to layer these considerations on top of the general 10/50/100/500-year storm event. Precipitation during these events often generates bursts of heavy rain exceeding storm duration averages well exceeding traditional 10/50/100/500-year storm mappings. These events can overwhelm existing storm-handling capacities and wreak havoc on the infrastructure supporting stormwater detention facilities. The Town is already planning for replacements of water mains and should continue to upgrade and replace them where necessary to fit the future needs of the community.

I-7: Coordinate with Saratoga County to maintain and upgrade wastewater systems as needed.

The Town should continue to coordinate with Saratoga County, specifically the Saratoga County Water Authority and Saratoga County Sewer District #1. The Town should continue to collaborate in identifying high-priority areas that require system upgrades or replacement.

I-8: Maintain high standards for required development-driven infrastructure improvements.

The Department of Building, Planning, and Development should maintain its high standards of review over new development in the Town. This will assist in accomplishing the community vision through sustainable building practices, aesthetically pleasing streets and landscapes, and provide long-term sustainability for infrastructure in the Town.



Photo of the Intersection at Route 9 and Route 146

SECTION 8: TRANSPORTATION & MOBILITY



TRANSPORTATION AND MOBILITY

GOAL: Transportation and Mobility

Continue to provide safe, convenient, and efficient transportation options for people and goods within, through, and around the Town of Halfmoon, which minimizes the impact of traffic on the Town's character and quality of life.

OVERVIEW

An efficient and effective transportation system is about more than just moving vehicles. It is about providing a system that works for all people and all modes safely and efficiently. This section of the plan focuses on transportation needs for the Town of Halfmoon and explores the challenges and potential solutions to developing a safer and more efficient transportation system. Several past planning efforts have been completed that offer ideas and recommendations that are still relevant today and were considered for this Plan. It is important to note that the effectiveness of transportation systems closely correlates with land use. Many of the past planning efforts offer recommendations not just for the roadway, but for development and redevelopment along the Town's major corridors as well. The following discussion explores different modes of transportation including vehicular mobility, public transit, bicycle and pedestrian mobility, and priority corridors in Town, and includes a discussion of Complete Streets.

During the public engagement process, a major theme included concerns surrounding traffic and connectivity issues. Areas of the most concern from residents and stakeholders included but were not limited to, Route 9 and Route 146, Grooms Road and Woodin Road intersection, and Guideboard Road and Route 236 intersection. Based on the Community Survey completed as part of the Comprehensive Plan Update process, Halfmoon community members value access to local businesses and outdoor recreation locations, which should be considered when proposing future development or when identifying areas of potential improvement.

CHALLENGES AND OPPORTUNITIES

Transportation corridors in the Town of Halfmoon have greatly impacted the development of the Town, from the state development and construction of US Route 9, NY Route 146, and the Adirondack Northway I-87 to local arterial roadways that connect residents with the major highways. Roadways and freight rail lines connect people and goods, but can alternatively serve as physical barriers for those traveling within the Town on foot, bicycle, or other modes of transportation. Addressing traffic issues is extremely important to the community and identifying potential solutions for relieving congestion along major thoroughfares was a common theme throughout the public engagement activities and CPUC deliberations. Much discussion occurred regarding the fact that all of the identified intersections

were greatly impacted by through traffic, outside the control of the Town. US Route 9, NYS Route 146, and NYS Route 236 are roadways that experience the most intense traffic within the Town, and were specifically identified by community members as locations that should be prioritized for future planning efforts. The prevalence of through traffic - people traveling through the Town to access surrounding areas - has put even further strain on the levels of service on the Town's main roadways. As the population of Halfmoon and Saratoga County continues to increase year after year, finding a balance between the needs of residents and those of businesses should be strongly considered in future planning projects. The Town of Halfmoon has been successful in partnering with New York State, Saratoga County, and the Town of Clifton Park to secure funding and make significant improvements in the Town's traffic hot spots.

Priority Corridors

The Town of Halfmoon is primarily auto-dependent largely due to the current nature of suburban development patterns and the development of the Capital Region during the past several decades. The use of a private, personal vehicle is needed for most activities and the availability of mass transit is limited within the Town. Many of Halfmoon's major transportation arteries are frequented by daily commuters and through traffic, which leads to substantial traffic congestion, especially during rush hours. Halfmoon is the most convenient way for travelers to access places like Mechanicville and Stillwater from Interstate 87, Route 9, and Route 146. Many of the required improvements along the priority corridors are beyond the immediate control of the Town of Halfmoon. By discussing and analyzing the current conditions and potential future needs of these corridors, the plan may be used as a tool for the Town to seek future assistance or funding for needed improvements. Major roadways and priority corridors in the Town of Halfmoon include the following:

Adirondack Northway (US Interstate 87)

The Adirondack Northway (I-87) is classified as a principal arterial interstate, that connects New York City to communities in the Hudson Valley, Albany, and other Upstate New York communities, concluding in Montreal, Canada. The Northway serves as an unofficial municipal boundary between the Town of Clifton Park and the Town of Halfmoon. There are four primary access points, via exit lanes, from I-87, including Exit 8, Exit 8A, Exit 9 (9W and 9E southbound), and Exit 10. The Northway was completed in 1967 and brought opportunities for regional commerce, tourism, and land development.

US Route 9

This corridor runs parallel to the Adirondack Northway (I-87) throughout the western portion of the Town. A major commercial corridor within the Town, Route 9 connects travelers with adjacent municipalities, to shopping opportunities, and their places of employment. Route 9 includes 4 lanes with several signalized intersections. Route 9 enters the Town boundary to the south from a bridge over the Mohawk from the Town of Colonie and exits the Town into Clifton Park after an intersection with Ushers Road. Route 9 is considered the Town's main commercial corridor and experiences some of the heaviest vehicle use within the Town.

New York State Route 146

NYS Route 146 runs through the town east to west connecting travelers and commuters with Clifton Park and Mechanicville. This area is not as intensely developed as the Route 9 corridor but shares a major intersection within the Town with that route. Route 146 is a two-lane roadway that includes access to commercial properties, manufactured housing, single-family homes, and housing subdivisions.

US Route 4 (Hudson River Road)

Route 4 is a two-lane arterial that runs along the eastern portion of the Town, parallel to the Hudson River. Route 4 connects the Town of Waterford to the south and extends to the City of Mechanicville to the east of the Halfmoon municipal boundary. This corridor serves connections to agricultural-residential properties, clean manufacturing, waterfront commercial, and waterfront mixed uses.

New York State Route 236

Route 236 intersects with Route 9 and connects to Guideboard Road and Route 146. A substantial amount of traffic congestion within the Town occurs along this transportation artery, largely due to commuters through traffic from surrounding municipalities. The roadway serves businesses near Route 9 and connects to neighborhoods in the central and eastern parts of the Town.

Public Transit Routes

Public transit is limited within the Town of Halfmoon, but options are provided predominantly through on-demand services. The Northway Express (NX) runs a service from Albany to Ballston Spa, which includes stops at the Exit 8 park & ride and Exit 9 Crossing Park & Ride. Both locations are in Clifton Park but are options for Halfmoon residents. For more direct transit routes, CDTA introduced the FLEX Bus program which focuses on on-demand micro-transit, with services extended to Halfmoon. FLEX provides curb-to-curb transportation by using a smartphone application to choose a time and location for ride requests. According to CDTA service information, FLEX operates Monday-Saturday from 6:00 a.m. to 10:45 p.m. and on Sunday from 10:00 a.m. to 6:00 p.m. Riders have the option to pay cash or use CDTA's rechargeable Navigator card to pay the fare.

The Town of Halfmoon's Senior Center operates the Senior Express, a shuttle service dedicated to seniors within the town who are 55+ years old. The service includes transportation to doctor appointments, hair appointments, grocery shopping, and Senior Center activities. The van hours are from 7:00 a.m. to 3:00 p.m. The operation is funded in collaboration with the Town of Halfmoon, and there is no cost to its patrons. To learn more about the service, visit the page on the Town's website at <https://www.townofhalfmoon-ny.gov/senior-express>.



Photo of Halfmoon Senior Express Busses

Bicycle and Pedestrian Mobility

Traveling by personal vehicle in the Town of Halfmoon is the predominant means of transportation, but the Town has implemented and planned for future upgrades and expansions of its internal network in recent years. Sidewalk extensions and improvement efforts in the Town have increased pedestrian access in strategic locations that see high levels of commercial activity. Additionally, many Planned Development District (PDD) Subdivisions within the Town have constructed sidewalks and /or nature trails throughout newly developed neighborhoods. Homeowner associations assume responsibility for maintenance costs through their membership dues and fees. One notable sidewalk expansion project, in collaboration with neighboring Clifton Park, took place during the replacement of the Sitterly Road bridge in 2022. The sidewalk, which starts at the beginning of the bridge in Clifton Park, connects to a sidewalk along Sitterly Road that provides access to the large Twin Lakes Apartment Complex and to The Crossing shopping center. It is anticipated that the sidewalk will extend further along Sitterly Road, giving pedestrians and other non-car users access to Route 9.

Off- and on-road trails not only serve as recreational features but also serve as means to connect pedestrians and bicyclists to destinations throughout the Town. The following housing subdivisions include internal sidewalk and/or trail networks for residents:

- Linden Woods
- Swatling Falls
- Glen Meadows
- Sheldon Hills
- Summit Hills
- Arlington Heights
- Rolling Hills
- Prospect Meadows

➤ Juniper Ridge (fmr. Betts Farm)

The Town of Halfmoon published a Trails Map that outlines routes for pedestrians and cyclists throughout the Town and includes proposed / potential off-road trails that would further connect residents throughout the Town. Route 9 is recognized as a state and county bike route. County Bike Route 9 runs along the entirety of Route 9 within the Town boundary, while connecting west to east to NYS Bike Route 9 which runs along Hudson River Road. The Town is considering further planning for sidewalk extensions and additional pedestrian and cyclist accommodations that increase connectivity between established routes and assist residents' access to businesses, recreation areas, and surrounding neighborhoods. The Town is currently updating the Trails Map which will include notable historic sites in the Town.



Photo of the Champlain Canalway Trail

Freight Rail Service

According to the NYS Department of Transportation, Class I freight rail lines operated by Berkshire & Eastern Railroad and Canadian Pacific Kansas City, Ltd. operate freight services within the Town. Railroad infrastructure is located along the Zim Smith Trail and Ushers Road, into Mechanicville. The trail line also spans parallel to Route 4 for north and south connections. Light Industrial and Manufacturing uses are present along the rail lines and offer an attractive service for industrial operations, although wetlands are a barrier to maximizing this access.



Photo of railroad infrastructure at the Zim Smith Trail parking area

Looking to the Future

The major transportation arteries within the Town experience high rates of traffic at key intersections during rush hour peak times. A variety of factors influence the level of service along these roadways. Halfmoon's location is one of the most direct paths for travelers coming from I-87 and looking to travel east to surrounding municipalities. Additionally, large box trucks use the roadways as alternative routes from the I-87. With the increase in population in Halfmoon and the wider Saratoga County, the roadways are experiencing higher traffic counts than when they were initially constructed. The Town is seeking to complete further studies and implement traffic congestion improvement planning projects on Town-owned roads. The suburban-residential nature of Halfmoon and surrounding communities typically requires residents to use personal vehicles even for short trips, which also accounts for increased congestion along the roadways.

The Capital Region Transportation Council (CRTC) organization is the designated Metropolitan Planning Organization (MPO) responsible for carrying out federal requirements for cooperative transportation planning and programming, with jurisdiction that includes Halfmoon. An MPO, through federal law, is designated by the governor for every urban area with at least 50,000 residents. The organization identifies regional transportation priorities and makes decisions based on consensus decisions of the

Transportation Council, which receives about \$100 million worth of funding each year through the Transportation Improvement Program which identifies projects that may receive federal grant funding. The organization's priorities are guided and identified in New Visions 2050 (<https://www.capitalmpo.org/transportation-plans/nv2050>). Transportation planning projects within the Town may be funded through opportunities with the CRTC.

Future trends indicate an increase in the presence of electric vehicles (EV). As EV's become more prevalent, expanding charging infrastructure will become necessary. Governor Andrew M. Cuomo launched Charge NY in 2013, a program administered by the NYS Energy Research and Development Authority, marked increased encouragement for the use of electric cars and trucks by providing rebates, incentives, tax credits, and assistance with infrastructure installation (<https://www.nyserda.ny.gov/All-Programs/ChargeNY>). Additionally, the deployment of connected and automated vehicles (CAV) and infrastructure are emerging trends and provide challenges and opportunities to providing road safety measures, improving mobility, and future land use.

Ongoing Efforts and Initiatives

Throughout each iteration of public participation during the Comprehensive Plan Update process, high traffic congestion was a major matter of concern for residents, community members, and stakeholders. Areas that experience the highest levels of congestion in the Town include the following locations:

- Intersection of Route 9 and Route 146
- Intersection of Route 9 and Route 236 to Guideboard Road
- Grooms and Woodin Road near I-87 Exit 8A
- Intersection of Route 236 and Route 146, and nearby Upper Newtown Road

Although located within the Town, United States, New York State, and Saratoga County routes are not completely within the Town's jurisdiction, which means proposed traffic studies and improvements at these intersections are required to be collaborative efforts with the transportation agencies of each of those levels of government. As of 2024, NYS Department of Transportation-led and Town of Halfmoon-led studies to explore alternative methods of decreasing congestion are ongoing or anticipated at most of these major intersections. Most recently, the Town secured \$500,000 in state and federal funding to design a roundabout at related improvements at the Rt. 236 and Guideboard Road intersection. The design work is currently underway (2024), and the Town is seeking additional funding for the significant capital construction costs associated with this state and county intersection. It should be noted that the listed "hot spots" are not the only locations in the Town that may need improvements. These are locations the Town has, or is in the process of, securing funding for improvements. The Town will continue to work with its engineers and grant writers for funding to improve traffic conditions and safety in each of these well-known traffic "hot spots" while monitoring other highly traveled locations in the Town.

RECOMMENDATIONS

TM-1: Establish and/or maintain pedestrian and bicycle (multi-modal) connections between neighborhoods, open spaces, and recreation spaces through sustainable building practices.

The Town should continue to consider methods for establishing new pedestrian and bicycle connections throughout the Town. Areas that have existing accommodations should be maintained and locations for new or additional access to already established networks should be identified. Connections throughout a community improve access, enhance the quality of life, and allow for social gatherings – all serving to build community character and a sense of identity.

TM-2: Continue to support vehicular circulation improvements throughout the Town.

The Town should consider areas of Town-owned roads that may require circulation improvements. On roads under NYSDOT jurisdiction, the Town should continue to look to work collaboratively with the Department to solve regional traffic issues. Vehicle circulation improvements improve traffic flow, safety, access, economic development, quality of life, and emergency response times.

TM-3: Continue to evaluate and seek improvements at major intersections within the Town through collaboration with neighboring municipalities, Saratoga County, and the New York State Department of Transportation.

Major intersection locations such as Route 9 and Guideboard/Route 236 or Route 9 and Route 146, are being studied to identify potential improvements. Since these locations connect municipalities and are under the New York State Department of Transportation jurisdiction, the Town should continue to engage with these organizations to identify priority areas and traffic mitigation measures. The Town of Halfmoon and the wider County should anticipate population growth to continue in the region, which only creates further strain on established transportation systems.

TM-4: Incorporate public transportation elements specifically within the Town Plan.

The Town may consider opportunities for including additional public transportation elements as part of this plan. The Town may wish to include the following transportation elements in the future:

- *Shuttle Services:* The Town already has a senior shuttle service and the CDTA Flex Bus service but may wish to expand on these services. These services can help to reduce reliance on private vehicles for short trips.
- *Park-and-Ride Facility:* The Town may seek an alternative location for a park-and-ride location that is more directly accessible to Halfmoon residents, especially those living in eastern Halfmoon.
- *Bike Sharing Programs:* Introducing bike-sharing programs that offer rental bikes at designated stations throughout the town encourages alternative modes of transportation and complements existing public transit services.

TM-5: Continue coordination with local/state/and regional transportation such as but not limited to Capital District Transportation Authority (CDTA) and Capital Regional Transportation Council (CRTC) to promote existing public transportation options.

The Town should continue its coordination with funding agencies and community partners to further promote transportation options as well as seek opportunities for expanding services in the Town.



Photo of the Twin Lakes Apartments, Brookfield Place, Knox Woods, and the Summit at Halfmoon

SECTION 9: HOUSING



HOUSING

GOAL: Housing
Continue to provide a balanced blend of quality housing opportunities, including price ranges that are affordable and accessible for all income levels and housing types that consider the needs of older residents, young families (first-time homeowners), and those with disabilities. Continue to properly plan for and locate housing based on density and purpose to take full advantage of existing and future community services, alternative transportation opportunities, and recreational facilities.

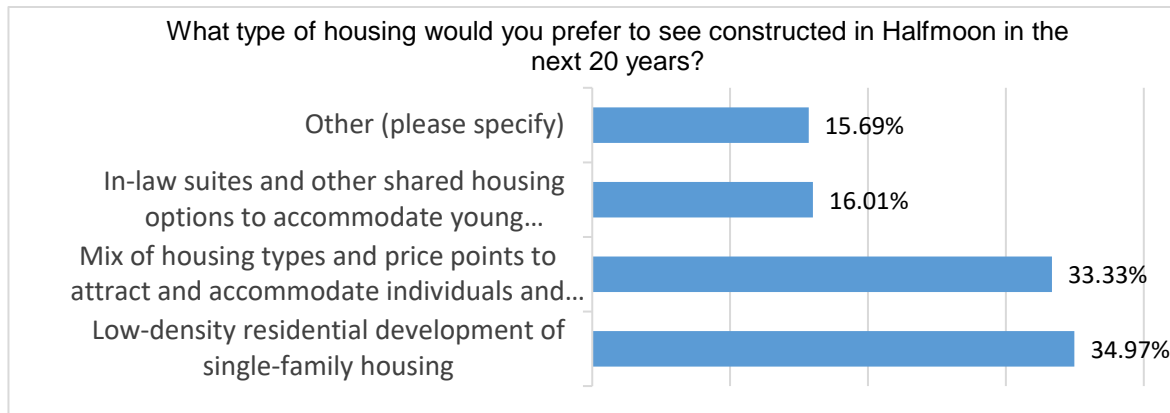
OVERVIEW

According to the 2020 Census, the Town of Halfmoon has one of the fastest-growing populations in Saratoga County, growing from 21,535 in 2010 to 25,662 in 2020, representing a 19.16% increase in population. The Town’s close proximity to large public and private sector employers, strong school systems, and access to outdoor recreation options all contribute to Halfmoons desirability as a place to live and work. On average, the housing stock in Halfmoon is newer than the stock found in more industrial or agricultural areas throughout the state, with development patterns in the Town reflecting predominantly suburban-style living arrangements.

The 2020 Census identified the total number of housing units within the Town to be 11,892, with a mere 5.4% vacancy rate. The character of Halfmoon’s neighborhoods accommodates the needs of all levels of homeowners and renters. The Town's population is not distributed uniformly across the landscape; it includes single-family houses, single and multi-family subdivision areas, manufactured housing parks, apartments, and senior housing options. The majority of housing in Halfmoon is devoted to single-family dwellings, accounting for 48% of Halfmoon’s housing stock.

When asked what type of housing they would prefer to see in Halfmoon in the next two decades, 35% of respondents indicated they wanted to see low-density housing prevail, while 33% of respondents felt mixed-use housing options would better suit future growth. 16% of respondents indicated a desire for in-law suites and other shared housing options to accommodate young professionals and senior citizens. The Town enacted legislation to allow in-law apartments and continues to strive toward achieving a balanced and appropriate housing stock.

Table 4. Responses to Question 14 on the Community Survey



CHALLENGES AND OPPORTUNITIES

A robust and diverse housing supply is necessary in order to meet the needs of residents, ensure the community character of residential neighborhoods, and sustain a high quality of life within the Halfmoon community.

Table 5: Occupied Housing Units in Halfmoon

	2010 Units	2010 % of Units	2020 Units	2020 % of Units
Occupied	9,286	94.33%	11,252	94.61%
Vacant	558	5.67%	640	5.39%
Total Units	9,844	-	11,892	-

Source: 2020 Decennial Census

<https://data.census.gov/table/DECENNIALPL2020.H1?q=housing%20units&g=060XX00US3609131489>

Table 5 shows the total number of housing units in Halfmoon for the years 2010 and 2020, and provides a strong example of the housing climate within the Town. As the table shows, the housing stock increased by 21%, from 9,282 units to 11,252 units over the course of a decade. The great majority of housing options in Halfmoon are occupied, whether they are owned or rented, and the Town has experienced a small decrease in vacant units, despite the substantial growth in options. The availability of housing deemed affordable to households at different income levels assists businesses in attracting and retaining workers. When employees cannot find adequate housing options in the areas located near their places of employment, businesses may struggle to find workers to hire. The statistical data supports the notion that Halfmoon is actively seeking housing options to account for the population growth, as the number of units has increased dramatically without an increase in vacancy rates.

Housing Characteristics

As previously discussed in this section, the predominant type of housing within the Town is single-family detached units which make up 48.4% of the total housing stock. This is a significantly lower amount than the average for Saratoga County, which is estimated to have about 62.5% of all housing types as single-family detached homes. Single-family attached dwellings make up 8.9% of the Town’s housing stock. The “Comparing Home Ownership of Halfmoon and Saratoga County” table on page 17 in the Community Survey provides an overview of the housing types and rates of occupancy within the Town and Saratoga County. Duplexes, triplexes, and fourplexes account for 15% of housing options in Halfmoon. The remaining 27.7% of housing options consist of 5 or more-unit dwellings or manufactured housing. According to ACS 2022 Estimates, roughly 30% of residents in Halfmoon rent, and 70% of residents are homeowners.

Home Values and Costs of Housing

Housing values tend to reflect both the age and condition of housing in a specific area. The median value of houses in Halfmoon is estimated to be \$330,700 as of 2022, which represents a 54% increase. Table 6 highlights the change that the housing market has experienced since 2010, and accommodates for the housing price boom experienced during 2022 and 2023.

Table 6: Median Home Prices in Halfmoon

	2010	2020	2022
Median Price (\$)	\$214,600	\$278,600	\$330,700

Source: ACS 5 Year Estimates 2022 <https://data.census.gov/table/ACSDP5Y2022.DP04?q=home%20values&g=060XX00US3609131489>

Based on 2022 ACS Estimates, the median gross rent in Halfmoon is \$1,366 per month compared to \$2,136 per month for homeowners with a mortgage and \$744 a month for homeowners without a mortgage. About 65% of homeowners in town are responsible for making mortgage payments. Housing costs paid by homeowners include mortgage payments if applicable, plus utilities, property taxes, and insurance.

Table 7: Year Built in Halfmoon

	Percentage of Structures Built in Halfmoon
Built 2020 or later	0.5%
Built 2010 to 2019	18.0%
Built 2000 to 2009	20.0%
Built 1990 to 1999	19.0%
Built 1980 to 1989	17.1%
Built 1970 to 1979	8.9%
Built 1960 to 1969	6.4%
Built 1950 to 1959	4.5%
Built 1940 to 1949	1.8%
Built 1939 or earlier	3.9%

Source: ACS 5 Year Estimates 2022 <https://data.census.gov/table/ACSDP5Y2022.DP04?q=home%20values&g=060XX00US3609131489>

Housing Trends

Measuring housing affordability identifies how much households spend on housing relative to their income. The U.S. Department of Housing and Urban Development (HUD) defines a household that spends more than 30% of its gross income on monthly housing expenses as cost-burdened. The greater the proportion of income spent on housing costs, the less money households have available for other necessities like food, childcare, and transportation. According to ACS 2022 5-year estimates, 18.3% of homeowners with a mortgage pay 30% or more of their monthly expenses on housing costs. Of renters in the Town, approximately 29.8% pay 30% or more on housing costs.

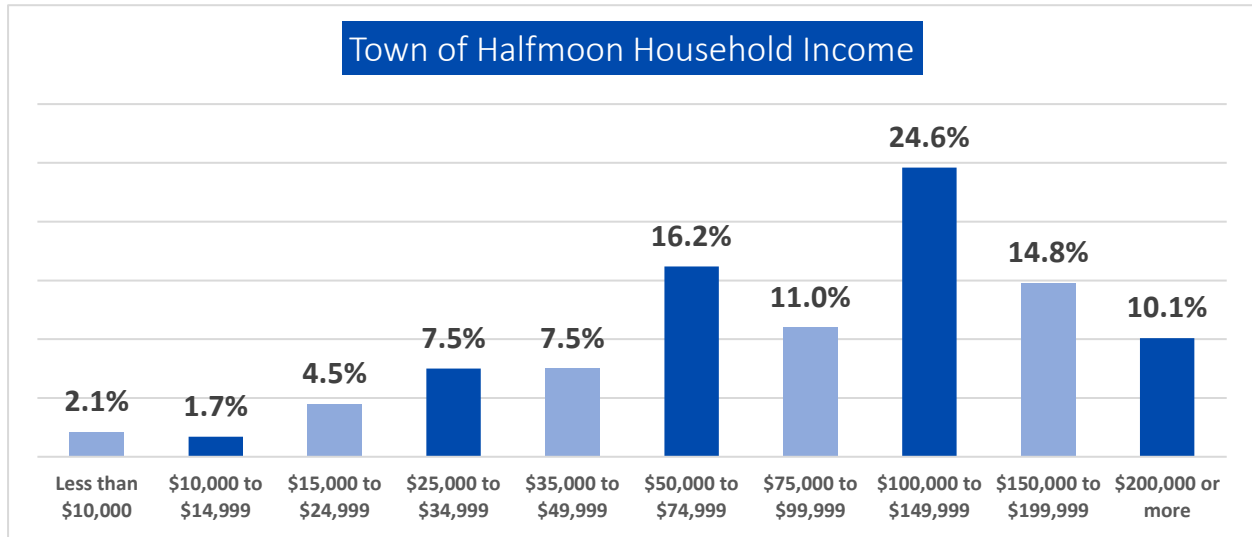
Homeowners experience affordability challenges far less than renters. Generally, lenders will not issue a mortgage that consumes more than 30% of the borrower's income; however, a change in circumstances, such as the loss of employment, retirement, or divorce can impact an owner's income and ability to address their housing costs. Not all cost-burdened households are considered low-income households. Middle-income households can also be cost-burdened, or unable to find satisfactory housing if prices are too high or there is a scarcity of housing units within their financial means. These types of households may earn enough to not qualify for subsidized housing or other forms of assistance, but not enough to comfortably afford high-quality market-rate housing. Housing affordability has become a significant concern throughout the United States, impacted primarily by the COVID-19 pandemic, supply chain disruptions, and high inflation rates. These factors, among others, have led to a dramatic rise in the cost of housing. Renters, who typically have lower incomes than homeowners, have been hit especially hard. According to the U.S. Bureau of Labor Statistics, the average rent in the U.S. increased 18% between 2017 and 2022, exceeding the rate of inflation.

Household Income

Household income impacts homeowners and renters' ability to pay for housing, contribute to the tax base, and support the local economy as consumers. According to 2021 ACS 5-year estimates, the median income in the Town of Halfmoon is \$98,810. The median household income for Saratoga County is \$86,804, 12.1% lower than households in Halfmoon. Based on this data, approximately 49.5% of all households in Halfmoon earn upwards of \$100,000 in income, but 23.3% of households have an annual income below \$50,000 per year.

According to the Capital District Regional Planning Commission (CDRPC), the poverty rate in Halfmoon is 3.8% as of 2021, an almost 50% decrease from the rate in 2015. The Town's poverty rate is far lower than Saratoga County's, at 6.4%. The high median household income and low poverty rate in Halfmoon can potentially obscure the presence of many households that earn more than the federal poverty line (\$13,590 for individuals and \$26,500 for families of four), but less than needed to afford the basic cost of living, including housing.

Table 8: Average Household Income in Halfmoon



The United Way identifies this population as ALICE households; Asset Limited, Income Constrained, Employed. Households in this category typically receive income from jobs that pay by the hour, are unemployed, or have unpredictable work schedules, making saving difficult. According to a 2022 report from UnitedForAlice.org, Halfmoon has approximately 27% of households within the ALICE threshold, the same percentage is seen for the entirety of Saratoga County. Most affordable housing programs target low-income households with incomes below 80% of the area median income (AMI), although housing developed with funding from the Low-Income Housing Tax Credit Program is restricted to households earning 60% or less of the AMI.

Ongoing Efforts and Initiatives

The Town of Halfmoon has successfully utilized the Planned Development District process and their Cluster Subdivision law to help promote a diverse housing supply and meet the varying needs of residents moving to or relocating within Halfmoon. Rather than only one style of housing often encouraged in local zoning ordinances (typically large lots, single-family detached homes), the Town has worked with developers to ensure there are a variety of housing options. The Town and the structure of the Town laws have fostered creativity among developers in such unique communities, such as Sheldon Hills, Paar Estates, Falcon Trace, Glen Meadows, Swatling Falls, and the new Hank’s Hollow, where there are a variety of lot sizes and styles for residential living. The Town provides incentives for “smart” development that balances the need for housing with the preservation of vegetative buffers and open space or undeveloped land.

RECOMMENDATIONS

HO-1: Continue to support new construction and redevelopment of housing town-wide to support growing demand while balancing environmental concerns and growth management efforts.

The Town should continue to support the new construction and redevelopment of low-density and middle-density housing in the Town where appropriate. The Town should continue to use its established Zoning and Planned Development District (PDD) and Cluster Subdivision legislation to guide growth within the Town. Balancing environmental concerns and growth management with the growing demand for housing requires a holistic approach that considers both short-term needs and long-term sustainability. Strategies such as smart growth planning, mixed-use development, and redevelopment or adaptive reuse can help minimize environmental impact while accommodating housing demand. Additionally, incorporating green building practices, preserving open spaces, and promoting transit-oriented development can create more sustainable and resilient communities for future generations.

HO-2: Review at regular intervals the housing composition of the Town to better understand the community-supported types of housing.

A housing study can help Town Leadership in understanding the current and projected housing needs of a community, including demand for various types of housing and demographic trends. By identifying housing issues and challenges, such as affordability concerns or shortages, policymakers can develop targeted strategies to address them effectively. This study informs land use planning, zoning decisions, and development policies, guiding resource allocation for new housing developments and neighborhood revitalization efforts. Additionally, it supports economic development by ensuring access to quality housing and attracting residents, workers, and businesses. Ultimately, completing a housing study promotes equitable housing outcomes, compliance with regulatory requirements, and the well-being of residents in the community.

HO-3: Provide optional incentives to builders to provide a mix of housing types (single-family, multi-family, senior, etc.) serving a range of income levels and age groups in areas of the Town where infrastructure exists.

The Town and its professional staff have, and may wish to implement additional optional, incentive-based programs to potentially assist in mitigating the environmental impacts of new development and rising costs of housing. Incentives such as density bonuses and expedited permitting processes can encourage builders to provide a mix of housing that supports a range of income levels and age groups in Halfmoon.



Photo of Agricultural Land in Halfmoon

SECTION 10: AGRICULTURE, OPEN SPACE & RESILIENCY



AGRICULTURE, OPEN SPACE, AND RESILIENCY

GOAL: Agriculture, Natural Resources, and Open Spaces

Maintain the viability of existing agricultural operations and preserve important natural and open space resources that contribute to the diversity, character, aesthetics, economy, and general health, safety, and welfare of the community. Resources such as the Hudson and Mohawk Rivers and their watersheds, viable farmland, mineral resources, ravines, woodlots, streams, aquifers, wetlands, floodplains, the escarpment, and viewsheds are recognized for their role in drainage, water supply, agriculture, aesthetics, recreation, and wildlife habitat.

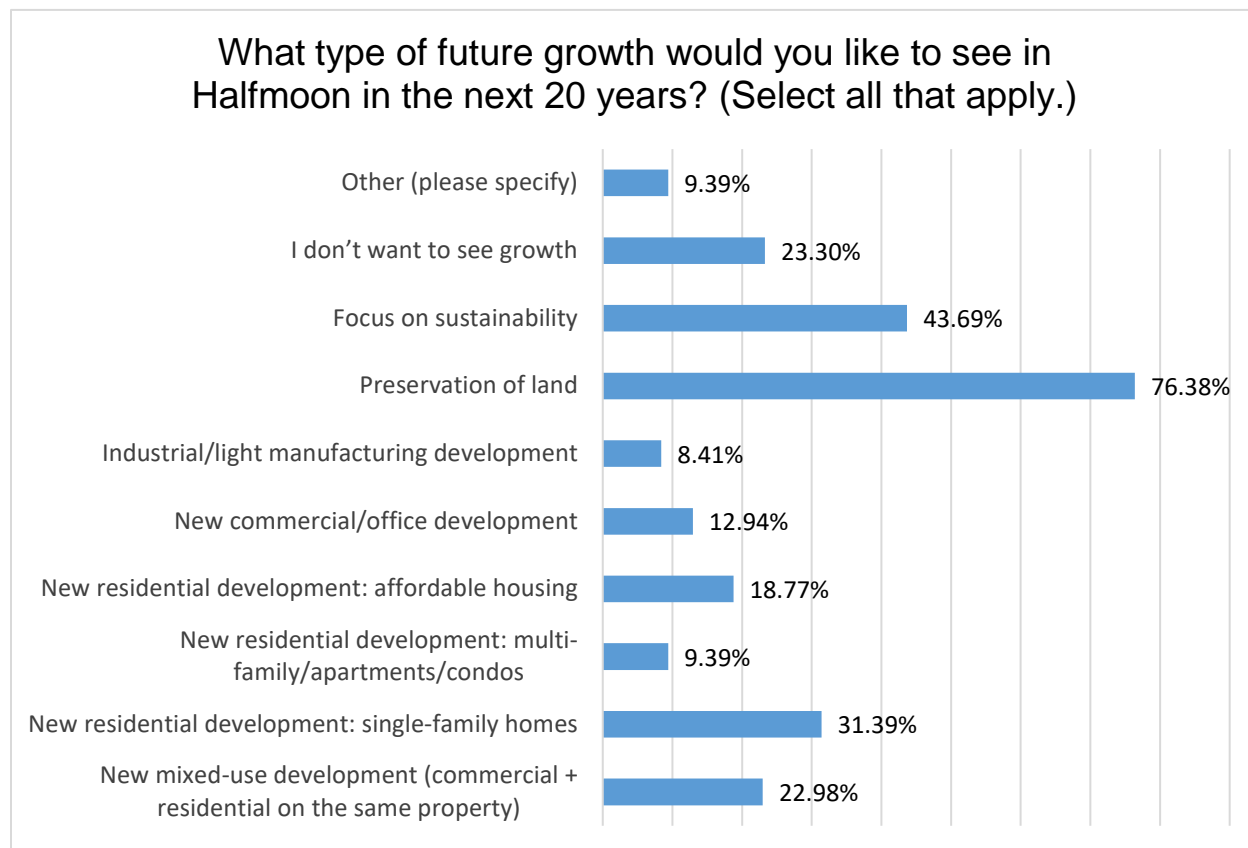
OVERVIEW

Agricultural lands, natural resources, and open spaces greatly influence the Town's landscapes and historic settlement patterns. The Town's history is deeply rooted in its agricultural past. In 1950, the Town had 146 active farms covering 15,640 acres. The number of farming operations within the Town has decreased, with only 1,047 acres identified as actively operating in the Northern Halfmoon Generic Impact Statement (GEIS) in 2002. Based on an analysis of current land uses within the Town, 3,895 acres are identified as agricultural lands, representing 18.7% of the total land in the Town. The Town has implemented zoning to sustain a balance between farms and agricultural operations and newly developed neighborhoods. The Agricultural-Residential (A-R) and Residential (R-1) zones include agricultural and open space resources. Agriculture continues to play a role in modern-day Halfmoon. The agricultural lands within Halfmoon take part in building the Town's community character and their features are a significant factor in families choosing to reside in Halfmoon. Agricultural resources are prevalent within the Town in areas north of Route 146, in northern Halfmoon, and east of Harris Road.

Maintaining and preserving open spaces was one of the most important values to the Halfmoon community. 79.87% of Community Survey respondents indicated that the preservation of land and open space was a major concern in the Town. Complimenting this, Table 9 below shows 76.38% of respondents indicating they would like to see more preservation in the future. Additionally, respondents ranked the importance of protecting natural resources and wildlife habitat as 4.58 out of a scale of 5. The town maintains several public access parks, but much of the open space in the town is privately owned. Open space and natural resources within the Town make Halfmoon a desirable place to live. Sustainable and resilient approaches to the maintenance, preservation, and identification of potential open space areas assist in maintaining the character of Halfmoon, even as rates of residential and commercial development increase throughout the Town. Incentive-based programs for farm operations, agricultural land, and open spaces may help offset costs for private landowners while keeping the natural beauty of the Town that draws residents and visitors to the area. The Town has

partnered with organizations such as Saratoga PLAN and has been successful in open space preservation efforts.

Table 9: Responses to Question 15 of the Community Survey



Sustainability and Resiliency

Sustainability typically refers to a community’s capacity to endure in the long run. For the Town of Halfmoon, this involves adopting practices and approaches that fulfill current needs without jeopardizing the ability of future generations to meet their own needs. Sustainability can be described in three dimensions: environmental, economic, and social. Balancing these dimensions is crucial for achieving a sustainable and resilient community.

Resilience refers to a community’s capability to endure adversity, disruptions, or shocks and swiftly recover from setbacks. Developing resilience often involves a combination of proactive planning, resource management, social support, and adaptive strategies. Resilience is a valuable attribute for communities, particularly as they navigate the growing complexities stemming from climate change.

CHALLENGES AND OPPORTUNITIES

Agriculture

Agricultural operations and infrastructure development required to support those operations can often be in tension with one another. The construction of the Interstate system as well as US and NYS Routes provided farmers with opportunities to distribute their products to distant markets, but transportation infrastructure often leads to the emergence of increased population growth surrounding the networks, which puts substantial strain on agricultural land uses over time. Additionally, in order to expand agricultural operations, a higher reliance on access to water and wastewater infrastructure is created. The introduction of municipal water and sewer networks can spur residential and commercial development, driving competition for limited resources. Historically, solar power generation technology has led to demand for undeveloped lands for solar arrays or other alternative energy production sites. This provides an opportunity to create land-lease agreements for farmers willing to supplement the incomes they receive from agricultural land uses but causes considerable concern about the potential loss of scenic and natural resources.

Agricultural land uses rely on the natural resources of an area. High-quality soils that drain well mark ideal areas for agricultural operations. Halfmoon Town Center was identified as a “Core Farm Area” in The Green Infrastructure Plan for Saratoga County, published in 2006. The region has an abundance of high-quality soil suitable for agricultural operations. Despite the growth of suburban and low-density residential development within the Town that has placed pressure on agricultural lands, farming operations still take place in rural portions of Halfmoon.

The Town of Halfmoon adopted the Right to Farm Law which intends to maintain and preserve the rural character of the Town, protect existing farms, and encourage the expansion of farming and agribusiness. This assists in the longevity of farming operations, ensuring farming operations can continue service free of interference or restrictions. There are several opportunities for farmers seeking financial or operational assistance. Potential informational, funding, and technical resources may include the following:

- [USDA \(New York\)](#)
- [New York State Department of Agriculture and Markets](#)
- [Farmers.gov \(USDA funding opportunity\)](#)
- [NYSERDA Agriculture Energy Assistance](#)
- [Saratoga County Agricultural Assistance](#)
- [Saratoga PLAN \(Conservation\)](#)
- [Capital Region Chamber of Commerce](#)
- [Cornell Cooperative Extension](#)

Another challenge large landowners and farmers often face is cost of owning their land. While there is no Town tax in Halfmoon, there are school, highway and Saratoga County taxes. There are avenues for some relief such as an agricultural exemption, which is a special valuation given to agricultural landowners to provide tax relief. The New York State agricultural assessment program under the New

York Agricultural Districts Law allows for reduced property taxes for land in agricultural production if certain eligibility requirements are met. The Farmers' School Tax Credit allows farmers to receive a tax credit from the state personal income tax or the corporation franchise tax to reimburse a portion, or all, of the school district property taxes. The New York State Department of Agriculture and Markets Department website (<https://agriculture.ny.gov/>) also offers more information on these programs as well as resources regarding farmland protection grant opportunities for eligible landowners.

The Town may seek to implement additional voluntary incentive-based programs for agricultural operations that include financial support opportunities, crop insurance, technical assistance and education, marketing/ distribution support, land preservation, conservation programs, environmental stewardship incentives, access to infrastructure, and promoting diversification of agricultural opportunities. Many of these options may apply to landowners in Halfmoon, strengthening the town's agricultural sector and ensuring long-term farming viability in the Town and County.

Farms and other agricultural operations impact the local economy beyond simply providing crops and produce. Agritourism activities, such as apple picking, maple syrup tapping, and Christmas tree harvesting, among other activities – can draw visitors from around the region. Halfmoon residents also interact with local agriculture by visiting nurseries for landscaping needs or visiting the Halfmoon Farmers Market at Town Hall, which takes place weekly throughout the year.



Photo of Farmer's Market Promotion at Abele Memorial Park

Throughout the public engagement process for the development of this Plan, stakeholders, and community members consistently emphasized the importance of agriculture in the Town. Preservation of agricultural lands, promotion of sustainable practices, and optional incentive-based programs emerged as main themes from these discussions. The community greatly values the existing farmland and open spaces in Halfmoon and recognizes its role in contributing to the character of Halfmoon, as well as the economic activity that it spurs. Concerns were raised around the loss of farms to residential and commercial development as well as the need to have sustainable agriculture. In addition to development pressure, it was recognized that taxes present a burden on farming operations.

Natural Resources and Open Space

Natural resources within the Town are locations that complement the Town's character and identity, serving a multitude of purposes including addressing environmental concerns, economic benefits, climate change mitigation, and preserving a high quality of life. Natural resources and open space preservation reflect a broad commitment to sustainability and the well-being of the wider community. For a better understanding of the natural resources within the Town. The following descriptions highlight some of the main natural resources within the Town:

Hudson River

The Hudson River borders the Town of Halfmoon to the east. The river flows from north to south primarily through eastern New York. It originates in the Adirondack Mountains and flows southward through the Hudson Valley, eventually draining into the Atlantic Ocean.

Mohawk River

The Mohawk River marks a southern boundary in the western portion of the Town of Halfmoon. It is the largest tributary of the Hudson River and is named for the Mohawk Nation of the Iroquois Confederacy. The river's east-west valley provided the setting and water for the development of the Erie Canal which runs parallel to the Mohawk River.

Champlain Canal

The Champlain Canal connects the Hudson River to the south end of Lake Champlain. Simultaneously constructed with the Erie Canal, its intended use was for commercial vessels. Today, it is mostly used by recreational boaters as part of the New York State Canal System and Lakes to Locks Passage. Lock C-2 on the modern Champlain Canal is located in the Town of Halfmoon. The lock is located on an island in the middle of the Hudson River and provides fishing services.



Photo of Park Area at Lock C-2

Halfmoon includes spectacular views of the Hudson and Mohawk Rivers throughout the central and eastern parts of the Town. Over 20% of the Town is made up of slopes greater than 15%, which can be defined as steep slopes. While these features are often considered environmental constraints to development, they are aspects of the landscape that provide access to sought-after views and scenery. The Land Use Framework & Connections Concept Plan (Section 12) integrates important viewsheds into future land use measures. The Town should consider protecting important viewsheds by preserving scenic vistas, landscapes, and natural or cultural landmarks from visual degradation. By updating the Town's Natural Resource and Open Space Conservation Plan and including a Natural Resource Inventory, the Town can identify current locations that fit certain criteria for viewshed and natural resource preservation.

Ongoing Efforts and Initiatives:

Access to open space is a crucial component in making Halfmoon an attractive place to live, work, and play. Open spaces and natural resources go beyond the aesthetic pleasures associated with the environment, they can serve as cultural hubs that foster a sense of community and can connect residents with easy access to nature. The Town published its Natural Resource & Open Space Conservation Plan in January 2010. The plan identifies natural resources and open space existing conditions, outlines criteria for selection, identification of open space areas, and strategies for natural resources and open space conservation. The plan identifies priority areas as well as several recommendations and strategies for each part of the Town for potential opportunities for conservation and preservation efforts. The Town should continue to monitor natural resources and open spaces in the Town and include the recommendations established in the plan during preservation efforts.

Another important aspect to be considered is maintaining the natural character of the Town through educating the public with a variety of programs, events, and community gatherings. The Town of Halfmoon Trails and Open Space Committee deals directly with advocating for improvements, preservation, and conservation of trails and open spaces. The committee offers valuable insight as it looks to enhance the community's network of linking trails, raise awareness surrounding access to natural amenities, and strive to maintain culturally and naturally important open spaces that may be impacted by future development.

In 2019, the Halfmoon Town Board enacted the Town's first Cluster Subdivision law to encourage development that preserves the maximum amount of open space and existing vegetation and trees, while allowing the Town's landowners to meet the growing demands for new housing. The Town also continued the use of the Planned Development District (PDD) process to provide incentives for "smart" development that balances the rights of landowners to develop their properties with the need to preserve and protect open space.

RECOMMENDATIONS

A-1: Offer optional and voluntary incentive programs to encourage new farm enterprises and support active farms through efforts to maintain operations and lower costs.

The Town should consider implementing optional incentive programs for farming and agricultural operations in the Town. The Town may look into potential opportunities for education and technical assistance services for active and inactive farms. Potential incentives are highlighted in the Natural Resource and Open Space Conservation Plan (2010) and include voluntary conservation easements, NYS farmland tax credit programs, and town-based incentive programs. Farmers may also seek assistance in identifying funding sources from the USDA, New York State, Saratoga County, and Saratoga PLAN.

A-2: Provide optional and voluntary incentive programs to conserve open space and habitat. As called out in the Natural Resource and Open Space Conservation Plan, strategies such as voluntary conservation easements, purchase of development rights, transfer of development rights, and outright land purchase or donations are some methods the Town may consider for further conservation of open space and habitat. Additionally, incentives such as density bonuses, tax relief, and relief from dimensional requirements may allow for further protection of resources and open spaces. The Town should consider incentive programs based on an analysis of the needs and challenges that are faced locally.

A-3: Protect and maintain viewsheds of the Hudson and Mohawk Rivers and surrounding ranges. Identifying, maintaining, and protecting the viewsheds within Halfmoon that overlook the Hudson and Mohawk Rivers should be considered by the Town. Identifying locations with important viewsheds may guide design standards in certain locations to ensure no or limited visual impacts. The Town may wish to implement Dark Sky principles, particularly in non-residential zones that need lighting, keeping low-level lights, controlling operational times of lighting, and types of lighting that limit the amount of blue-violet light (<https://darksky.org/resources/guides-and-how-tos/lighting-principles/>).

A-4: Review, and if determined necessary, update the Town's Natural Resource & Open Space Conservation Plan.

A Natural Resource Inventory (NRI) is a planning document that identifies naturally occurring resources within a given municipality or locality. An NRI describes existing natural resources, analyzes resources and associated data, and provides recommendations. The Town may seek to invest in an NRI initiative for its Natural Resource and Open Space Conservation Plan to build on the understanding of the natural environment and adjust planning practices, if necessary, to accommodate for natural resources and habitats. The Natural Resource and Open Space Conservation Plan can be accessed online at https://www.townofhalfmoon-ny.gov/sites/g/files/vyhlf4491/f/file/file/natural_resource_and_open_space_plan-final.pdf

A-5: Continue to increase awareness surrounding open spaces, trails, preserves, motorized and non-motorized boat access, etc.

The Town and its partner organizations should continue to promote awareness and outreach about the Town's open spaces, agricultural lands, and natural landscapes. The Town may undertake programming and education initiatives, publish newsletters, update maps, and/or provide an online

tool that assists in orienting community members with Halfmoon's many parks, open space areas, and recreational locations.

A-6: Partner with *Saratoga PLAN* and other regional organizations/groups to promote practical and creative open space/agricultural uses i.e. agritourism etc.

Organizations such as Saratoga PLAN work hand in hand with municipalities and landowners to address open space and agricultural preservation and conservation. As industry in Halfmoon has shifted from predominantly agricultural to commercial and industrial operations, the Town and its partners can continue to work with private landowners to establish plans for lands that are intended to be preserved. Organizations, such as the Saratoga PLAN, may also assist farms in transitioning to more modern uses such as agritourism.

A-7: Review zoning to ensure consistency with regulations that are compatible with agricultural activities under the Agriculture and Markets Law (AGM).

The Town should consider an analysis of consistency with the New York Agriculture and Markets Law, which intends to promote, foster, and encourage the agricultural industry. The legislation, as of 2021, outlines regulations for nearly every potential type of agricultural activity. It is prudent that the Town accommodates this legislation through its zoning and building regulations. The Town may wish to update local agricultural protection laws, such as the Right to Farm Law, to further meet the needs of the farming industry in the Town.



Photo of Halfmoon Town Hall

SECTION 11: GOVERNANCE



GOVERNANCE

OVERVIEW

Towns are local government units responsible for addressing and providing the needs of their residents. Those needs include a variety of main functions such as road maintenance, police stations, recreational offerings, land use development permits, property assessment, provision of water, and storm drainage infrastructure to protect public health. The Town of Halfmoon works to provide these services efficiently and in a fiscally responsible manner to meet the community’s needs.

Local government functions in Halfmoon are carried out and directed from Halfmoon Town Hall, located at 2 Halfmoon Town Plaza. The Halfmoon Town Plaza also includes the justice court and a Saratoga County Sheriff division at 1 Halfmoon Town Plaza and functions together to coordinate Town services. Both locations are open to the public for assistance with a variety of needs and functions. Other services such as emergency medical services, fire response, parks and recreation, and senior services are handled throughout various locations in the Town.

Fire

Four fire districts cover fire response within the Town, each with a responsibility for a given area. These fire districts include:

- Clifton Park / Halfmoon Fire Department – 38 Old Route 146, Clifton Park
- Halfmoon / Waterford Fire Department – 315 Middletown Road, Waterford
- Hillcrest Fire Department – 145 Pruyn Hill Road, Mechanicville
- West Crescent Fire Department – 1440 Crescent Vischer Ferry Road, Halfmoon

Emergency Medical Services

The Town of Halfmoon has EMS service providers that provide prehospital medical care to sick and injured patients. The Clifton Park and Halfmoon Emergency Corps serves the towns of Clifton Park, Halfmoon, and the City of Mechanicville and has an annual call volume of 8,216 within a service population of 80,000. The Saratoga County Office of Emergency Management assists EMS service agencies with emergency response management and 9-1-1 response. The Clifton Park / Halfmoon Emergency Corps is located at 15 Crossing Boulevard.

Senior Services

The Halfmoon Senior Center, located at 287 Lower Newtown Road, Waterford operates Monday through Friday from 9:00 a.m. to 4:00 p.m. and offers a variety of services to senior citizens. The Senior Center includes a fitness center, library, and recreational room. Additionally, programming that consists of a

range of activities, classes, and even trips is offered. The Senior Center is a Congregate Meal Site for the Saratoga County Office for the Aging Home Delivered Meal Program and offers daily nutritious meals. The Senior Center also provides technical assistance for programs such as the Home Energy Assistance Program which assists households decrease heating costs. Lastly, the Senior Express service functions out of this location and brings residents 55 and older to important appointments, grocery shopping, hair services, and to activities at the Senior Center. The Town funds the shuttle which operates between 7:00 a.m. and 3:00 p.m. Patrons can access the service by calling the Van Dispatcher at 518-664-2186.



Photo of the Halfmoon Senior Center

Parks & Recreation

The Halfmoon Parks Department oversees the maintenance of property including the Town Hall Complex, Town Parks, Athletic Fields, Trails, and Cemeteries. The department also schedules athletic field use and provides logistical support for Town functions and events. The Parks Department works with the Recreation Department, which focuses primarily on programming in the Town. The Recreation Department oversees the development, operations, scheduling, and coordination of recreation programs in the Town.

The Town offers a summer recreation camp that runs from July to August for school-age children. The Recreation Department hosts a variety of community events at Town Parks throughout the Town. Additional programming includes Santa's Mailbox, ski and snowboard lessons, Thanksgiving food drives, and organized trail walks. Activities are updated and published on the Town's calendar. The Town recognizes the importance of providing recreational opportunities for youth and adults as part of its commitment to community well-being and development. Youth sports offered include baseball, softball, soccer, tennis, and pickleball. Additionally, the Town provides workout stations and adaptive playground equipment in the Town Park for all to use.

Police

Law enforcement in the Town is provided by the Saratoga County Sherrif Department, with a substation located at 1 Halfmoon Town Plaza, sharing the location with the New York State Police. The County Sherrif's Office is responsible for covering more than 8 square miles and consists of more than 20 towns, cities, and villages under their jurisdiction. The Sherrif's Office has a contract in place with the Town to provide specialized services and work in conjunction with the State Police to provide the safety and security of Halfmoon residents. The Sherrif's Office is responsible for a wide range of public safety and

health services that include first response, crime investigation, and law enforcement. The Town does not have its own municipal police force.

Code Enforcement

Code enforcement in the Town of Halfmoon is carried out by the Town's Department of Building, Planning and Development. The department's responsibilities include, but are not limited to:

- Responsible for enforcing NYS Uniform Fire Prevention and Building Codes as well as all Local Laws.
- Review all building construction drawings for residential and commercial and issue permits.
- Work closely with the professional planning staff on development proposals.
- Perform Fire Inspections yearly for all businesses in the Town of Halfmoon, currently there are more than 530 businesses.
- Issue parking tickets and appearance tickets for violations.

Schools

Public education in the Town is provided primarily by Shenendehowa Central School District. Residents in the northeastern and southeastern portions of the Town, however, are served by Mechanicville City School District and Waterford-Halfmoon Union Free School District, respectively. Shenendehowa serves 9,850 students from Clifton Park, Halfmoon, Ballston Lake, Round Lake, Malta, and parts of Waterford, Rexford, Mechanicville, and Stillwater. Shenendehowa has 8 elementary schools, 3 middle schools, and 2 high school buildings.

Library

The Clifton Park Halfmoon Library is located at 475 Moe Road, Clifton Park, and facilitates the library's role as a provider of services and a community gathering space. In addition to its print and digital collections, the library provides an array of services for patrons of all ages, including financial literacy, craft classes, children's story time, and computer literacy. In 2002 a vote passed to enlarge the district to include Halfmoon and the name was changed to reflect the intermunicipal nature of the library. In 2006, a new library building was opened at its current location.

Boards and Committees

The Town Board acts as the legislative, governing, and policy-making body of the Town. The Town Board approves the budget, votes on appropriations throughout the year, adopts "Local Laws", and appoints officials to various other boards and committees within the Town. The Town Board is responsible for final approval of any zoning changes and enactment of Planned Development Districts. The Town Board utilizes all of its resources to improve the quality of life in the Town of Halfmoon.

The Planning Board consists of seven (7) Town Board-appointed members and two (2) alternates. The Planning Board's primary responsibility is reviewing development applications for subdivisions, site plans, special use permits, changes in use and tenancy, and signs and provides recommendations on Planned Development Districts to the Town Board. The Planning Board also ensures that each application complies with the regulations implementing the NYS Environmental Quality Review Act.

The Zoning Board of Appeals consists of five (5) members appointed by the Town Board and two (2) alternates. The primary function of the Zoning Board of Appeals is to interpret the Town Zoning Code, hear applications for area variances, and use variances concerning the Town Zoning Code.

The Ethics Committee oversees the Town's adherence to ethical standards as outlined in the Town's Code of Ethics, ensuring its functions are conducted with integrity. Additionally, the Ethics Board offers guidance to Town officers and employees on matters concerning the Code of Ethics.

The Business and Economic Development Committee creates strategies for building Halfmoon's economic base. The Committee identifies opportunity areas, conducts research and analysis, and works alongside the Saratoga Economic Development Committee and The Capital Region Chamber of Commerce.

The Residents Relations Committee works to identify community needs, identify potential opportunities, and advocate on behalf of residents to Town leaders. The Committee also runs the Halfmoon Heroes program that aims to highlight residents who deserve to be honored but are often not recognized.

The Trails and Open Space Committee aims to allow continuing citizen input and advisory commentary for future trail and open space plans or projects in Halfmoon. The Committee often works with the Town on related planning initiatives, such as the Trails Master Plan and the Open Space Plan.

The Board of Assessment Review consists of five (5) members appointed by the Town Board to review annual property tax grievances filed by property owners in the Town.

Infrastructure and Public Utilities

Section 7 of this plan discusses infrastructure and utilities within the Town ([page 67](#)). Additional utility information is further discussed below:

The National Grid utility provider supplies electric and gas services to Halfmoon homes. Electrical transmission infrastructure limitations in the Town and wider region have influenced Town decision-making on the cost-effectiveness of installing solar energy infrastructure at Town-owned sites such as the former landfill.

Internet service is available to Halfmoon residents from a variety of private providers including Spectrum, Verizon, AT&T, T-Mobile 5G Home Internet, Earthlink, Starlink, and others. High-speed internet access has increased in importance with developments in remote/hybrid work arrangements, remote schooling during pandemic closures, e-commerce, and the shift to online public information delivery. High-speed internet service refers to an internet service of at least 100 megabytes per second (Mbps) download and 10 Mbps upload.

Growth

Development in the community is directed by the Town of Halfmoon, Part I, General Legislation, Chapter 165 Zoning (§165-1 - §165-92). The legislation was initially adopted in 1964. The law addresses the use of property in residential, commercial, industrial, and other areas within the Town. The legislation covers but is not limited to, buildings, signs, lighting, parking, major landscaping, and dimensional requirements. The local law is administered daily and enforced by the Department of Building, Planning and Development. The Town's existing Code breaks down the land area of Halfmoon into the following districts:

- A-R: Agricultural Residential
- R-1: Residential
- R-2: Mobile Home Park
- R-3: Residential
- PDD: Planned Development District
- PO-R: Professional Office/ Residential
- C-1: Commercial
- LI-C: Light Industrial Commercial
- M-1: Industrial
- M-2: Clean Manufacturing
- TO: Town Owned
- NB-1: Neighborhood Business District
- CC-1: Champlain Canal Overlay District
- W-1: Waterfront Mixed Use
- W-2: Waterfront Commercial

The Town Board, the Planning Board, and the Zoning Board of Appeals apply the Town Code and other regulations to land development proposals. The Planning Board is responsible for reviewing various types of land use applications to ensure the orderly development of the Town and performs functions that include subdivision review, special use permit approval, and site plan review. The Planning Board is guided by the Town's Comprehensive Plan and local ordinances like the Town Zoning Code and subdivision regulations. All interpretation questions, and petitions for relief, such as area and use variances, are addressed by the Zoning Board of Appeals. The Halfmoon Town Board establishes, revises and amends the Halfmoon Town Code as it relates to these zoning districts, along with enacting and amending Planning Development Districts (PDDs).

RECOMMENDATIONS

G-1: Update the Town Zoning to be consistent with the Comprehensive Plan Update.

Per New York State Town Law §272-A, "all Town land use regulations must be in accordance with a comprehensive plan". Per New York State requirements the Town Zoning Code must be consistent with the contents of the Comprehensive Plan. The Town Zoning Code should reflect the ideas outlined in this plan including, but not limited to:

- Promoting a range of accessible housing options.
- Encouraging redevelopment of vacant properties.
- Preserving open space while meeting the housing needs of a growing population in a desirable community.
- Ensuring development that is compatible with Town character, particularly in rural Halfmoon, and minimizes conflicts between land uses.

G-2: Continue to provide all areas of the community with a high level of fire, police, and emergency medical response services.

Providing a high level of fire, police, and emergency medical response services is crucial for ensuring the safety and well-being of Halfmoon residents. These services safeguard lives and property by promptly addressing incidents such as fires, criminal activity, and medical emergencies. An effective emergency response system contributes to community resilience, fostering a sense of security and trust. Therefore, the Town should continue to coordinate with the independent agencies to foster efficient and practical responses. The Town has an emergency management coordinator to assist in these matters.

G-3: Ensure that Halfmoon households and businesses have access to a high-speed internet connection and mobile telecommunications services.

The value of high-speed internet connectivity was highlighted by business and school closures in 2020 and 2021, due to the Covid-19 pandemic. The internet has become an essential link to education, news, and commerce; ensuring universal access is an important step not only for equity in education but also to stimulate home-based business opportunities and to keep residents informed of important Town

initiatives. Working with community stakeholders such as school districts, the Clifton Park-Halfmoon Library, and the Capital Region Chamber of Commerce, the Town should pursue available State funds and initiatives to ensure equitable, reliable access to high-speed internet service and mobile telephone service in all areas of Halfmoon.

G-4: Continue to coordinate with the Town of Clifton Park, the City of Mechanicville, the Town of Waterford, and the Town of Stillwater on the maintenance and management of shared locations.

The Town of Clifton Park is located entirely along the western border of Halfmoon. Although it is a separate municipal entity with its own elected leadership, the Town provides commercial offerings to Halfmoon residents and shares many common concerns and opportunities. Continuing the excellent and productive working relationship between the two Town leaderships and staff will be important to advance goals such as multi-use trail connectivity, preservation of open space, and other concerns. Many current advancements in trails, open space, traffic mitigation, and development have been the result of joint efforts between the municipalities. Halfmoon should continue its collaboration with the City of Mechanicville, the Town of Waterford, and the Town of Stillwater in appropriate locations to further improve connections between municipalities and accomplish important, regional goals as laid out in this plan.

G-5: Identify potential opportunities to update Town Land Use Codes to incorporate sustainable development practices.

- Consider modern Green Infrastructure practices in public and private development projects.
- Ensure compliance with updated DEC stormwater management requirements.
- Consider implementing “Dark Sky” compliant principles into development requirements.
- Continue to emphasize and incorporate non-motorized transportation infrastructure, connecting neighborhoods and amenities.



Photo of Water Storage Tank

SECTION 12: LAND USE FRAMEWORK & CONNECTIONS CONCEPT PLAN



LAND USE FRAMEWORK & CONNECTIONS

CONCEPT PLAN

OVERVIEW

The Town of Halfmoon has experienced many changes over the last several decades, from a rural agricultural community to a suburban town with an active commercial and retail base, distinct neighborhoods, and a center of employment in the region. In order to successfully plan for the future, the Town should continue to develop land use regulations that provide flexibility to address the changing needs of business, industry, and their residents. To maintain and improve upon the community's current position, the Town's current land use composition was considered at great length to shape a path to guide and accommodate future development. The Land Use Framework and Connections Concept Plan (Concept Plan) is not zoning, but rather a generalized depiction of the current land use pattern. As the regulatory document tasked with addressing density, area and bulk standards, and permitted uses, the Halfmoon Zoning Code needs to reflect the concepts, direction, and recommendations set forth in the comprehensive plan in accordance with *NYS Town Law 272-A*. The various land use categories represent the primary intended uses desired or anticipated for each section of the community. Several important points about the land use categories and recommendations related to land use include:

- The land use categories on the Concept Plan are not zoning districts. The land use categories are broader and more generalized than zoning districts. The boundaries of zoning districts are highly specific and should only be reshaped through a formal zoning code update process.
- The boundaries for each of the land use categories in the Concept Plan are intentionally non-precise and are meant to be fluid and transitional. The gray and white areas on the maps intend to identify areas between different land use categories and to acknowledge that they are comprised of a mixture of different uses. New and existing land development in these areas should consider buffers between land uses and mixed-use development. The map series does not propose changing specific land uses within these areas. The land use categories in the Concept Plan are general guides to help steer future zoning and other regulatory amendments. NY State law mandates that zoning must be in conformance with the policies of the comprehensive plan.
- The land use categories are reflective of the current and anticipated primary uses within the various sections of Town. The Concept Plan should be viewed as both a vision to be worked towards as well as a tool to guide the community towards that vision.
- Implementation of any land use recommendations within the Concept Plan will require a zoning amendment proceeding per NYS Town Law.

A key factor in developing the Land Use Framework and Connections Concept Plan is to reflect the community's vision and guiding principles. That vision includes the most intense uses along Route 146

and Route 9, with uses becoming less intense as one moves away from the Town's major transportation arterials. The community's vision centralizes around maintaining the Town's high quality of life by thoughtfully balancing the residential experience with appropriate commercial and industrial development. The character of neighborhoods is supported in the vision through its emphasis on walkability and connectivity to Halfmoon's activity nodes.

Each of the goals of the comprehensive plan is reflected within this Concept Plan. It provides the contextual framework for improving and maintaining the community's quality of life, placemaking, historical, cultural, and recreational amenities, economic growth and sustainability, infrastructure, housing, transportation and mobility, agriculture, open space, and resiliency. Each of these plan elements are able to be analyzed individually and as they relate to one another through the lens of this Concept Plan currently and it can also be used to understand how those relationships might change with anticipated and future development.

The following section provides descriptions of each land use category and element.

LAND USE FRAMEWORK CATEGORIES

Commercial Activity Nodes

The Commercial Activity Nodes intend to identify locations within the Town that include a high density of commercial activity, easy access for consumers, and highlight locations to focus on attracting new businesses and expanding the existing base. These nodes call out vibrant and attractive destinations to shop, work, and gather, and are centrally located within the Town.

By contemporary definitions, Commercial Activity Nodes are characterized as commercial centers that include streetscape design, pedestrian connections, and other amenities that create spontaneous activities within the Town's commercial hubs. Developing new mixed-use nodes in these areas tied with non-motorized transportation facilities is also compatible with this intent. The following is a description of each commercial node.

- **Intersection of Route 9 and Route 146:** This node centers around the eastern portion of Clifton Park Hamlet. This area is characterized by large-scale shopping centers on each corner with some interspersed multifamily residential development. Vehicular traffic congestion tends to be extremely high within this node and limited pedestrian amenities are present, including crosswalks and sidewalks.
- **Halfmoon Crossroads:** Located at the intersections of Route 9, Route 236, Grooms Road, and Guideboard Road, this node centers around the three close-knit intersections of this triangular crossroads. This area is characterized by small to medium shopping centers, standalone small businesses, and a variety of residential development types. Pedestrian amenities are limited in this node, while vehicular traffic congestion is very high.

TOWN OF HALFMOON



Land Use Framework & Connections Concept Plan

DRAFT
July 2024

LEGEND

- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Halfmoon Trails*
- Parks / Outdoor Rec
- Water Body

Future Land Use

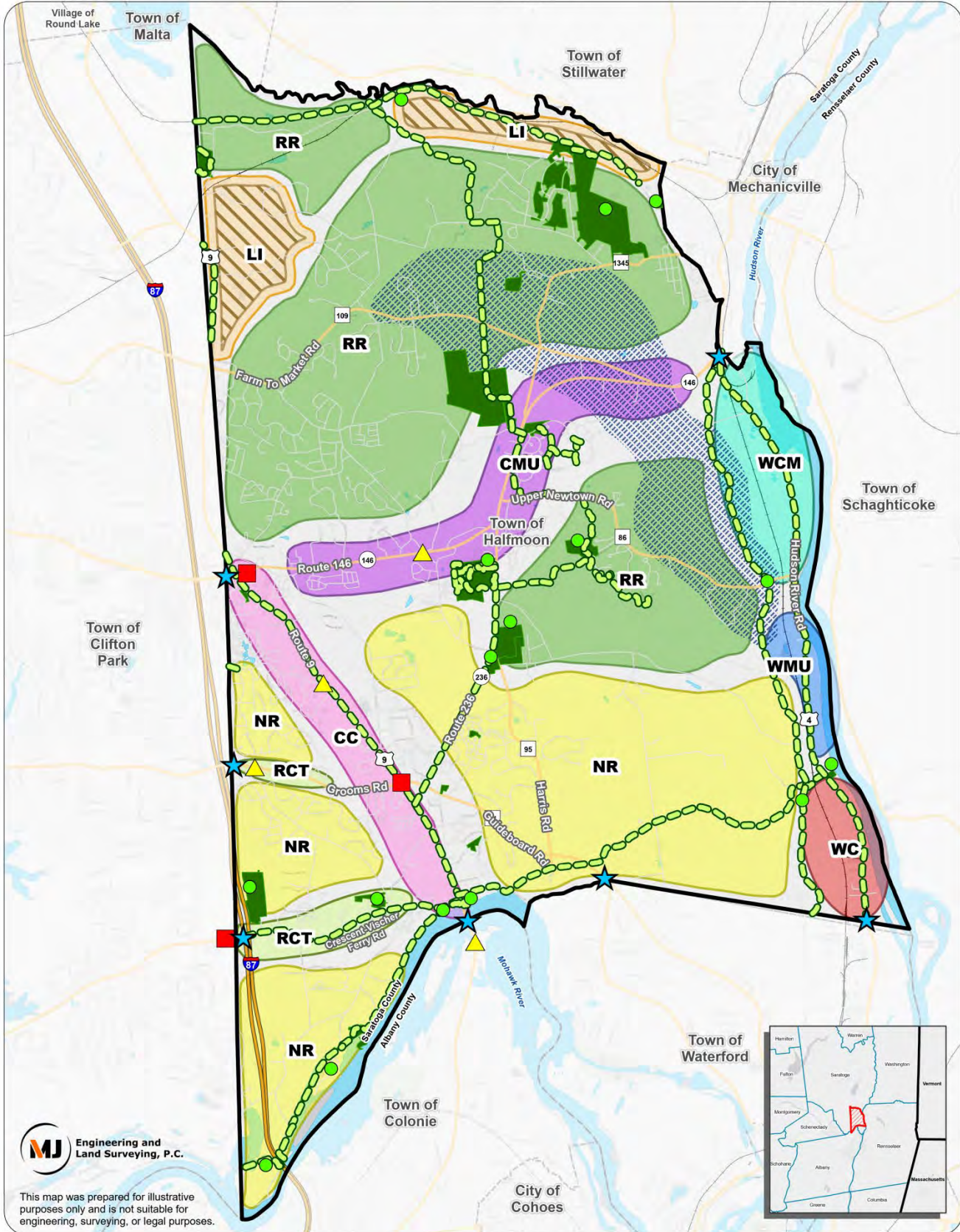
- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)
- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed



0 0.5 1 Miles

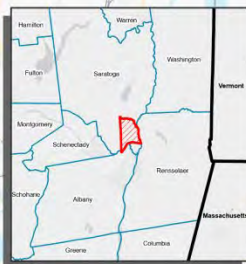
*Trails shown include current and proposed

Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthoimagery 2022



MJ Engineering and Land Surveying, P.C.

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



- **Exit 8:** Located at the intersection of Crescent - Vischer Ferry Road and I-87, this node centers around the highway-oriented businesses east of I-87 to Dunsbach Road. This area is characterized by a mix of standalone businesses surrounded by low-density housing. Traffic congestion tends to be medium and limited pedestrian amenities exist along the north side of Crescent - Vischer Ferry Road.

Transportation Activity Nodes

The Transportation Activity Nodes intend to identify locations within the Town that experience high levels of use by residents, visitors, and regional commuters. These locations are primarily used by personal vehicle travelers but there are opportunities for the implementation of pedestrian and multimodal accommodations to enhance the experience of traversing the Town. The following is a description of each transportation node.

- **Route 9:** This corridor is an existing commercial and professional business area that has long been established within the Town of Halfmoon. This area includes a large variety of strip mall-style buildings, free-standing commercial structures, office parks, and residential dwellings. Route 9 runs north to south along nearly the entirety of the western portion of the Town. People use this corridor to commute between work and home, find shopping options, and to access additional travel routes in surrounding municipalities such as the City of Mechanicville, the Town of Colonie, and the City of Cohoes. The roadway also services the residents of neighborhoods in the immediate area who are looking to access Interstate 87 and Route 146.
- **Route 146:** This area marks another major thoroughfare within the Town. This roadway experiences high traffic each day, as it serves to connect residents with the neighboring Town of Clifton Park to the east and the City of Mechanicville, and Route 4 to the west. Traveling along this route from east to west, one will experience the transition from commercial and light industrial businesses along the frontage of the road to primarily residential and commercial land uses, former and current agricultural lands, and pockets of open spaces in between. This area is intended to continue to attract business and light industrial operations while maintaining the residential character of the surrounding periphery. This corridor serves the immediate neighborhoods that exist close to the roadway but may be a focus in the future for further multi-modal transportation accommodations to create a community feeling that thrives on beautiful streetscape design, pedestrian and bike accommodations, and connections from surrounding neighborhoods to businesses, community services, and to other major transportation routes within and around the Town.
- **Grooms Road and Woodin Road:** This transportation activity node marks a major connection within the Town. This area marks an important access point for travelers and commuters as it provides access to the Town of Halfmoon via Interstate 87 in addition to traffic flow coming from Clifton Park. Grooms Road connects to Route 9 and Guideboard Road, a major travel way for those looking to access the Route 9 corridor and neighborhoods throughout the southern and southwestern areas of the Town. This corridor experiences high travel rates primarily during rush hours. Travelers also use Woodin Road to access Sitterly Road which includes

another access point to Clifton Park, connections to the Crossing at Halfmoon shopping center, apartment complexes, neighborhoods, and office buildings.

- **Route 9 and Vischer Ferry Road:** This activity node marks a primary entryway into the Route 9 Corridor from the Town of Colonie and is within the Hamlet of Crescent. This entry point experiences high commuter traffic as one of the two bridges over the Mohawk River. Upon entry traffic splits between Crescent - Vischer Ferry Road, Church Hill Road, and Route 9. This transportation node tends to get congested when major backups occur on I-87 during rush hour traffic, with many residents of the Town of Clifton Park, City of Mechanicville, Town of Stillwater, and beyond traversing Halfmoon as part of their morning or evening commutes.

Parks and Recreation Activity Nodes

These locations are identified as locations in which community members gather in central locations in town that offer an array of amenities for those looking to participate in sports activities, host outdoor gatherings, or simply enjoy the outdoors. The Town of Halfmoon offers ample opportunities for outdoor recreation activities through town-owned and privately-owned parks and open spaces. Notable locations include Crescent Park, Halfmoon Town Park, Lighthouse Park, Woodin Road Softball Fields, and the Fairways of Halfmoon Golf Course. Connecting these activity nodes are a series of multi-use trails including the Zim Smith Trail, Champlain Canal Trail, and Erie Canalway Towpath. Additionally, many neighborhoods include designated greenspaces within their limits for residents to enjoy.

Gateways

Gateway points serve as locations in which travelers access the Town's main roads, neighborhoods, and commercial areas. There are many gateway points in Town, marked by Town signage, introducing those entering and exiting town limits. These locations are significant in building a sense of awareness that one has arrived in the Town and can begin to explore all that the Town has to offer as it relates to transportation, commercial activity, residential areas, historic areas, and parks/ open space amenities. These locations are potential areas to focus placemaking efforts that enhance the personal experience of each person traveling through or reaching their destination within the Town. These locations are heavily traveled via motorized vehicles and should offer a visual and aesthetic appeal that helps to orient all who visit, work, and live within the Town.

TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

DRAFT
Residential Development
July 2024

LEGEND

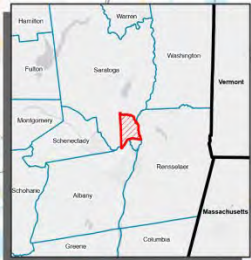
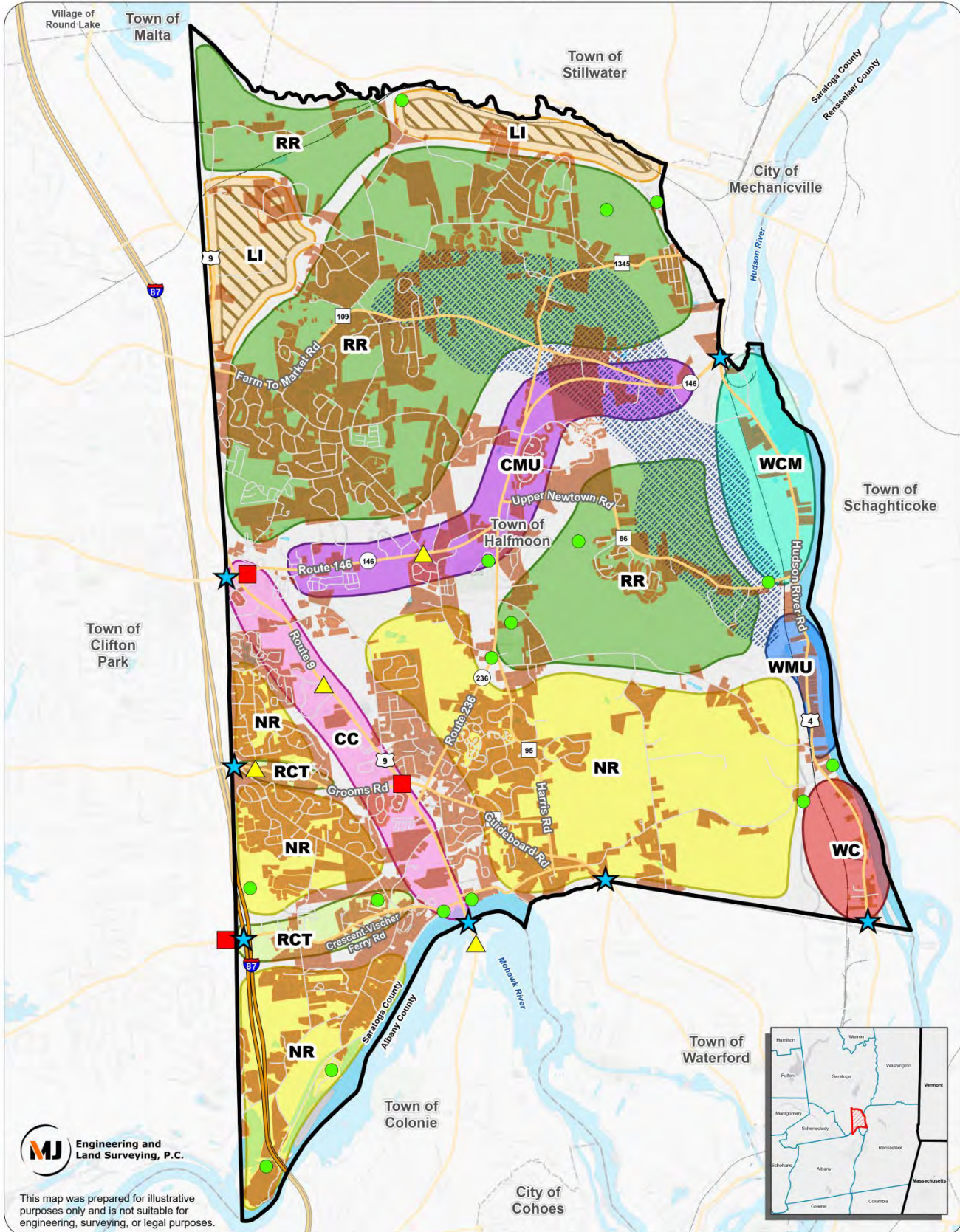
- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Water Body
- Residential Parcels

Future Land Use

- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)
- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed

0 0.5 1 Miles

Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthom imagery 2022



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TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

Planned Development Districts (PDD)
July 2024

LEGEND

- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Water Body
- Zoning - PDD

Future Land Use

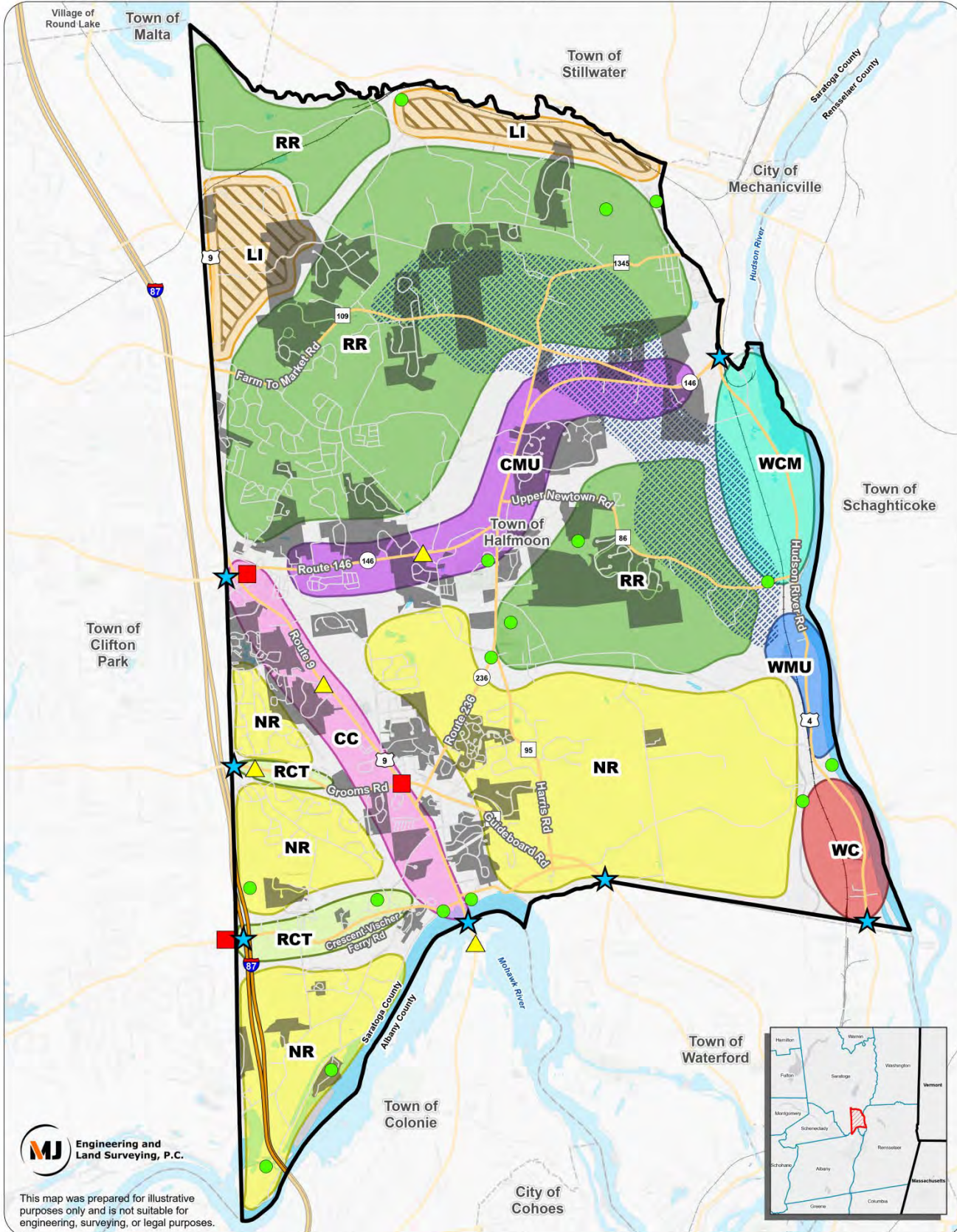
- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)

- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed



0 0.5 1 Miles

Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthimagery 2022



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Land Use Categories

Rural Residential (RR): The Rural Residential areas intend to encourage agricultural, rural, open space, and low-density residential uses designed to retain the open space and rural character of the community. This area includes a large area in the northern portion of the Town that includes single-family homes, neighborhood subdivisions, and large tracts of agricultural land and open space. This area should allow further residential development without sacrificing the character and integrity of some of Halfmoon’s largest agricultural tracts of land.

Neighborhood Residential (NR): The Neighborhood Residential designation includes areas of moderate-density residential, community-supported commercial, and agricultural uses. These areas are large and cover much of the southern part of Town and provide direct access to the commercial corridor at Route 9 and the waterfront along Route 4. These areas contain a mix of single-family and multi-family residences. The NR areas are intended to be pedestrian-oriented with attractive streetscapes and an emphasis on developing better connections to commercial activity centers.

Commercial Mixed-Use (CMU): Commercial Mixed-Use areas include linear areas along Route 146 and serves as a connecting corridor between activity centers and gateways. The CMU allows for a variety of uses with an emphasis on commercial and some residential uses. These areas are primarily auto-oriented but connect to regional trail networks and neighborhoods. Design guidelines are encouraged along these corridors to create a consistent character along Route 146 over time. A transit-oriented development approach is encouraged in these areas to allow for a mix of uses that emphasize pedestrian-oriented environments and encourage the use of public transportation.

Commercial Corridor (CC): The Commercial Corridor is one of the most traveled sections of the Town and boasts a wide range of businesses, services, offices, and connections to surrounding neighborhoods. This area is encouraged to maintain and continue to improve the development of office and business uses that are easily accessible by major transportation corridors such as Route 9 and Route 146. The redevelopment of vacant spaces or infill of larger parcels is encouraged to allow for a mix of uses and to create more pedestrian-friendly commercial plazas.

Residential / Commercial Transition (RCT): The Residential / Commercial Transition areas intend to identify locations of town that transition from predominantly residential areas to small and moderately sized businesses through heavily traversed local roads. Encouraging a mix of uses while maintaining the residential feeling of the area through design guidelines will improve access to businesses located within these areas without allowing more intense commercial operations.

Waterfront Commercial (WC): The Waterfront Commercial category intends to balance industrial and commercial uses near the waterfront with existing residential dwellings. This area includes a variety of uses that include small businesses, industrial operations, and waterfront access points. Allowable uses in this area are flexible and emphasize waterfront access opportunities.

Waterfront Mixed-Use (WMU): Waterfront Mixed-Use intends to offer higher levels of density for mixed residential and commercial businesses while also offering waterfront access opportunities. This area offers a variety of allowable uses to assist in creating a sense of community that includes access to goods and services for residents in the immediate area or those traveling along Route 4.

TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

DRAFT

Commercial Development
July 2024

LEGEND

- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Water Body
- Commercial Parcels

Future Land Use

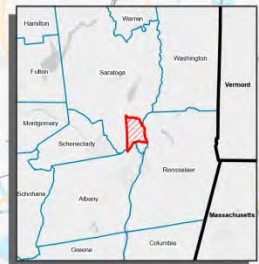
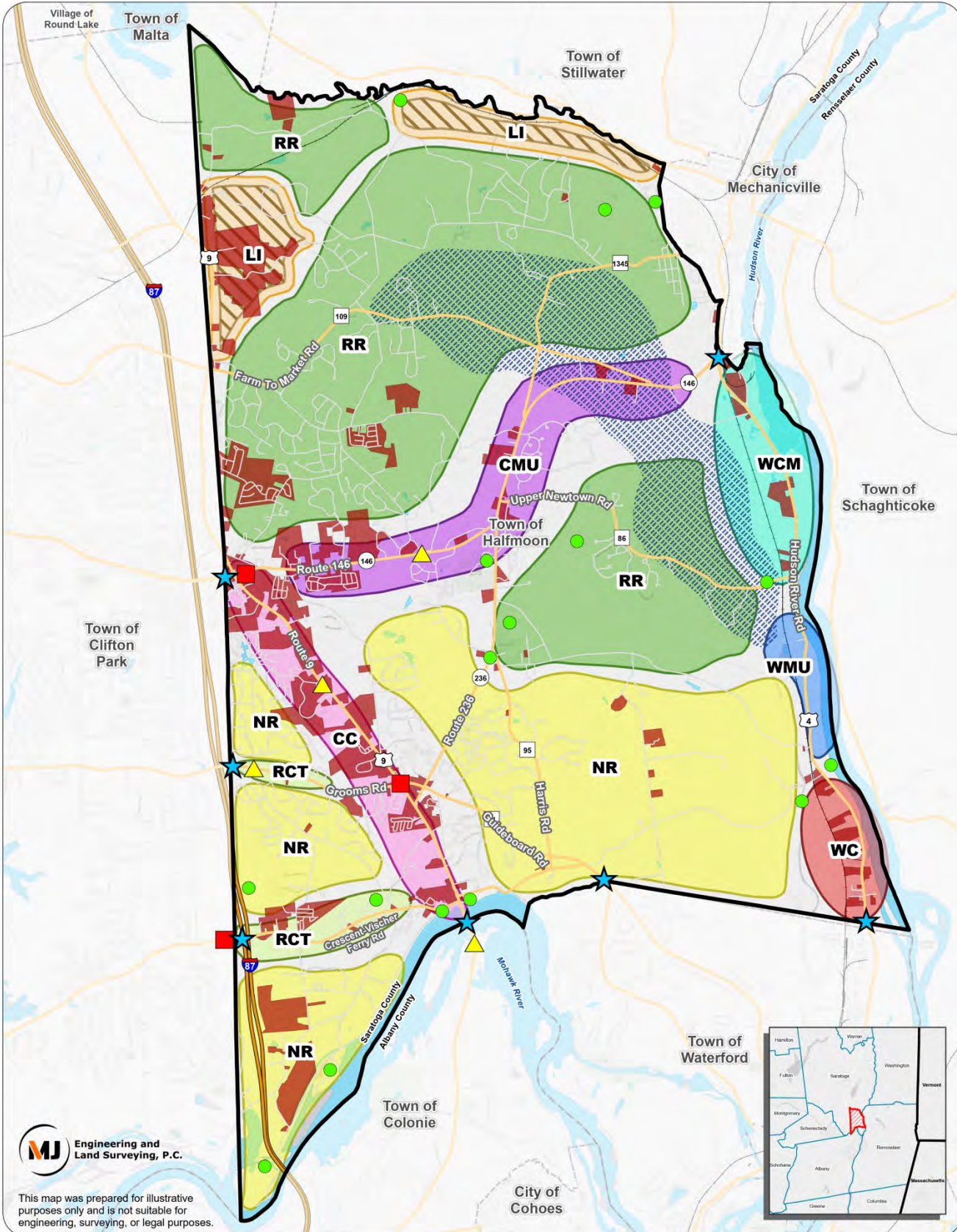
- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)

- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed



0 0.5 1 Miles

Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon
Tax Parcels - Roll Year 2022, Basemap - NYS Orthimagery 2022



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TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

Industrial / Manufacturing Development

July 2024

LEGEND

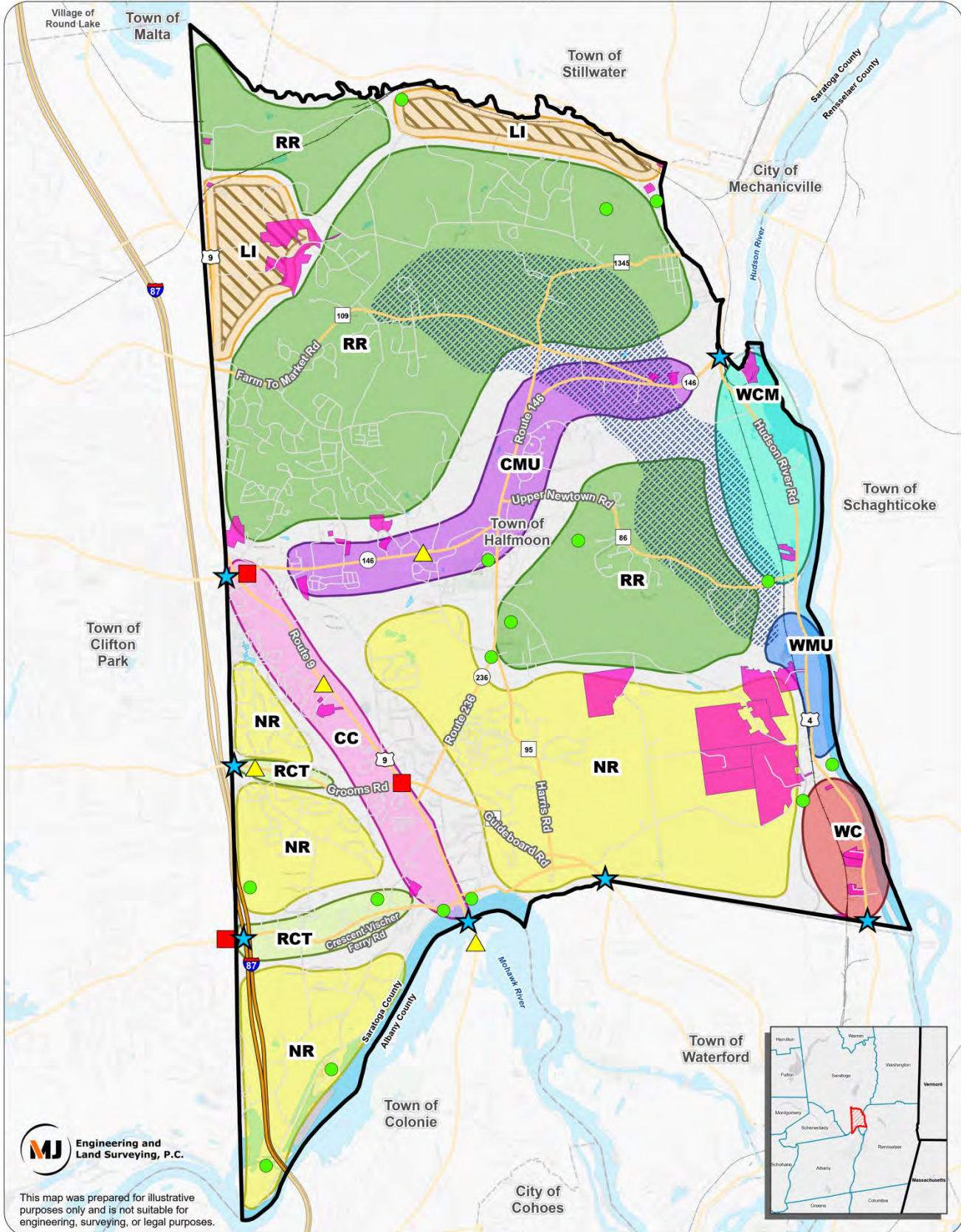
- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Water Body
- Industrial/Manufacturing Parcels

Future Land Use

- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)
- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed

0 0.5 1 Miles

Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthomage 2022



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Waterfront Clean Manufacturing (WCM): The Waterfront Clean Manufacturing area intends to establish an area within the Town that allows clean manufacturing businesses to take advantage of existing rail services and the waterfront. This area includes existing residential uses but only allows for the expansion or modification of residential dwellings. This area primarily focuses on bringing in new manufacturing facilities, professional offices, and laboratory facilities.

Light Industrial (LI): The light industrial areas highlight locations in the town that are designated to provide opportunities for industrial operations. These areas include Residential / Commercial Mixed-Use overlays which intend to identify that these areas are not exclusively industrial, but rather a mix of the above uses. Design standards should be maintained and improved to accommodate intense industrial uses within proximity to other businesses and existing residential areas. Including buffers to residential properties and maintaining specific lighting and landscaping standards will serve to protect the quality of life for those who live and operate businesses within these areas of Town.

Known Wetlands: Understanding the relationship between wetlands and development is crucial to the efficient and sustainable growth of a community. The Town should balance the intensity of development surrounding these sensitive, yet vital ecosystems. While mapped state and federal wetlands are found throughout the Town of Halfmoon, they exist in the highest concentrations near major waterbodies including the Hudson River, Mohawk River, and Round Lake. The Waterfront Clean Manufacturing land use area has the highest percentage of wetlands within the Concept Plan. The majority of commercial development is located away from the primary wetlands.

Steep Slopes (>15%): Steep slopes have historically been a major limiting factor for development and the Town of Halfmoon has more than its fair share due to its location along two major rivers. Development should take into account both the potential for negative impacts and the protection of viewshed when considering the scale of development within these areas. The highest concentration of steep slopes are found within the Light Industrial, Rural Residential, and Neighborhood Residential land use areas.

Scenic Viewshed: These areas have been included on the map to highlight the locations of important scenic views. New development in these areas should consider visual impact and building requirements should consider the wider impact of structure height, tree clearing, and light pollution.

TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

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Known Wetlands
July 2024

LEGEND

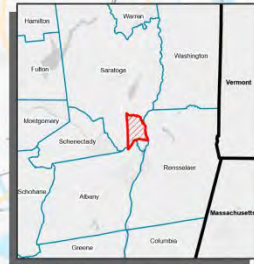
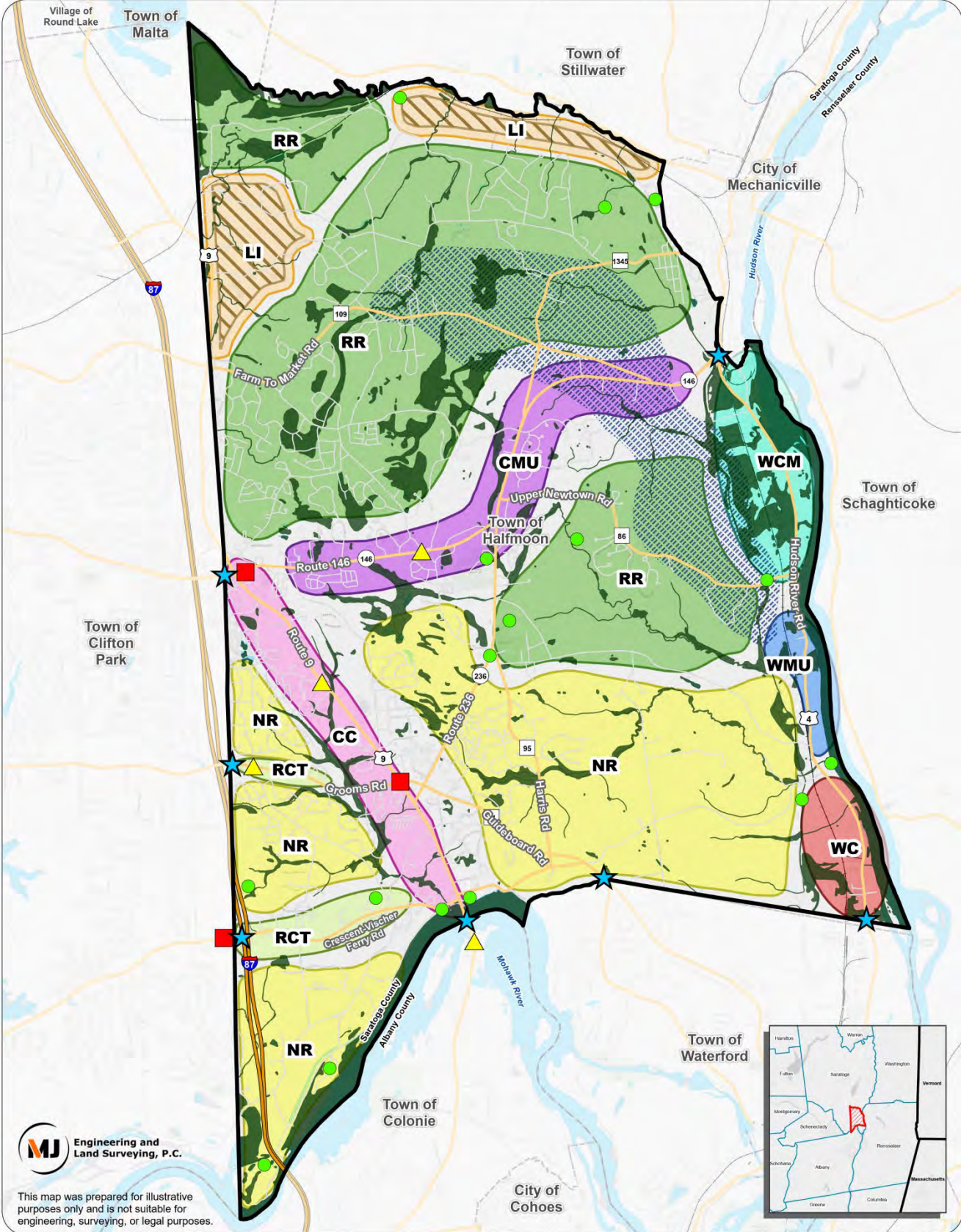
- Study Area
- County Boundary
- Village Boundary
- City/Town Boundary
- Interstates
- Major Roads
- Local Roads
- Railroad
- Water Body
- Known Wetlands (NYSDEC, NWI)

Future Land Use

- Commercial Activity Node
- Transportation Activity Node
- Park/Rec Activity Node
- Gateways
- Rural Residential (RR)
- Neighborhood Residential (NR)
- Commercial Mixed-Use (CMU)
- Commercial Corridor (CC)
- Residential / Commercial Transition (RCT)
- Waterfront Commercial (WC)
- Light Industrial (LI)
- Waterfront Clean Manufacturing (WCM)
- Waterfront Mixed Use (WMU)
- Residential / Commercial Mixed Use Overlay
- Scenic Viewshed



Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthoimagery 2022



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TOWN OF HALFMOON



Land Use Framework Supplemental Landscape Elements

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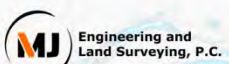
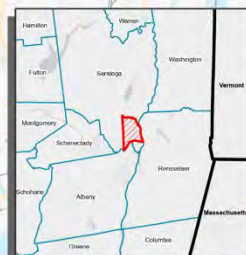
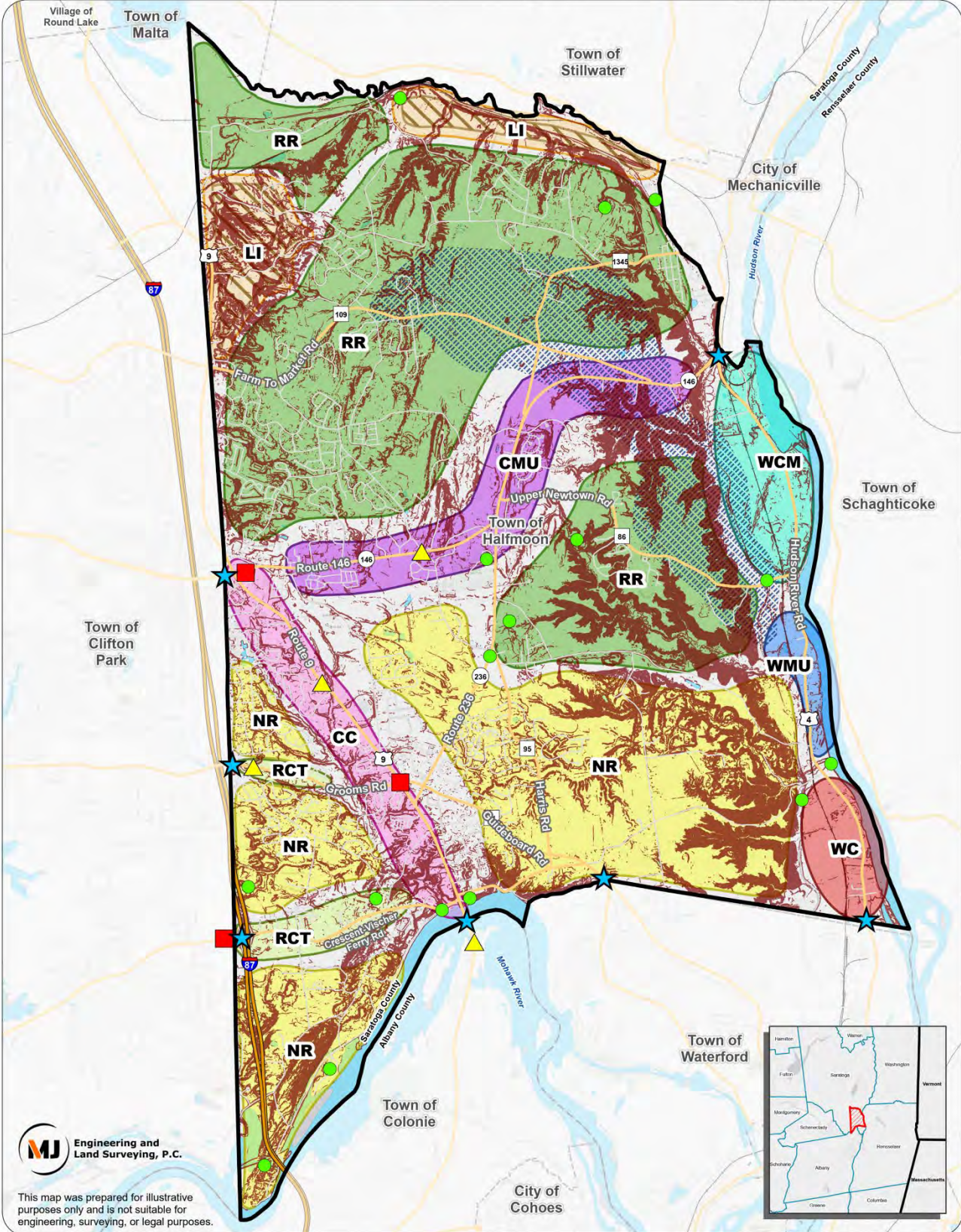
Steep Slopes (>15%)
July 2024

LEGEND

- | | | |
|--------------------|-------------------------------|--|
| Study Area | Commercial Activity Node | Commercial Corridor (CC) |
| County Boundary | Transportation Activity Node | Residential / Commercial Transition (RCT) |
| Village Boundary | Park/Rec Activity Node | Waterfront Commercial (WC) |
| City/Town Boundary | City/Rec Activity Node | Light Industrial (LI) |
| Interstates | Gateways | Waterfront Clean Manufacturing (WCM) |
| Major Roads | Rural Residential (RR) | Waterfront Mixed Use (WMU) |
| Local Roads | Neighborhood Residential (NR) | Residential / Commercial Mixed Use Overlay |
| Railroad | Commercial Mixed-Use (CMU) | Scenic Viewshed |
| Water Body | | |
| Slopes > 15% | | |



Sources: Esri, NYS ITS, DEC, Saratoga County, Town of Halfmoon Tax Parcels - Roll Year 2022, Basemap - NYS Orthomage 2022



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*Photo of Public Open House and Visioning Workshop
on March 23, 2023*

SECTION 13: IMPLEMENTATION



IMPLEMENTATION

The implementation table that follows represents the prioritization of recommendations based on input from members of the CPUC as well as the wider community that was received through a variety of public input opportunities. The Implementation Table may serve as an action plan to track the status of the goals and recommendations established within the Comprehensive Plan.

This table also includes an identification of the recommendation lead and potential partners to assist in implementation. Potential funding sources are also listed to support implementation.

Finally, a recommendation status column has been included to facilitate tracking and review of comprehensive plan implementation progress related to each recommendation. The recommendation status column can be translated into an annual report to the Town Board on the actions and strategic steps that have been taken toward accomplishing the Comprehensive Plan’s goals.

RECOMMENDATIONS

The following recommendations are priority actions to be completed immediately following the adoption of the Comprehensive Plan Update.

IM-1: Review, evaluate, and amend the Town’s zoning ordinance, subdivision regulations, and other development-related local codes to ensure consistency with this Comprehensive Plan.

A Comprehensive Plan provides the foundation for local zoning laws. A zoning diagnostic (also called a regulatory analysis) should be performed to identify inconsistencies between the local zoning code and the newly adopted Comprehensive Plan. The zoning diagnostic should also identify potential solutions to resolve any such inconsistencies. New York State’s zoning enabling statutes require that zoning laws be adopted in accordance with a comprehensive plan. Specifically, §272-A states “All town land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section”.

IM-2: Establish a body and/or mechanism to guide the plan implementation effort and provide a status report of plan implementation and progress to the Town Board on an annual basis.

New York State Town Law Chapter 62, Article 16 §272-A stipulates the need for periodic review of the Comprehensive Plan, in order to gauge progress toward the completion of the Plan’s enumerated goals and recommendations.

IM-3: Continue to provide support or training opportunities for Planning Board and Zoning Board of Appeals members to keep up to date on current planning and zoning practices and laws and meet the minimum training requirements, pursuant to NY State Town Law.

The New York Department of State’s Division of Local Government Services provides training and technical assistance to local governments and boards. Training on land use planning, regulation and procedure, and community development is offered both through on-site and regional workshop

opportunities. Saratoga County hosts a Planning Conference yearly, which can allow board members to continue education and remain updated on regional planning efforts and initiatives. Additionally, the Town should ensure the land use board training includes an overview of the Comprehensive Plan and encourage the use and reference to the Comprehensive Plan as a resource.

IM-4: Continue enforcing existing land use regulations.

IM-5: Prioritize safe and reliable delivery of public utilities to existing population centers.

IM-6: Review the Comprehensive Plan every five (5) years.

Town of Halfmoon

Draft Implementation Table

The following Implementation Table represents the prioritization of recommendations based on the input from community members and members of the CPUC. Each recommendation aims to give guidance to Town staff as to which recommendations to implement in the near term versus the long term. In addition to a timeframe for implementation, the table also includes an identification of the recommendation lead to assist in implementation. Potential funding sources are also listed to support implementation.

Quality of Life, Placemaking, and People				
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
P-1	Update streetscape on main routes and important thoroughfares.			
P-2	Strengthen and promote additional access and connectivity between public spaces.			
P-3	Continue to identify and market a location for a well-connected public space that supports gatherings, cultural performances, and events.	Town of Halfmoon Department of Building, Planning and Development		
P-4	Continuously update the existing trail and historic site maps to help publicize and promote these resources to residents and tourists.	Town of Halfmoon Department of Building, Planning and Development		
P-5	Consider adopting new Zoning Ordinances or Overlay Districts that continue to encourage or incentivize open space and access to recreation and places of interest through multi-modal access points.	Town of Halfmoon Zoning Board of Appeals, Town of Halfmoon Town Board		

History and Culture

Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
H-1	Periodically review and update the historic sites map (under development in 2024) and consult with the Town's Historical Society in these efforts.	Town of Halfmoon Historical Society		
H-2	Continue to promote Halfmoon's historic places by continuing to preserve and market them through signage, markers, and events, along with printed and online resources.	Town of Halfmoon Historical Society, Town of Halfmoon Recreation Department, Clifton Park/ Halfmoon Library		
H-3	Develop a formal history trail that emphasizes the historic significance of notable locations in Halfmoon.	Town of Halfmoon Historical Society, Town of Halfmoon Parks Department, Town of Halfmoon Department of Building, Planning, and Development		
H-4	Partner with property owners of historic properties to help protect and preserve them, while also preserving the character of the Town's historic hamlets	Town of Halfmoon Department of Building, Planning, and Development		

Recreation				
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
R-1	Continue to maintain the Town Park and other Town-owned recreation spaces.	Town of Halfmoon Parks Department		
R-2	Continue to ensure accessibility to all Town-owned locations that offer recreation space.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Parks Department		
R-3	Continue to maintain inclusion and equity in Town sports and recreation programs.	Town of Halfmoon Recreation Department		
R-4	Continuously review and update the Town's resource mapping to allow residents to learn about recreation opportunities in the Town.	Open Space and Trails Committee, Town of Halfmoon Department of Building, Planning, and Development		
R-5	Consider the preparation of a Local Waterfront Revitalization Plan (LWRP).	New York State Department of State, New York State DEC		

Economic Growth and Sustainability					
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status	
B-1	Continue to encourage and support all manners of businesses, small and large, to establish, stay, and expand in Halfmoon.	Business and Economic Development Committee			
B-2	Conduct periodic surveys with existing business owners about challenges and opportunities.				
B-3	Continue to emphasize clean light-industrial industry and locally owned businesses as staples of the local economy in appropriate areas.	Town of Halfmoon Department of Building, Planning, and Development			
B-4	Continue to support any public and private groups, such as the Town of Halfmoon Business and Economic Development Committee, in their efforts to maintain and improve upon the economic environment of the Town.	Town of Halfmoon Town Board, Town of Halfmoon Economic Development Committee			

Infrastructure and Community Facilities				
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
I-1	Build partnerships with the Halfmoon-Clifton Park Library to increase access to services and resources.	Clifton Park – Halfmoon Public Library		
I-2	Continue to foster a relationship with Town and County Emergency Services during the site development plan review process, building and construction, and post-construction processes.	Emergency Services Providers, Town of Halfmoon Department of Building, Planning, and Development		
I-3	Construct a Community Center that provides an accessible, common meeting space for community events and meetings.	Town of Halfmoon Department of Building, Planning, and Development		
I-4	Partner with utility companies to help plan for future demands for electricity to help ensure a sustainable and resilient power supply.	NYSEG and National Grid, Town of Halfmoon Department of Building, Planning, and Development		
I-5	Consider incentivizing the undergrounding of private and public utility lines where appropriate.	Town of Halfmoon Department of Building, Planning, and Development, Private Developers		
I-6	Continue capital planning strategies to replace aging water infrastructure to help maintain safe and reliable service.	Town of Halfmoon Department of Building, Planning, and Development, Halfmoon Water Department		

Infrastructure and Community Facilities

Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
I-7	Coordinate with Saratoga County to maintain and upgrade wastewater systems as needed.	Saratoga County Sewer District No.1, Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Water Department		
I-8	Maintain high standards for required development-driven infrastructure improvements.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Planning Board		

Transportation and Mobility				
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
TM-1	Establish and/or maintain pedestrian and bicycle (multi-modal) connections between neighborhoods, open spaces, and recreation spaces through sustainable building practices.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Planning Board		
TM-2	Continue to support vehicular circulation improvements throughout the Town.	Town of Halfmoon Department of Building, Planning, and Development, NYSDOT		
TM-3	Continue to evaluate and seek improvements at major intersections within the Town through collaboration with neighboring municipalities, Saratoga County, and the New York State Department of Transportation.	Saratoga County DPW, NYSDOT, Town of Halfmoon Department of Building, Planning, and Development		
TM-4	Incorporate public transportation elements specifically within the Town Plan.	Town of Halfmoon Department of Building, Planning, and Development		
TM-5	Continue coordination with local/state/and regional transportation such as but not limited to Capital District Transportation Authority (CDTA) and Capital Regional Transportation Council (CRTC) to promote existing public transportation options.	CDTA, CRTC		

Housing					
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status	
HO-1	Continue to support new construction and redevelopment of housing town-wide to support growing demand while balancing environmental concerns and growth management efforts.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Planning Board			
HO-2	Review at regular intervals the housing composition of the Town to better understand the community-supported types of housing.	Town of Halfmoon Department of Building, Planning, and Development			
HO-3	Provide optional incentives to builders to provide a mix of housing types (single-family, multi-family, senior, etc.) serving a range of income levels and age groups in areas of Town where infrastructure exists.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Town Board			

Agriculture, Open Space, and Resiliency

Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status
A-1	Offer optional and voluntary incentive programs to encourage new farm enterprises, and support active farms through efforts to maintain operations and lower costs.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Town Board		
A-2	Provide optional and voluntary incentive programs to conserve open space and habitat.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Town Board		
A-3	Protect and maintain viewsheds of the Hudson and Mohawk Rivers and surrounding ranges.	Town of Halfmoon Department of Building, Planning, and Development		
A-4	Review, and if determined necessary, update the Town's Natural Resource & Open Space Conservation Plan.	Town of Halfmoon Department of Building, Planning, and Development		
A-5	Continue to increase awareness surrounding open spaces, trails, preserves, motorized and non-motorized boat access, etc.	Town of Halfmoon Recreation Department		
A-6	Partner with <i>Saratoga PLAN</i> and other regional organizations/groups to promote practical and creative open space/agricultural uses i.e. agritourism etc.	Saratoga PLAN, Town of Halfmoon Department of Building, Planning, and Development		
A-7	Review zoning to ensure consistency with regulations that are compatible with agricultural activities	Town of Halfmoon Department of Building, Planning, and Development,		

	under the Agriculture and Markets Law (AML).	Town of Halfmoon Town Board		
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Governance					
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status	
G-1	Update the Town Zoning to be consistent with the Comprehensive Plan Update.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Zoning Board of Appeals			
G-2	Continue to provide all areas of the community with a high level of fire, police, and emergency medical response services.	EMS, Fire Districts, Saratoga County Sheriff, NYS Troopers			
G-3	Ensure that Halfmoon households and businesses have access to a high-speed internet connection and mobile telecommunications services	NYS Department of Public Service			
G-4	Continue to coordinate with the Town of Clifton Park, City of Mechanicville, the Town of Waterford, and Town of Stillwater on maintenance and management of shared locations.	Town of Clifton Park, Town of Stillwater, Town of Waterford, City of Mechanicville, Town of Halfmoon			
G-5	Identify potential opportunities to update Town Land Use Codes to incorporate sustainable development practices.	Town of Halfmoon Department of Building, Planning, and Development, Town of Halfmoon Town Board, Planning and Zoning Boards			

Implementation					
Recommended Action		Potential Lead and Partners	Potential Funding/Technical Resources	Status	
IM-1	Review, evaluate, and amend the Town's zoning ordinance, subdivision regulations, and other development-related local codes to ensure consistency with this Comprehensive Plan.	Town of Halfmoon Department of Building, Planning, and Development			
IM-2	Establish a body and/or mechanism to guide the plan implementation effort and provide a status report of plan implementation and progress to the Town Board on an annual basis.	Town of Halfmoon Department of Building, Planning, and Development			
IM-3	Continue to provide support or training opportunities for Planning Board and Zoning Board of Appeals members to keep up to date on current planning and zoning practices and laws and meet the minimum training requirements, pursuant to NY State Town Law.	NYS Department of State – Division of Local Government Services			
IM-4	Continue enforcing existing land use regulations.	Town of Halfmoon Department of Building, Planning, and Development			

Implementation				
IM-5	Prioritize safe and reliable delivery of public utilities to existing population centers in Halfmoon over water/sewer expansions to rural areas of the Town.	Town of Halfmoon Department of Building, Planning, and Development, Saratoga County Sewer District #1, Saratoga County DPW, Halfmoon Water Department		
IM-6	Review the Comprehensive Plan every five (5) years.	Town of Halfmoon Department of Building, Planning, and Development		