



2013

TOWN OF PERTH COMPREHENSIVE PLAN



ADOPTED: NOVEMBER 7, 2013
RESOLUTION: #121

TOWN OF PERTH

COMPREHENSIVE PLAN COMMISSION MEMBERS

RON CETNAR, CHAIRMAN
JEFFREY DUMAIS
HARVEY HEMSTREET
JUDY MANZI
DEREK QUACKENBUSH
FRAN SIKORSKI
RICHARD WOOD

FORMER COMMISSION MEMBERS

DAVE JANKOWSKI
SCOTT MICHALSKI
TODD COMPANI
MARK HYDE

TOWN BOARD

GREG FAGAN, SUPERVISOR
JUDY ENGLISH, CLERK
TIMOTHY KORONA, COUNCILMAN
PETER BETZ, COUNCILMAN
WALTER KOWALCZYK, COUNCILMAN
GAY LEWANDOWSKI, COUNCIWOMAN

FULTON COUNTY PLANNING DEPARTMENT STAFF SUPPORT

SEAN M. GERAGHTY, SENIOR PLANNER
SCOTT HENZE, PLANNER/GIS COORDINATOR
CAROL ELLIS, SR. STENOGRAPHER

ADDITIONAL CONTRIBUTIONS

SYLVIA ZIERAK “PERTH MEMORIES AND REFLECTIONS”
STEVE MUNSON, NYSDOT, CORRIDOR MANAGEMENT PRESENTATION
ROGER JOHNSON, AERONAUTICAL SUPPORT

TABLE OF CONTENTS

Page #

CHAPTER I PURPOSE/INTRODUCTION.....	4
CHAPTER II METHODOLOGY.....	5
CHAPTER III HISTORICAL PERSPECTIVE	7
CHAPTER IV TOWN DEMOGRAPHICS.....	11
CHAPTER V COMMUNITY FACILITIES.....	26
CHAPTER VI NATURAL ENVIRONMENT/NATURAL RESOURCES.....	33
CHAPTER VII LOCAL ECONOMY.....	40
CHAPTER VIII TRANSPORTATION.....	44
CHAPTER IX HOUSING.....	48
CHAPTER X LAND USE PLAN.....	52

MAP INDEX

MAP #1	LAND USE MAP (2011)	CHAPTER II
MAP #2	MUNICIPAL FACILITIES AND ROADS	CHAPTER V
MAP #3	PREDOMINANT SOILS	CHAPTER VI
MAP #4	FULTON COUNTY AGRICULTURAL DISTRICT PROPERTIES	CHAPTER VI
MAP #5	PRIME FARMLAND	CHAPTER VI
MAP #6	SLOPES	CHAPTER VI
MAP #7	WATERSHEDS	CHAPTER VI
MAP #8	ACQUIFERS	CHAPTER VI
MAP #9	NYSDEC WETLANDS	CHAPTER VI
MAP #10	SURFACE WATERS	CHAPTER VI
MAP #11	RARE ANIMAL SPECIES AND UNIQUE GEOLOGICAL FEATURES	CHAPTER VI
MAP #12	WIND RESOURCES OF NEW YORK STATE	CHAPTER VI
MAP #13	TRYON CAMPUS	CHAPTER VII
MAP #14	ROAD NETWORK	CHAPTER VIII
MAP #15	CONCEPT 1: CONVENTIONAL SUBDIVISION LAYOUT	CHAPTER IX
MAP #16	CONCEPT 2: CLUSTER SUBDIVISION LAYOUT	CHAPTER IX
MAP #17	PROPOSED LAND USE MAP	CHAPTER X
MAP #18	PROPOSED TOWN CENTER AREA	CHAPTER X

CHAPTER I PURPOSE/INTRODUCTION

New York State Town Law Section 272-a authorizes the Town of Perth to develop and adopt a Comprehensive Plan. This statute defines a Town Comprehensive Plan as

“The materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principals, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the Town located outside the limits of any incorporated village or city.”

The Town of Perth Comprehensive Plan provides a vision for the community’s future development and growth. The goals and objectives that are outlined in the Plan are intended to reflect the sentiments of our residents and serve as a valuable resource tool for Town staff, appointed officials and elected representatives. These goals and objectives are both practical and achievable recommendations. This Plan will help guide the Town Board, the Planning Board and other decision makers in the community on land use development related issues. It is intended to be used as a blueprint or game plan for future land use decisions in the Town and as a justification for specific capital investments in the community.

A community that wants to control its own destiny begins by developing a Comprehensive Plan. The Town of Perth, by preparing this document, is following that path. Communities with Comprehensive Plans tend to attract private investment because of the predictability of land use decision making by its officials and have a better chance of obtaining State and federal grant funding for community projects. The Town of Perth Comprehensive Plan takes into consideration not only the changes that are likely to take place within our own community, but also the land use and development implications that will occur as a result of growth that takes place in adjacent communities and the region as a whole.

The overall goal of this Comprehensive Plan is to preserve our resident’s quality of life, enhance the character of the community, encourage growth and diversification in the local economy, a variety of residential living options and, at the same time, protect and conserve our natural environment and invaluable natural resources.

CHAPTER II METHODOLOGY

The Town of Perth Planning Board was appointed as the Comprehensive Plan Commission (CPC) by the Perth Town Board. The Commission's task was to prepare a revised Comprehensive Plan for the community. The Fulton County Planning Department was asked to provide staff support to the CPC as it prepared this revised Plan for the community.

During the initial meetings of the CPC, Commission members and County Planning Department staff talked about the types of information that would need to be gathered about the community to help the Commission make informed decisions and formulate credible recommendations for the community. As a result of these initial meetings, the CPC decided to undertake an extensive land use survey of the community which eventually took more than a year to complete. CPC members divided the community geographically into ten (10) areas and each area was further divided into sections for Commission members to organize the land use survey effort. CPC members visited every property in the community and looked at not only the use of each parcel, but gathered numerous additional pieces of information including the number of accessory buildings, fences, swimming pools, satellite dishes, paved driveways, businesses, etc.

The CPC worked with the County's Geographic Information System (GIS) Coordinator to map the various land uses in the community that were identified during the survey. The County's GIS system was very helpful to Commission members allowing them to ascertain what type of land uses existed on landlocked parcels and to confirm information on numerous parcels that Commission members had difficulty viewing. The result of the CPC's survey effort was an updated Land Use Map for the community and an extensive database of information on every property in the Town of Perth. (See Map #1.)

As the process of preparing a new Comprehensive Plan continued, the CPC asked the Fulton County Planning Department and more specifically the GIS Coordinator to put together a series of maps depicting a variety of land use and development constraints in the community. These maps were used by Commission members as a tool to identify development limitations in the community and to formulate ideas and concepts in the revised plan for future development. The maps included information on wetlands, soils, slopes, aquifers and the County's Agricultural District.

The CPC spent considerable time analyzing data from the 2010 Census. Commission members examined the changing demographics of the Town of Perth and discussed how those demographic trends will have an effect on the community. Even though the CPC examined a significant amount of data from the 2010 Census, Commission members did not want the revised Comprehensive Plan to be overloaded with statistical information. The CPC felt that the purpose of reviewing the 2010 Census data was to look at broader demographic trends that are currently having an impact on the community and will continue to do so in the future.

As the final land use survey data was being mapped and compiled, the CPC worked on some conceptual ideas that Commission members felt could benefit the community and could become notable achievements for the Town. These concepts included:

1. The redevelopment of the Tryon Youth Detention Facility property along County Highway 107 into the Tryon Technology Park and Incubator Center.
2. The development of a Town Center area around the existing Town Hall and Town Park property.
3. The potential use of packaged wastewater treatment systems to address high-density development issues and soil limitation concerns in several areas of the community.
4. Residential housing trends such as cluster subdivisions, a variety of multi-unit housing development options, mixed use projects and maintenance-free senior housing complexes.

On April 25, 2012, the CPC held a Public Forum in the Town of Perth Senior Citizen Center. The Public forum gave the CPC the opportunity to show the community the information that had been gathered to date, explain some concepts the Commission members had examined and allowed the CPC to solicit feedback from interested members of the community. The evening included a Power Point presentation by the CPC with assistance from the Fulton County Planning Department. There were 18 residents and local elected officials in attendance for the Forum. The concepts presented by the CPC were well received and Commission members obtained helpful feedback on their efforts.

Based on the feedback from the Public Forum, the CPC then spent time discussing both the public and private recreational resources that are available in the community. The Commission also spent time talking about existing community facilities in the Town. These discussions took into consideration the types of facilities and/or upgrades to existing facilities that will be needed in the future.

The Commission then conducted a second survey of just the commercial properties in the community in an attempt to categorize the types of businesses that currently exist in the Town and to get a better understanding of business patterns in the community. This gave Commission members better insight into the obstacles to growth that may exist in the community and the likely business development trends that could occur in the future as the community continues to grow.

The Commission, with assistance from the Fulton County Planning Department, then drafted individual chapters for the first version of the revised Comprehensive Plan. The chapters in this initial draft document were used by Commission members to establish parameters for topics and issues that would be addressed in the revised Comprehensive Plan. The Commission also looked at 2010 Census data on housing types, commuter information, income and education. However, based on how the Census Bureau collected this information, the CPC felt that the margins of error for the data were too great to include in any of their demographic analysis.

On May 20, 2013, the Commission released a draft Comprehensive Plan for the Town of Perth. The draft document was made available at Town Hall and on the Town's official website. Residents of the community were encouraged to review the draft document and submit written comments to the Commission. The CPC conducted a second Public Forum on June 19, 2013 in order to allow the community to comment specifically on the draft document. Feedback received during that second Public Forum was discussed and considered by the Commission and a final draft of the document was completed and subsequently adopted by the CPC on August 19, 2013.

The final draft, as approved by the CPC, was then forwarded to the Town Board for its consideration.

CHAPTER III HISTORICAL PERSPECTIVE

The Town of Perth is situated in the southeast corner of Fulton County. It is bordered on the south by the Town of Amsterdam in Montgomery County, on the west by the Town of Johnstown, by the Towns of Mayfield and Broadalbin on the north, and by the Town of Galway (Saratoga County) on the east. The Town is essentially divided down the middle by NYS Route 30, which runs in a north-south direction through the community, thereby creating a geographical division of the Town into an “east side” and a “west side.” Perth Township was formed in April 1838, at which time Fulton County was created as an entity separate from Montgomery County. The Town encompasses 16,711 acres and while it is one of the smaller towns in Fulton County, it has experienced considerable residential and commercial growth in recent years due to its close proximity to the City of Amsterdam and the resultant commercial expansion of businesses along the Route 30 corridor.

Earliest settlement in the community took place before the Revolution in the western part of the Town along an early road which ran from the “King’s Highway” (N.Y. Route 5) at Tribes Hill in Montgomery County north into the Sacandaga Valley. What is now the eastern and northern portion of the Town was settled shortly after the revolution by ten (10) families from Scotland, descendants of which still reside in the Town and have been active in Perth’s development and civic affairs. During the 19th century, these Scotchmen, along with neighbors of German and English origins, comprised the bulk of the population.

A second significant wave of emigrants came in the early 1900’s from Poland. These Polish newcomers purchased old, often rundown farms and rejuvenated them, rapidly establishing a reputation as excellent dairy farmers. The Poles’ successes came close to the time during which more rapid systems of milking and milk delivery were influencing the older farmers to switch from the cash crop farming of potatoes and other root crops to dairying. While many of the older farms are now no longer active, there are still a few that have not yet been subdivided into residential parcels or used for other types of commercial ventures. The descendants of many of these Polish families also remain in the community and are still actively influencing its affairs.

A third group of “emigrants” which have influenced Perth developments are those families of diverse ethnic origins who have moved from nearby cities such as Amsterdam, Schenectady, etc. since the 1970’s. These families built new homes within the Town which necessitated an expansion of the Town’s municipal services and increased the Town’s population and tax base considerably.

While the Town of Perth has no unique historic building or battlefield, it nevertheless contains several historic attractions and structures which portray the Town’s role in 19th and 20th century American rural development.

The most obvious centerpiece is the Perth Cemetery, begun in 1807 and located just west of the Broadalbin-Perth School. Visitors walking through this cemetery from the old to modern sections will observe the changes in grave marker styles over the past two (2) centuries, from the earliest hand-carved stones to the latest stone markers of today. Veterans of all major wars are buried here and are honored each year at the Town’s Memorial Day Ceremony.

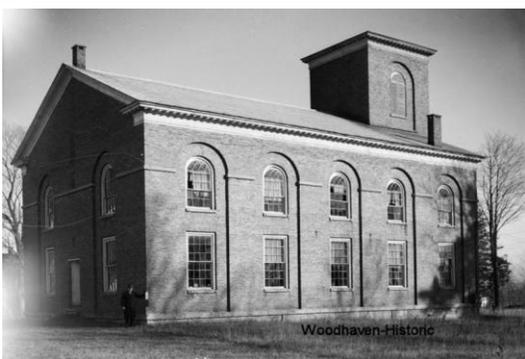
At a time when many of the early barns are no longer standing, a 19th century barn on the Bartyzal property was reassembled by Amish carpenters several years ago and now stands as if it was built yesterday, a model of both construction and function.

The Perth Grange Hall, built in 1927 is now owned by the Town. The building remains as a monument to the decades in which most Town residents were dairy farmers and the Grange Hall provided a place of companionship, social connection and agricultural education.

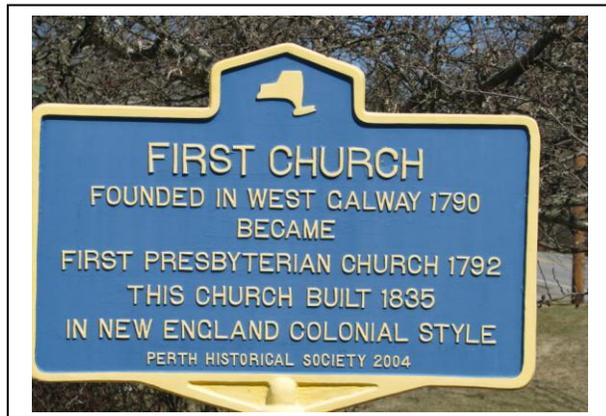


PERTH GRANGE TODAY

Two (2) churches within the Town both display significant architectural and historic characteristics. The brick building erected in 1831 as a Presbyterian Church is now the Perth Bible Church. Although it has been modernized, the architectural integrity has not been compromised and it is unusual to find such a large and substantial house of worship constructed in a small, rural Township so long ago. Likewise, the First Presbyterian Church in the far eastern end of the town (West Galway), a wooden structure built in 1835, is a fine representation of the best wooden church construction of its day.



PERTH BIBLE



The history of the Town of Perth has been very thoroughly preserved in the 1976 book by Mrs. Sylvia Zierak, "Perth Memories and Reflections". Mrs. Zierak, Mrs. May Yost and others have contributed significant amounts of historical material to the Town History Room, which is located in the basement of the Town Municipal Building. The Town Historian is responsible for the preservation of these documents and for disseminating materials to individuals seeking historical information on the community. Data and materials in the Town History Room are continually updated.

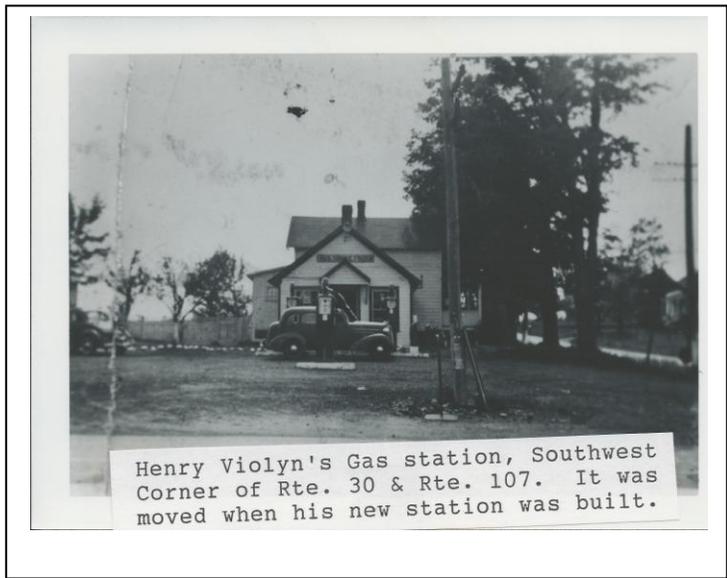
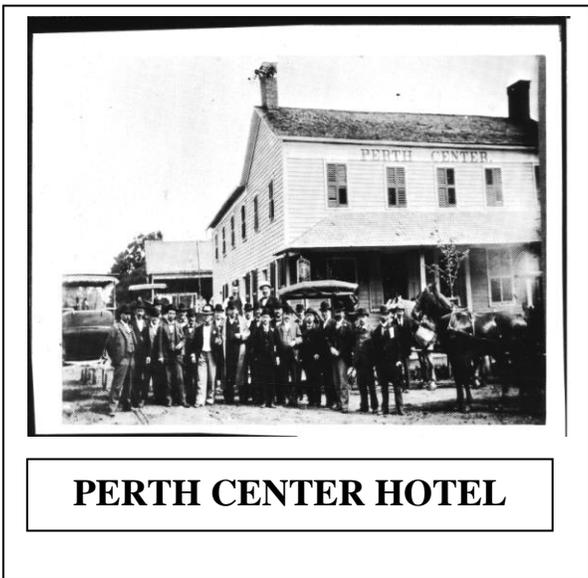
While all of the 19th century Perth country school buildings have since been converted to private homes or other uses, they have been well documented and an information file is housed in the History Room. The same may be said for the history and development of a Town Volunteer Fire Department.

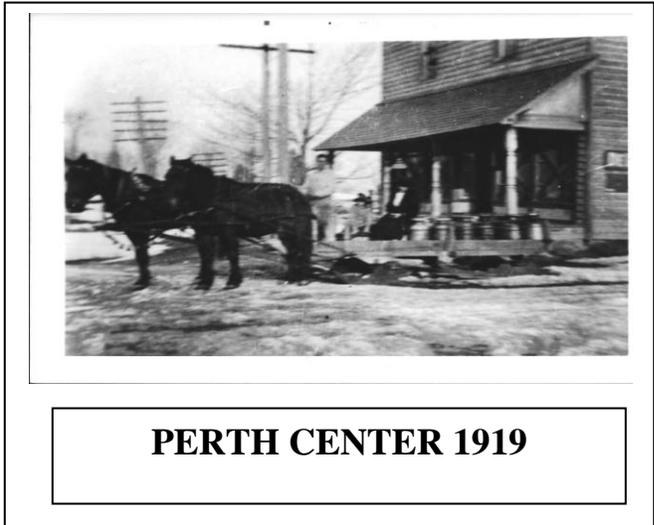
Two significant businesses, one still very much alive, were started within the Town in the last century. The Fulton and Montgomery Counties Fireman’s Mutual Insurance Association was begun in 1853 at the historic home of Hugh B. Major. Both this business organization and the impressive Major homestead are still very active today. The other business which began in Perth and grew directly into one of the major 19th century industries of early Amsterdam was the linseed oil business, begun in Perth in 1824.

Several early houses still remain which are of architectural significance. Notable homes include the Hugh B. Major home known as “Bubbling Springs Farm” for its abundant artesian springs, the Moir homestead of circa 1804, the 1798 Gunsaulis house, several Robb homes of an early date, the Kincade, Mosher homes and others, all of which are constructed either of brick or wood, several being of the Federal style.

A significant, yet less known, structure within the town is the “Good Roads” bridge. This bridge is located on Midline Road, which parallels NYS Route 30, and provides a crossing for the Healy Kill. This metal bridge is the oldest in Perth and the original metal identification plate states that the bridge was erected by the Good Roads Machinery Company of Marathon NY in 1915. The Good Roads Bridge is maintained by the Town Highway Department and continues to carry significant amounts of traffic of local residents and motorists bypassing the congested NYS Route 30.

Although in recent decades active farming within the Town has taken a back seat to those who have moved here simply to live in a healthy country environment, the remaining farms are generally larger and more active than their 19th century equivalents and those newer residents have moved to the Town of Perth on the strength of the quiet, spacious, healthy atmosphere which promotes positive living conditions for young and old alike.





RECOMMENDATIONS:

- **A listing of all properties eligible for inclusion on the National and State Registers of Historic Places should be developed. Any development occurring adjacent or contiguous to a building or site eligible for inclusion on the National and State Registers of Historic Places should be carefully considered for any potential adverse impacts that could result to the historic building/site.**

CHAPTER IV
TOWN DEMOGRAPHICS

A. Population:

According to the 2010 Census, the Town of Perth's population reached 3,646 residents. This was an increase of only 8 residents or .2 percent over the 2000 Census figure. However, this number is somewhat deceiving. In 2000, the Town of Perth had a group quarters population of 362 residents. This group quarters population was included in the total population count for the Town. By 2010, the group quarters population had fallen to 63, as a result of the ongoing reduction in detainees at the NYS Tryon Youth Detention Facility along CR 107, which eventually led to the facility's closure in 2011. This drop in the Town's Group Quarters' population of 299 residents between 2000 and 2010 was reflected in the Town's total population count. This means that the Town of Perth's population actually grew by 307 residents, or 8.4 percent between 2000 and 2010.

In comparison, Fulton County's population increased by only .8 percent, while the remaining towns in Fulton County and the adjacent towns in Montgomery and Saratoga Counties had population changes ranging from 8.5 percent (Oppenheim) to -14.4 percent (Caroga).

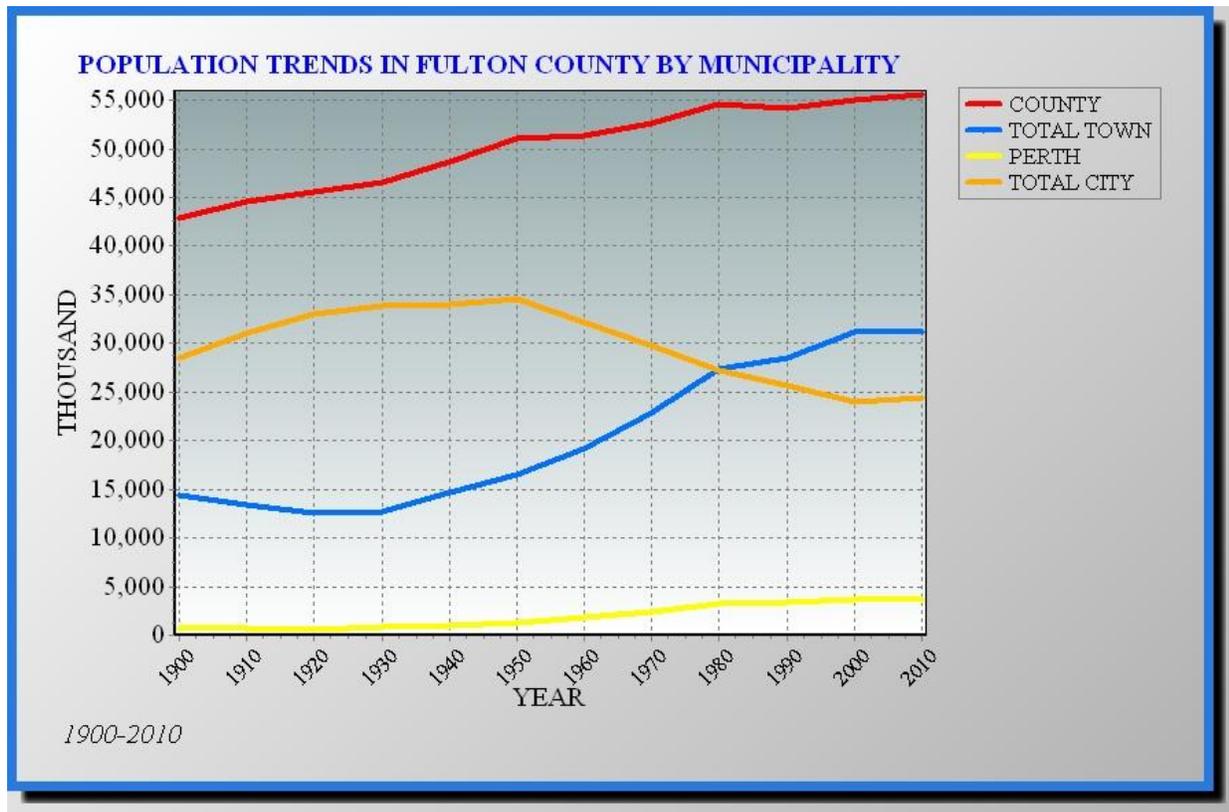
**POPULATION CHANGES
IN
FULTON COUNTY MUNICIPALITIES
BETWEEN
1990-2010**

MUNICIPALITY	1990	2000	2010	% CHANGE (1990-2000)	% CHANGE (2000-2010)
City of Gloversville	16,656	15,413	15,665	-7.5%	1.6%
City of Johnstown	9,058	8,511	8,743	-6.0%	2.7%
Total Cities	25,714	23,924	24,408	-7.0%	2.0%
Bleecker	515	573	533	11.3%	-7.0%
Broadalbin	4,397	5,066	5,260	15.2%	3.8%
Caroga	1,337	1,407	1,205	5.2%	-14.4%
Ephratah	1,556	1,693	1,682	8.8%	-0.6%
Johnstown	6,418	7,166	7,098	11.7%	-0.9%
Mayfield	5,738	6,432	6,495	12.1%	1.0%
Northampton	2,705	2,760	2,670	2.0%	-3.3%
Oppenheim	1,848	1,774	1,924	-4.0%	8.5%
Perth	3,377	3,638	3,646	7.7%	0.2%
Stratford	586	640	610	9.2%	-4.7%
Total Towns	28,477	31,149	31,123	9.4%	-0.1%
TOTAL FULTON COUNTY	54,191	55,073	55,531	1.6%	0.8%
Amsterdam	5,974	5,820	5,566	-2.6%	-4.4%
Galway	3,266	3,589	3,545	9.9%	-1.2%

From a broader perspective, the table below shows population changes in Fulton County's municipalities from 1900 to 2010. Between the 2000 and 2010 Census counts, Fulton County's overall population increased by 458 residents. During that same timeframe, the population of the Cities of Gloversville and Johnstown increased by 484 residents, while the population of the ten (10) townships in Fulton County decreased by 26 residents. The Cities of Gloversville and Johnstown had the highest absolute population increases between the 2000 and 2010 Census counts, while six (6) of the County's ten (10) townships actually experienced population declines. The population increases in the two (2) Cities represents a reversal of a 50-year trend of population decreases in the Cities, while the overall population decline in the ten (10) townships represents a reversal of an 80-year trend of population increases in the towns.

**POPULATION TRENDS IN FULTON COUNTY
BY MUNICIPALITIES 1900-2010**

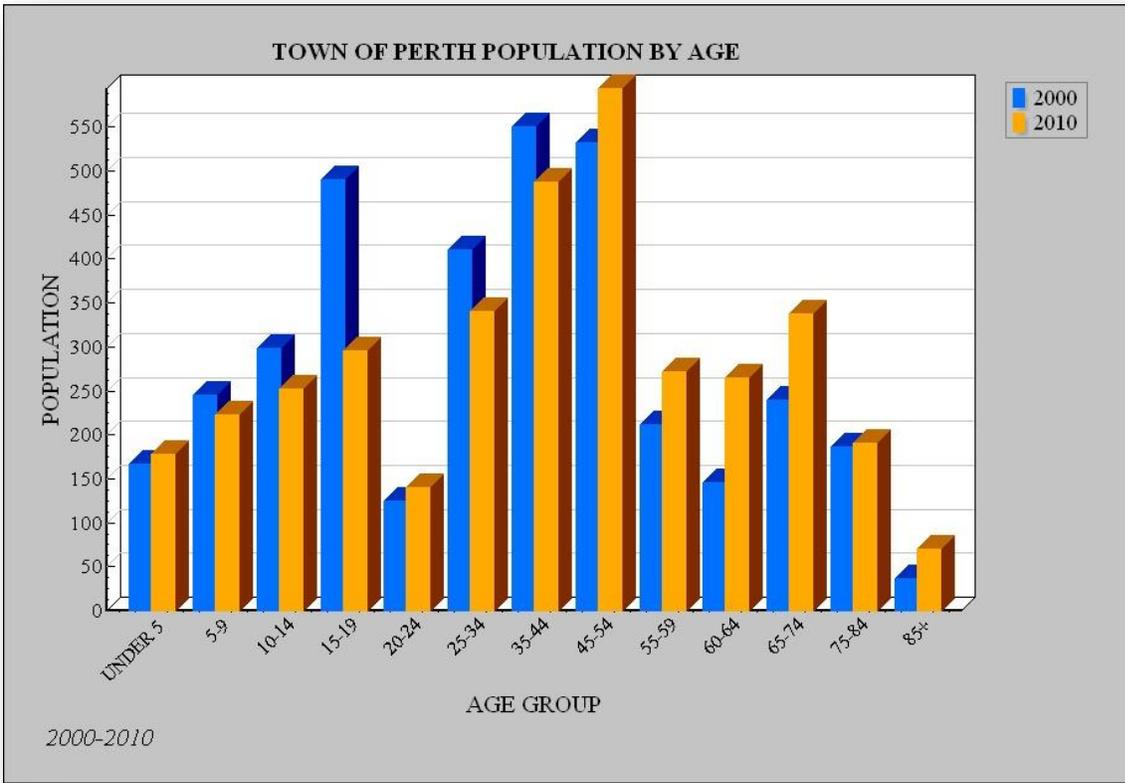
MUNICIPALITY	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
City of Gloversville	18,349	20,642	22,075	23,099	23,329	23,634	21,741	19,677	17,836	16,656	15,413	15,665
City of Johnstown	10,130	10,447	10,908	10,801	10,666	10,923	10,390	10,045	9,360	9,058	8,511	8,743
Total Cities	28,479	31,089	32,983	33,900	33,995	34,557	32,131	29,722	27,196	25,714	23,924	24,408
Bleecker	603	500	389	202	190	220	245	294	463	515	573	533
Broadalbin	1,946	1,845	1,949	2,226	2,300	2,543	2,945	3,542	4,074	4,397	5,066	5,260
Caroga	470	441	332	306	408	462	568	822	1,177	1,337	1,407	1,205
Ephratah	1,566	1,312	1,038	949	1,045	1,063	1,237	1,297	1,564	1,556	1,693	1,682
Johnstown	2,661	2,511	1,948	2,612	3,561	4,153	5,120	5,750	6,719	6,418	7,166	7,098
Mayfield	2,136	2,056	1,866	2,077	2,734	3,145	3,613	4,522	5,439	5,738	6,432	6,495
Northampton	2,226	2,228	2,191	1,919	1,761	1,925	2,033	2,379	2,289	2,705	2,760	2,670
Oppenheim	1,258	1,241	1,812	1,147	1,202	1,290	1,223	1,431	1,806	1,848	1,774	1,924
Perth	667	695	596	838	1,000	1,299	1,768	2,383	3,261	3,377	3,638	3,646
Stratford	830	607	453	384	401	464	421	495	625	586	640	610
Total Towns	14,363	13,436	12,574	12,660	14,602	16,564	19,173	22,915	27,417	28,477	31,149	31,123
Total Fulton County	42,842	44,525	45,557	46,560	48,597	51,121	51,304	52,637	54,613	54,191	55,073	55,531



In terms of an age breakdown, the Town of Perth saw a notable decrease in the 15-19 year old population category between the 2000 and 2010 Census counts. At the same time, there were dramatic increases in the 60-64, 65-74 and 85+ population categories. This is somewhat indicative of the national trend toward an aging population. The fact that the Town also saw decreases in the 5-9 and 10-14 age categories, is a trend that the School District will need to consider in its future plans.

**TOWN OF PERTH
POPULATION BY AGE
1990-2010**

2010		2000	Change 2000-2010	% Change
178	Under 5	167	11	6.6%
223	5-9	245	-22	-9.0%
252	10-14	298	-46	-15.4%
296	15-19	490	-194	-39.6%
140	20-24	125	15	12.0%
340	25-34	410	-70	-17.1%
488	35-44	550	-62	-11.3%
594	45-54	532	62	11.7%
272	55-59	212	60	28.3%
265	60-64	145	120	82.8%
338	65-74	240	98	40.8%
190	75-84	187	3	1.6%
70	85+	37	33	89.2%
3,646	Total	3,638	8	.2%



The 2010 Census counts revealed that the median age of a resident in the Town of Perth reached 43.2 years. Nevertheless, only three (3) townships in Fulton County had a median age lower than the Town of Perth's. The most populous communities in Fulton County, the Cities of Gloversville and Johnstown, had the lowest median ages at 37.1 and 40.4 respectively, which brought down the overall median age for Fulton County to 41.8 years.

The median age of an individual in the Town of Perth increased 18% between 2000 and 2010, and since 1980, has increased 12.3 years, or 39.8%. This dramatic increase in the median age of a Town of Perth resident is, once again, indicative of the aging population throughout the country. From a land use standpoint, this aging progression will have a noticeable impact on the types of housing that will be in demand in the Town and the types of businesses that will open up in the community.

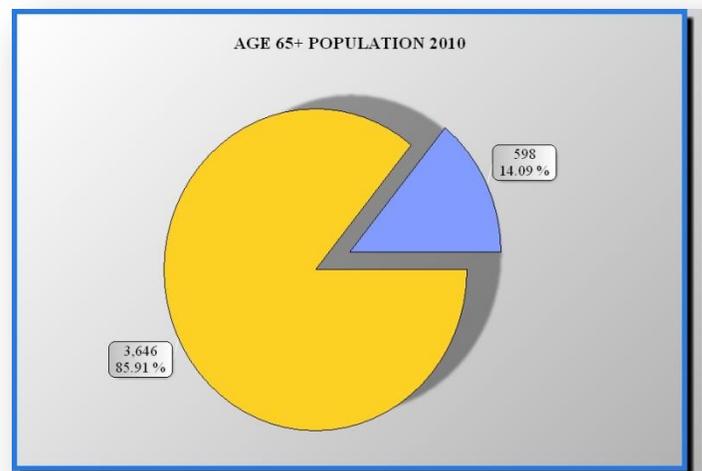
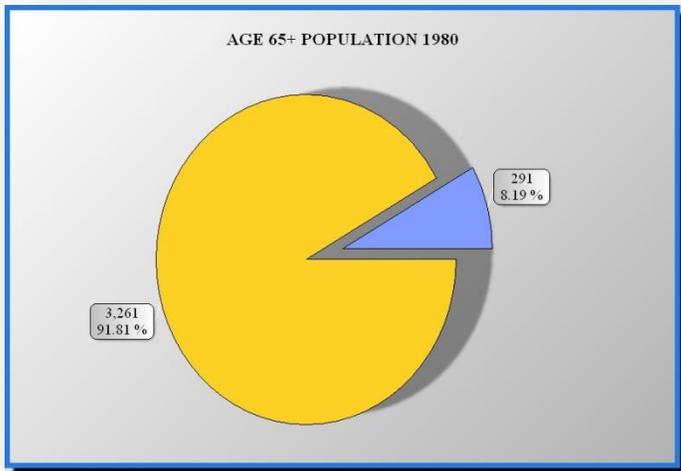
MEDIAN AGE IN FULTON COUNTY MUNICIPALITIES 1980-2010

Municipality	1980	1990	2000	2010	Change 1980-2010	% Change 1980-2010	Change 2000-2010	% Change 2000-2010
City of Gloversville	34.1	34.9	37.3	37.1	3.0	8.8%	-0.2	-0.5%
City of Johnstown	33.4	35.9	39.0	40.4	7.0	21.0%	1.4	3.6%
Town of Bleecker	33.4	37.0	45.0	51.7	18.3	54.8%	6.7	14.9%
Town of Broadalbin	32.3	35.5	37.8	41.4	9.1	28.2%	3.6	9.5%
Town of Caroga	32.3	35.5	41.7	46.9	14.6	45.2%	5.2	12.5%
Town of Ephratah	29.2	32.1	36.7	44.2	15.0	51.4%	7.5	20.4%
Town of Johnstown	32.7	37.7	40.1	44.7	12.0	36.7%	4.6	11.5%
Town of Mayfield	31.3	34.8	38.9	45.4	14.1	45.0%	6.5	16.7%
Town of Northampton	32.5	37.3	42.0	46.0	13.5	41.5%	4.0	9.5%
Town of Oppenheim	29.2	31.7	38.2	41.5	12.3	42.1%	3.3	8.6%
Town of Perth	30.9	33.2	36.6	43.2	12.3	39.8%	6.6	18.0%
Town of Stratford	26.8	31.7	40.8	46.2	19.4	72.4%	5.4	13.2%
Fulton County	32.8	35.2	38.6	41.8	9.0	27.4	3.2	8.3%
Amsterdam	--	39.5	44.5	49.2	--	--	4.7	10.5%
Galway	--	35.2	39.9	45.9	--	--	6.0	15.0%

Evidence of the aging population in the Town of Perth is very clear upon examination of the Age 65+ numbers. Since 1980, the 65+ population in the Town of Perth has increased 105%, which is the largest increase in Fulton County. Since 2000 alone, the 65+ population has increased 28.9% in the Town of Perth. Given the Town's total population of 3,646 residents, the 598 residents who are 65+_years old represents 16.4% of the Town's total population. Again, along with the continued increase in the median age of a Town of Perth resident, the 65+ population spike will have a notable influence on future residential and commercial development in the community.

TRENDS IN AGE 65+ POPULATION IN FULTON COUNTY MUNICIPALITIES 1980-2010

Municipality	1980	1990	2000	2010	Change 1980-2010	% Change 1980-2010	Change 2000-2010	% Change 2000-2010
City of Gloversville	3,326	3,300	2,754	2,188	-1138.0	-34.2%	-566.0	-20.6%
City of Johnstown	1,639	1,774	1,634	1,597	-42.0	-2.6%	-37.0	-2.3%
Town of Bleecker	57	73	102	107	50.0	87.7%	5.0	4.9%
Town of Broadalbin	484	617	685	713	229.0	47.3%	28.0	4.1%
Town of Caroga	133	158	234	195	62.0	46.6%	-39.0	-16.7%
Town of Ephratah	142	146	199	244	102.0	71.8%	45.0	22.6%
Town of Johnstown	907	1,007	1,191	1,235	328.0	36.2%	44.0	3.7%
Town of Mayfield	598	748	907	1,117	519.0	86.8%	210.0	23.2%
Town of Northampton	390	417	490	547	157.0	40.3%	57.0	11.6%
Town of Oppenheim	195	216	233	257	62.0	31.8%	24.0	10.3%
Town of Perth	291	442	464	598	307.0	105.5%	134.0	28.9%
Town of Stratford	76	69	87	103	27.0	35.5%	16.0	18.4%
Fulton County	8,238	8,967	8,980	8,901	663	8.0%	-79.0	.9%



B. Housing:

Between the 2000 and 2010 Census counts, there were 113 more housing units in the Town of Perth, an increase of 8%. While there were other communities in Fulton County with greater increases in the total number of housing units, from a percentage standpoint, the Town of Perth's increase was second only to the Town of Bleecker at 13.5%. Of greater significance is the fact that the Town of Perth is the only community in Fulton County that saw its number of housing units more than double during the 40-year period between 1970 and 2010. Given the Town's tremendous commuter population, which will be talked about later in the Plan, and its convenient location to the capital region, there is reason to believe that this trend will continue in the future.

TRENDS IN NUMBER OF HOUSING UNITS IN FULTON COUNTY MUNICIPALITIES 1970-2010

Municipality	1970	1980	1990	2000	2010	Change 2000-2010	% Change
City of Gloversville	7,514	7,795	7,596	7,540	7,477	-63	-0.8%
City of Johnstown	3,693	3,912	3,971	3,979	4,047	68	1.7%
Total Cities	11,207	11,707	11,567	11,519	11,524	5	0.0%
Town of Bleecker	267	344	380	429	487	58	13.5%
Town of Broadalbin	1,657	2,028	2,287	2,625	2,736	111	4.2%
Town of Caroga	1,538	1,713	1,797	1,794	1,708	-86	-4.8%
Town of Ephratah	425	603	601	720	759	39	5.4%
Town of Johnstown	1,937	2,412	2,459	2,728	2,914	186	6.8%
Town of Mayfield	1,961	2,650	2,777	3,211	3,436	225	7.0%
Town of Northampton	1,268	1,685	1,843	1,962	2,026	64	3.3%
Town of Oppenheim	544	691	791	858	897	39	4.5%
Town of Perth	751	1,143	1,277	1,416	1,529	113	8.0%
Town of Stratford	422	531	481	525	546	21	4.0%
Total Towns	10,770	13,800	14,693	16,268	17,038	770	4.7%
Fulton County	21,977	25,507	26,260	27,787	28,562	775	2.8%
Amsterdam				2,374	2,520	146	6.1%
Galway				1,879	2,016	137	7.3%



The number of occupied housing units in the Town of Perth increased by 143 units between the 2000 and 2010 Census counts. As the previous table showed, there were 113 new housing units developed in the community since the 2000 Census, meaning that there were 30 fewer vacant residences in the Town as of the 2010 Census. This 10.8% increase in the number of occupied housing units in the community was the highest in Fulton County.

**OCCUPIED HOUSING UNITS
FULTON COUNTY MUNICIPALITIES
1970-2010**

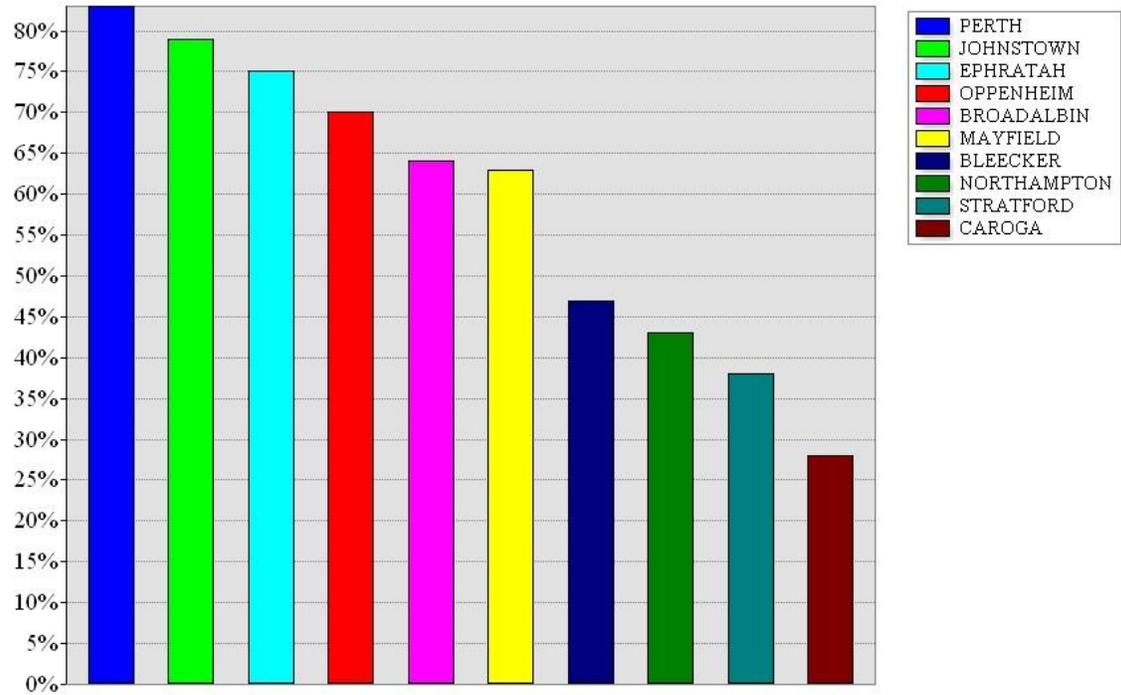
Municipality	1970	1980	1990	2000	2010	Change 2000-2010	% Change
City of Gloversville	4,164	4,064	3,802	3,515	3,556	+41	1.2%
City of Johnstown	2,247	2,293	2,273	2,136	2,162	+26	1.2%
Total Cities	6,411	6,357	6,075	5,651	5,718	+67	1.2%
Town of Bleecker	91	156	174	221	231	+10	4.5%
Town of Broadalbin	941	1,236	1,409	1,639	1,748	+109	6.7%
Town of Caroga	245	356	434	533	471	-62	-11.6%
Town of Ephratah	332	456	463	563	568	+5	.9%
Town of Johnstown	1,549	1,950	2,021	2,208	2,318	+110	5.0%
Town of Mayfield	1,214	1,641	1,844	2,122	2,162	+40	1.9%
Town of Northampton	601	776	803	879	871	-8	-0.9%
Town of Oppenheim	352	500	557	597	625	+28	4.7%
Town of Perth	609	925	1,041	1,318	1,461	+143	10.8%
Town of Stratford	131	173	178	204	219	+15	7.4%
Total Towns	6,065	8,169	8,924	10,125	10,283	+158	1.6%
Fulton County	12,476	14,526	14,999	15,776	16,001	+225	1.4%

In 2010, there were 111 more owner occupied housing units in the Town of Perth than there were as of the 2000 Census. As the table shows over the past 20 years, the Town of Perth has always had the highest percentage of owner-occupied housing units in the County, and as of the 2010 Census, its owner-occupied housing rate had reached 83%.

**OWNER-OCCUPIED
HOUSING UNITS
1990-2010**

MUNICIPALITY	1990			2000			2010		
	Total Units	Total Owner-Occupied Units	% of Total	Total Units	Total Owner-Occupied Units	% of Total	Total Units	Total Owner-Occupied Units	% of Total
City of Gloversville	7,596	3,802	50%	7,540	3,515	47%	7,477	3,356	45%
City of Johnstown	3,971	2,273	57%	3,979	2,136	54%	4,047	2,162	53%
Total Cities	11,567	6,075	53%	11,519	5,651	49%	11,524	5,518	48%
Town of Bleecker	380	174	46%	429	221	52%	487	231	47%
Town of Broadalbin	2,287	1,409	62%	2,625	1,639	62%	2,736	1,748	64%
Town of Caroga	1,797	434	24%	1,794	533	30%	1,708	471	28%
Town of Ephratah	601	463	77%	720	563	78%	759	568	75%
Town of Johnstown	2,459	2,021	82%	2,728	2,208	81%	2,914	2,313	79%
Town of Mayfield	2,777	1,844	66%	3,211	2,122	66%	3,436	2,162	63%
Town of Northampton	1,843	803	44%	1,962	879	45%	2,026	871	43%
Town of Oppenheim	791	557	70%	858	597	70%	897	625	70%
Town of Perth	1,277	1,041	82%	1,416	1,159	82%	1,529	1,270	83%
Town of Stratford	481	178	37%	525	204	39%	546	210	38%
Total Towns	14,693	8,924	61%	16,268	10,125	62%	17,038	10,469	61%
Fulton County	26,260	14,999	57%	27,787	15,776	57%	28,562	15,987	56%
Amsterdam				2,374	1,861	78.4%	2,570	1,920	76.2%
Galway				1,879	1,187	63.2%	2,016	1,282	63.6%

% OF TOTAL OWNER-OCCUPIED HOUSING UNITS PER TOWNSHIP 2010



In 2010, there were 32 more renter-occupied housing units in the Town of Perth than there were at the 2000 Census. This 20.1% increase in the number of renter-occupied units was the third highest behind the Town of Ephratah (40.3%) and the Town of Mayfield (22.8%).

RENTER-OCCUPIED HOUSING UNITS
1970-2010

Municipality	1970	1980	1990	2000	2010	Change 2000-2010	% Change
City of Gloversville	2,958	3,112	3,125	2,985	3,130	+145	4.9%
City of Johnstown	1,215	1,368	1,459	1,443	1,524	+81	5.6%
Total Cities	4,173	4,480	4,584	4,428	4,654	+226	5.1%
Town of Bleecker	7	9	20	11	9	-2	-18.2%
Town of Broadalbin	163	200	250	312	362	+50	16.0%
Town of Caroga	19	46	59	55	55	0	0%
Town of Ephratah	38	50	55	62	87	+25	40.3%
Town of Johnstown	183	195	218	263	278	+15	5.7%
Town of Mayfield	204	239	304	413	507	+94	22.8%
Town of Northampton	178	243	250	284	280	-4	-1.4%
Town of Oppenheim	80	106	93	88	105	+17	19.3%
Town of Perth	75	146	141	159	191	+32	20.1%
Town of Stratford	22	19	22	33	25	-8	-24.2%
Total Towns	969	1,253	1,412	1,680	1,899	+219	13.0%
Fulton County	5,142	5,733	5,996	6,108	6,553	+445	7.3%

Between 1990 and 2000, the number of single-family detached homes in the Town of Perth increased from 781 to 971, or 24.3%. The numbers from the 1990 and 2000 Census also indicate that there is a very limited availability of multiple-family housing units or apartment complexes in the community. Given the aging of the Town's population, this is a segment of the residential market that could see significant growth as the market reacts to the demand in senior housing complexes and other forms of low-maintenance residential living.

TOWN OF PERTH
HOUSING UNITS TYPES
1990-2010

TYPE	1990	2000
Total Units	1,277	1,416
1 Unit, Detached	781	971
1 Unit, Attached	7	13
2 to 4 Units	80	46
5 to 9 Units	8	6
10 or more Units	0	0
Mobile Home, Trailer, Other	401	380

Information on housing unit types from the 2010 Census is statistically estimated and has margins of error that are too large to conduct a meaningful analysis. There are, however, two (2) numbers that should be noted from the 2000 Census. First, there were 380 mobile homes in the Town which represented 26.8% of the housing units in the community. Secondly, there

were only 52 units that were part of either a two-family or multi-family structure, or 3.7% of the housing stock. The CPC's land use survey of the community did not uncover any evidence that these numbers have increased dramatically.

Once again, the journey to work information from the 2010 Census includes only statistical estimates with margins of error much too large to conduct any meaningful analysis. However, there are a few commutation numbers from the 2000 Census worth noting. In 2000, 93.4% of the workers in the Town of Perth did not work at home and had to travel varying distances to their jobs. The majority of those individuals, or 85.3% drove alone to work. Given the national trend of more workers traveling to their jobs, it is likely that the number of commuters may have decreased as more residents in the Town of Perth began working out of their homes because of advances in technology and the changing economy. For those individuals who had to travel to work in 2000, the largest segment of the workers (23%) drove between 15 and 19 minutes to their place of employment. It is also interesting to note that 34.3% of the Town's residents had travel times exceeding 30 minutes. This statistic more than likely corresponds to the approximate travel times to the Albany and Saratoga regions.

JOURNEY TO WORK

Means of Transportation	2000	
	Number	%
Workers 16 and over	1,552	100.0%
Car, truck, or van	1,403	90.4%
Drove alone	1,237	79.7%
Carpooled	166	10.7%
Public Transportation	18	1.2%
Motorcycle	0	0%
Bicycle	0	0%
Walked	29	1.9%
Worked at Home	102	6.6%
Travel Time to Work		
Workers who did not work at home	1,450	100%
Less than 10 minutes	165	11.4%
10 to 14 minutes	247	17.0%
15 to 19 minutes	334	23.0%
20 to 24 minutes	156	10.8%
25 to 29 minutes	50	3.4%
30 to 34 minutes	113	7.8%
35 to 44 minutes	167	11.5%
45 to 59 minutes	85	5.9%
60 to 89 minutes	125	8.6%
90 or more minutes	8	0.6%

C. Income:

Similar to the housing type data and journey to work data, income data from the 2010 Census is based solely on statistical estimates. Income data, by its very nature, is a constantly moving target and therefore, the estimated income numbers from the 2010 Census were not included in this demographic analysis. The CPC decided to include income data from previous Census counts as a way to show how the Town's residents have historically compared to the rest of the County.

Between 1980 and 2000, the per capita income of a Town of Perth resident mirrored that of a County resident. However, during that same time period, the median household income for a Town of Perth resident increased much faster than a County resident leaving a gap of \$6,269 as of the 2000 Census.

**TOWN OF PERTH INCOMES
1980-2000**

	1980	1990	2000	% Change
<u>Town:</u>				
Per Capita	\$ 5,532	\$ 11,432	\$ 16,870	205%
Median Household	\$ 14,879	\$ 29,015	\$ 39,932	168%
<u>County:</u>				
Per Capita	\$ 5,973	\$ 11,330	\$ 16,814	182%
Median Household	\$ 13,898	\$ 23,862	\$ 33,663	142%

The 2000 Census showed that the largest percentage of households and families in the Town of Perth had incomes in the range of \$50,000 to \$74,999.

**TOWN OF PERTH
FAMILY AND HOUSEHOLD INCOME RANGES
2000**

Range	Households (1,318)	%	Families (967)	%
Less than \$10,000	70	5.3%	43	4.4%
\$10,000 - \$14,999	99	7.5%	53	5.5%
\$15,000 - \$24,999	195	14.8%	109	11.3%
\$25,000 - \$34,999	215	16.3%	133	13.8%
\$35,000 - \$49,999	229	17.4%	201	20.8%
\$50,000 - \$74,999	289	22.0%	249	25.7%
\$75,000 - \$99,999	141	10.7%	111	11.5%
\$100,000 - \$149,999	68	5.2%	68	7.0%
\$150,000 - \$199,999	10	0.8%	0	0%
\$200,000	0	0%	0	0%

Between the 1990 and 2000 Census, the Town of Perth's median household income increased by 40.4%. At that time, the Town's median household income continued to be the highest in Fulton County.

MEDIAN HOUSEHOLD INCOME

	1990	2000	% INCREASE
Fulton County	28,998	39,801	37.3%
City of Gloversville	26,501	34,713	31.0%
City of Johnstown	29,056	39,909	37.4%
Bleecker	31,731	43,333	36.6%
Broadalbin	32,617	44,957	37.8%
Caroga	29,602	36,852	24.5%
Ephratah	27,650	36,324	31.4%
Johnstown	30,685	44,167	43.9%
Mayfield	31,030	42,289	36.3%
Northampton	26,890	44,896	67.0%
Oppenheim	24,718	34,306	38.8%
Perth	32,901	46,181	40.4%
Stratford	28,125	33,125	17.8%

As of the 2000 Census, there were 34 more individuals living below the poverty level in Fulton County. Twenty-eight (28) of those individuals lived in one (1) of the ten (10) townships, while six (6) lived in one of the two (2) Cities. The Town of Perth, on the other hand, had 38 fewer residents in 2000 who were living below the poverty level.

OF INDIVIDUALS BELOW POVERTY LEVEL IN FULTON COUNTY MUNICIPALITIES 1970-2000

Municipality	1970	1980	1990	2000	Change (1990-2000)	% Change (1990-2000)
City of Gloversville	1,529	2,573	2,831	2,929	98	3.5%
City of Johnstown	648	1,050	1,186	1,094	-92	-7.8%
Total Cities	2,177	3,623	4,017	4,023	6	0.2%
Town of Bleecker	12	40	51	25	-26	-51.0%
Town of Broadalbin	255	378	301	260	-41	-13.6%
Town of Caroga	12	179	144	124	-20	-13.9%
Town of Ephratah	111	220	215	257	42	19.5%
Town of Johnstown	537	341	470	576	106	22.6%
Town of Mayfield	323	558	591	548	-43	-7.3%
Town of Northampton	311	526	414	302	-112	-27.1%
Town of Oppenheim	323	262	332	222	-110	-33.1%
Town of Perth	121	173	237	199	-38	-16.0%
Town of Stratford	62	97	117	150	33	28.2%
Total Towns	2067	2774	2635	2663	28	1.1%
Fulton County	4244	6397	6652	6686	34	0.5%

D. Education:

In 1990, 77.6% of the Town of Perth's residents were high school graduates or higher. This percentage increased to 86.5% as of the 2000 Census. The Town of Perth also saw an increase in the number of residents with a Bachelor's Degree or higher between the 1990 and 2000 Census rising from 11.9% to 15.4% of the population. Unfortunately, once again, the numbers on Educational

Attainment from the 2010 Census are nothing more than statistical estimates with a margin of error too significant to include in this demographic analysis.

**EDUCATIONAL ATTAINMENT
1990-2000**

	1990	2000
<u>FULTON COUNTY</u>		
Total Persons 25 years and over	35,369	37,483
High School Graduate or Higher	24,935 (70.5%)	29,162 (77.8%)
Bachelor's Degree or Higher	4,032 (11.4%)	5,060 (13.5%)
<u>TOWN OF PERTH</u>		
Total Persons 25 Years and over	2,093	2,302
High School Graduate or Higher	1,624 (77.6%)	1,991 (86.5%)
Bachelor's Degree or Higher	249 (11.9%)	356 (15.4%)

The student enrollment in the Broadalbin-Perth School District has remained fairly steady compared to all of the other School Districts in Fulton County. The 1% difference in enrollment between 2000 and 2009 is by far the smallest change in the County.

**TRENDS IN STUDENT ENROLLMENT IN FULTON COUNTY SCHOOL DISTRICTS
2000-2009**

DISTRICT	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Change	% Change
Gloversville	3,418	3,169	3,117	3,059	3,167	3,104	3,163	3,230	3,115	3,300	-118	-3.5%
Johnstown	2,242	2,121	2,070	2,040	1,965	1,968	1,926	1,928	1,895		-347	-15.5%
Broadalbin-Perth	1,968	1,904	1,896	1,933	1,888	1,923	1,922	1,905	1,956	1,949	-19	-1.0%
Mayfield	1,232	1,141	1,148	1,147	1,131	1,100	1,068	1,048	995		-237	-19.2%
Northville	555	523	526	518	523	540	515	498	451	530	-25	-4.5%
Oppenheim-Ephratah	475	430	431	435	415	402	393	377	393		-82	-17.3%
Wheelerville	166	147	160	160	156	162	149	156	162	137	-29	-17.4%

CHAPTER V **COMMUNITY FACILITIES**

Community facilities and services are often forgotten amenities that local residents take for granted. Most residents rarely consider the maintenance responsibilities to upkeep the Town Hall or the Town Highway Barn, but these facilities serve necessary functions in the community and should be given constant attention. Often times, population growth will influence a community's development or expansion of public facilities and services. At other times, planned construction or expansion of public facilities and services can be a contributing factor to private residential and commercial investment in a community. The development of public infrastructure such as new roads, water lines and sewer lines can influence the decisions of private developers to undertake new residential and commercial projects in areas to be served by the new infrastructure.

Town Hall/Senior Annex:

The Perth Town Hall building, which is located along County Road 107, houses all of the local government administrative offices in the community. (See Map #2.) The day-to-day administration of local government issues and activities takes place in this building. For many visitors to the community, their first impression of the Town is formed by what they see in this building. As such, the community should take great pride in the appearance of this building and the surrounding grounds and should insist on its meticulous upkeep.

Attached to the Town Hall building is the Town of Perth Senior Annex, which was constructed in 2002. The Senior Annex is approximately 2,400 sq. ft. in size and provides the Town with assembly space, a full-service kitchen, meeting rooms and storage along with handicapped bathrooms. The Senior Annex serves the entire senior population of the Town of Perth including 100+ active members in the Town of Perth Senior Club. A variety of County programs are offered in the Senior Annex, which means that seniors from surrounding townships throughout the eastern portion of Fulton County also take advantage of this facility. Among the programs offered in the Senior Annex are:

- Assistance with Veterans Administration Benefits
- Assistance with income tax preparation
- Use of the VA Health Care Network
- Veterans Property Tax Exemption
- Meal site for congregate dining
- Insurance counseling
- Financial assistance
- HEAP assistance
- Legal services
- Entitlement counseling (Medicare, Medicaid, Food Stamps, Health, long-term care and supplemental insurance)
- Access to personal care or case management, respite, caregiver services, social adult care, support groups
- Health and wellness programming
- Weatherization services
- Employment services
- Transportation
- Public health education programs
- Computer training for seniors
- Safe driving courses for seniors

Given the range of services and programs conducted in this building, its importance to the community cannot be overstated. Once again, it is extremely important that the appearance of this building be carefully maintained so that the first impression a visitor gets of the community is favorable.

Grange Hall:

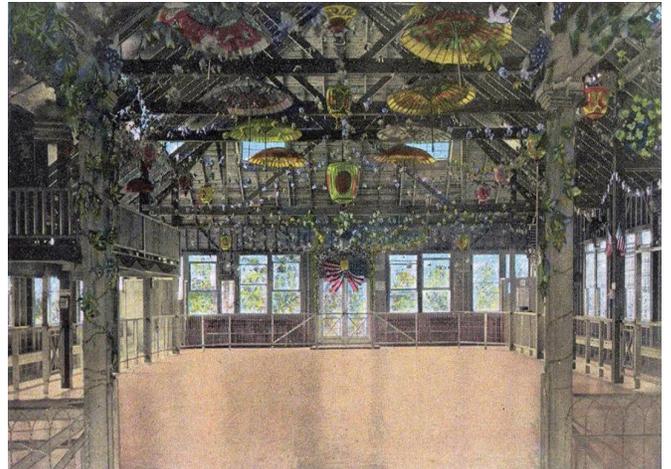
The Town Grange Hall is located in front of the Town Hall/Senior Annex building along County Highway 107. The building currently is unoccupied and has some maintenance issues that need to be addressed. Because of its location adjacent to Town Hall, the Grange building holds several possibilities for its reuse, including additional meeting space, housing the Town Court, conference space or a variety of other administrative functions. Once again, given the prominent location of the Grange Hall in front of the Town Hall/Senior Annex, the appearance and overall upkeep of this building is a direct reflection of the community's character. The building's prominent location along County Highway 107, makes it an ideal spot to display seasonal décor, create a community garden, or plant additional landscaping.

Town Park:

During the past 10-15 years, the Town of Perth has made a concerted effort to develop a Town Park on the Town Hall/Senior Annex property. The Park currently includes baseball/softball fields, a pavilion, a small playground area, a basketball court, and two (2) equipment/storage buildings. The Town Park is home to a variety of youth sports and recreation programs and is an extremely popular spot during the summer months. Having adequate recreational facilities and/or land available for recreational activities in the community is a major benefit to Town residents. Well maintained recreational facilities and lands are a source of community pride, offer residents an opportunity to gather and socialize, provide numerous health benefits and, most importantly, offer recreational opportunities for the youth of the community. The continued development and enhancement of the Town Park can add immeasurably to our residents' quality of life and should be viewed as a tremendous asset to the community. Opportunities to expand the Town's recreational amenities by acquiring additional properties near the Town Park should be seriously considered by the Town. For instance, many years ago, a property known as Healey's Park, located along the west side of NYS Route 30 just north of its intersection with County Road 107, was the hub of social and recreational activities in the area. The Park included a manmade pond, a beach area, playground equipment and a dance pavilion that provided recreational enjoyment for residents throughout the area. Today, only the remnants of this property remain. Topographic conditions and the existence of wetlands on the site will severely hamper any potential commercial development of the property. However, the property is not far from the Town Park and could be a site that the Town may want to consider acquiring to provide a passive recreational resource for the community to compliment the active recreational amenities that are provided in the existing Town Park. The concept of developing a vibrant "Town Center" area that becomes the focal point of recreational and social activities in the Town will be discussed again later in this Plan.



**GATHERING AT HEALEY'S
POND**



HEALEY'S POND PAVILION

Town Highway Facilities:

The Town Highway Facilities , which are located along Midline Road, house all of the Town's highway maintenance equipment and serve as the headquarters for maintenance activities in the community. The two (2) properties housing the current highway buildings are situated along the west side of Midline Road. The parcels contain a highway garage and a self storage building. Given the space limitations and the need for mechanical upgrades in the existing highway garage, the Town is pursuing the construction of a new highway garage on the same property. This new facility will provide additional space for the Highway Department and will include maintenance equipment that is unavailable in the existing highway garage, allowing the Town to perform more of its own maintenance. The existing highway garage will continue to be used for a variety of Town Highway functions. Today, there are approximately 58.6 miles of public road in the Town of Perth, which include 3.6 miles of State highway, 14.44 miles of County road and 41 miles of Town road. Along with maintaining the 41 miles of Town road in the community, the Town Highway Department also contracts with the County to maintain approximately 4+/- miles of County road, including all of County Road 132 and a portion of County Road 107 from Midline Road to NYS Route 30.

Fire Department:

Fire and emergency services in the community are provided by the Town of Perth Volunteer Fire Department, which is located along the west side of NYS Route 30 approximately ½ mile north of its intersection with County Road 107. The Fire Department contracts on an annual basis with the Town for its services. Mutual aid is also provided by neighboring communities such as Broadalbin, Galway, Hagaman and Fort Johnson. The Town of Perth’s Volunteer Fire Department is a relatively new structure that was constructed in 1997. It is staffed by 34 active members.



Law Enforcement:

The Town of Perth does not employ a local police force and is served by the Fulton County Sheriff’s Department and the NYS Police. As such, there are no local law enforcement buildings or facilities in the community.

Ambulance Service:

Ambulance service for the Town of Perth is provided by either the Broadalbin Ambulance Service (residents north of County Highway 107) or GAVAC Ambulance service (residents south of County Highway 107). There are also some smaller areas in the community that are serviced by the Galway and Fulton County Ambulance services. There are currently no ambulance services with buildings or facilities in the community.

Educational Facilities:

While the Broadalbin-Perth High School is located in the Town of Broadalbin, the elementary and middle schools are located along County Road 107 across from the Town Hall property. This School District property not only serves as the only public educational institution in the community, but offers recreational opportunities for residents with ball fields, walking/jogging trails, playgrounds, tennis courts etc.

The Perth Bible Christian Academy is a small Christian school located adjacent to Perth Town Hall on County Highway 107. The school is associated with the Perth Bible Church which was founded after the United Presbyterian Church dissolved in the late 1950’s and early 1960’s. Over the years, there have been several additions and improvements made to the property. Today, the school property is used not only by the Perth Bible congregation but, given the property’s location adjacent

to the Town Park, community soccer fields and various other recreational activities are conducted on the Church's property.

Municipal Water:

The Town of Perth does not have a municipal water system for the community. There are significant aquifer resources available in the Town of Perth, which will be discussed in the Natural Resources Chapter of this Comprehensive Plan. However, because of the readily available sources of water throughout the community, development of a municipal water system has not been a high priority issue.

Municipal Sewage Treatment:

Property owners in the Town of Perth rely on individual wastewater treatment facilities for sewage disposal. The Town's previous Comprehensive Plan called for the preparation of a Feasibility Study to look at both public water and sewage disposal systems in the community. In January of 2007, Laberge Group prepared a Sewer District Feasibility Study for the Town of Perth. The Sewer Study examined three (3) options for providing municipal sewer services in the community:

- 1) Connection to the Town of Amsterdam's municipal sewer infrastructure with treatment provided by the City of Amsterdam's sewage treatment facility.
- 2) Connection to the Gloversville-Johnstown Joint Wastewater Treatment System to sewers owned by the NYS Department of Corrections in the Town of Johnstown. Treatment would be provided by the existing Johnstown-Gloversville Wastewater Treatment Facility.
- 3) Siting and development of a new Town of Perth sewage treatment facility.

The Study essentially examined the concept of providing municipal sewer service along the Route 30 Corridor and to a branch service area east of NYS Route 30 along County Highway 107. According to the Study, the cheapest alternative for the Town to consider would be tying into the Town of Amsterdam's municipal sewer infrastructure and having the City of Amsterdam sewage treatment facility provide treatment. The capital cost associated with developing this option exceeded \$3.5 million with annual operation and maintenance costs exceeding \$300,000 per year. The Study pointed out that there would likely be additional costs associated with pursuing this alternative because of the uncertainty of the available capacity in the Amsterdam wastewater treatment facility and the possible need for the Town of Perth to pay for additional studies to examine the implications of adding this waste stream to the facility. The other two (2) alternatives outlined in the Sewer District Feasibility Study were clearly cost prohibitive.

An alternative that has not yet been studied in the Town of Perth is the use of packaged wastewater treatment systems. These systems, which have the ability to treat smaller amounts of domestic wastewater, can be used as an option in communities where municipal wastewater infrastructure is unavailable and individual wastewater septic systems either can't be developed or cause development limitations. These packaged wastewater treatment systems are typically not dependent on topographic or soil conditions but must have access to a water source where the treated effluent from the system can be directed. These packaged wastewater treatment systems are an option for communities that don't have the need to develop municipal wastewater infrastructure for the entire community. The packaged systems can be used for individual housing developments, schools, hospitals, mobile home parks and other high-density uses in a limited geographic area.

RECOMMENDATIONS:

- **The maintenance and appearance of the Town Hall/Senior Annex must receive constant attention. Aesthetic upgrades, including repaved parking areas, sidewalks and additional landscaping, should be undertaken.**
- **The Grange Hall along County Highway 107 should be renovated and brought up to code so that it can be functionally used by the Town. Volunteers should be organized to create displays of seasonal décor on the building. Additional landscaping and possibly a community garden should also be considered adjacent to the building.**
- **Encourage the local farming community to work together to organize a Farmer’s Market that can be located in the updated parking areas adjacent to the Grange Building.**
- **Establish a volunteer Recreation Commission to oversee recreational programs in the community, especially those that can be conducted on the Town Park property. The Town Recreation Commission will be responsible for organizing volunteer efforts to assist with maintenance of the updated Town Park and Grange Building. The Recreation Commission will also be responsible for determining the feasibility of using the recreational facilities at the Town Park to host a variety of sporting events, festivals or other social events.**
- **Sidewalks should be constructed along the north side of County Highway 107 along with a crosswalk in front of the Broadalbin-Perth Middle School.**
- **The following upgrades should be made to the Town Park:**
 - **An internal walking trail around the perimeter of the property should be developed.**
 - **A new playground facility with benches and additional landscaping should be provided.**
 - **An expansion and improvement of the parking areas should be undertaken.**
 - **Restroom facilities attached to the Equipment Storage Building should be considered.**
 - **Pedestrian bridges linking the Town Park property with commercial properties along NYS Route 30 should be developed.**
- **The Town should consider opportunities to expand recreational resources in the community by adding additional Town Park land that can be used to compliment other recreational resources in the community.**
- **A new highway maintenance facility should be constructed on the site of the existing facility. This facility will provide the additional space that is needed by the Town Highway Department and will allow the Town to perform more of its own maintenance work in-house.**
- **The Planning Board must consult with the Town of Perth Volunteer Fire Department on any access issues for future development and to assure that fire protection capacity is in place prior to the approval of any large-scale residential or commercial projects.**
- **The Town must work with the Broadalbin-Perth School District to inventory recreational opportunities in the community and to provide new recreational resources that complement those provided by each entity.**

- **An engineering analysis of the potential use of packaged wastewater treatment systems in the Town should be authorized. The results of the analysis should be carefully incorporated into any updates of the Town's Land Use Regulations.**
- **Support the continued maintenance of the existing snowmobile trail system in the Town of Perth and examine opportunities to expand the trail system and to provide amenities at key locations along the system.**

CHAPTER VI **NATURAL ENVIRONMENT/NATURAL RESOURCES**

A natural environment consists of both living and nonliving things that occur naturally in our community. A natural resource is something that comes from the environment. According to the United States Geological Survey (USGS), natural resources include minerals, energy, land, water and living things. These resources are something we can use but they must be maintained to protect their viability.

From our community's perspective, it is obvious why we need to protect our natural environment and the natural resources that are available in the Town of Perth. Our ability to grow food, drink pure water, provide energy sources for our homes and businesses and coexist with the plants and animals in our local ecosystem depends on our ability to protect our natural environment and the natural resources that exist in our community.

The Town of Perth is located in the southeastern corner of Fulton County in the foothills of the southern Adirondack Mountains. The Town is approximately 26.11 square miles in size or 16,711 acres. There are several aspects of the natural environment as well as natural resources that the community needs to consider as it continues to grow and new types of development are introduced to the Town.

Soils:

Although there are numerous soil types found in the Town of Perth, approximately two-thirds of the community consists of Mosherville Loam, Broadalbin Fine Sandy Loam and Sun Loam classifications. (See Map #3.) The Mosherville soils are deep, somewhat poorly drained medium textured soils. The Broadalbin soils are deep, well-drained medium textured soils. The Sun soils consist of deep poorly drained and very poorly drained medium textured soils. The Sun association soils are the classification that poses the most difficult development constraints. These soils are found sporadically throughout the community. There are particularly large concentrations of these very poorly drained soils along the western border of the Town off of Sacandaga Road and in the eastern half of the Town along County Road 126, south of Stairs Road. These areas of very poorly drained soils pose significant development limitations, as well as environmental concerns that make future growth in these areas highly unlikely.

Agricultural Districts:

Article 25-AA of the Agriculture and Markets Law of New York State authorizes the creation of local Agricultural Districts. According to the NYS Department of Agriculture and Markets, the purpose of creating Agricultural Districts is to encourage the continued use of farmland for agricultural production. The program provides a variety of landowner incentives and protections designed to deter the conversion of farmland in New York State to non-agricultural uses. The incentives include preferential real property tax treatment, agricultural assessments and special benefit assessments. The benefits also include protections against overly-restrictive local laws, government-funded acquisition or construction projects and private nuisance suits involving agricultural practices. Fulton County's Agricultural District was created in 1977 and was renewed by the County for another 8-year period in 2009. Fulton County's Agricultural District includes approximately 26,351 acres in the Towns of Oppenheim, Ephratah, Johnstown, Mayfield, Broadalbin and Perth. There are 122 Town of Perth parcels included in Fulton County's Agricultural District, making up approximately 4,945 acres. (See Map #4.) The majority of the Agricultural District properties are located in the western half of the Town of Perth.

Prime Farmlands:

The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) classifies farmland soils throughout the United States. Typically, there are three (3) farmland categories identified as important for farmland soil classification purposes, including prime farmland, unique farmland, and farmland of statewide importance. Prime farmland has the best combinations of physical and chemical characteristics for producing food, feed, forage, fiber and oil seed crops. Prime farmland soils have the soil quality, growing season and moisture supply necessary to economically produce sustained high yields of crops. In the Town of Perth, approximately 4,582 acres of land are considered prime farmland by the NRCS. (See Map #5.)

Unique farmland is defined by the NRCS as farmland that produces high yields of specialty crops such as fruits and vegetables. It has characteristics including good soil quality, location, topography, growing season and moisture. Once these soils are converted to other uses, this unique farmland cannot be economically restored to previous conditions. There are no unique farmlands identified in the Town of Perth.

The third important classification as defined by the NRCS are farmlands of Statewide importance. These farmlands include areas that produce fair to good yields of crops when managed according to sound agricultural practices. These farmlands are important to the State for the production of food, seed, fiber, forage and oil seed crops. In the Town of Perth, approximately 8,642 acres of land are considered farmland of Statewide importance.

The soils classified as prime farmland by the NRCS can be found throughout the community. There are particularly large concentrations in the eastern and northern sections of the Town. One interesting circumstance worth noting is the fact that the majority of the Town of Perth properties that are included in Fulton County's Agricultural District are located in the western half of the community. The largest concentration is found along the southwestern border with Montgomery County. The irony of this situation is that according to NRCS soils maps, that area of the Town includes the highest concentration of areas not considered prime farmland or, at best, considered prime farmland only if drained.

From a development standpoint, the Town recognizes that the number of active farms in the community has dwindled significantly in the past 20 years. However, the community is still recognized for its productive farm operations and its rural landscape. The Town isn't likely to witness commercial development pressure in those areas classified as prime farmland. However, because this soil classification is scattered throughout the community, proposals for new residential development could encroach on areas that are considered prime farmland.

Slopes:

A digital elevation model, prepared by the United States Geological Survey (USGS) identifies very few severe slope areas or even moderate slope areas in the Town of Perth. (See Map #6.) The area along the south side of County Road 107 between Smith Road and Steers Road has perhaps the largest concentration of difficult topographic conditions in the community. There is a small pocket of steep slopes located along the east side of Sacandaga Road near its intersection with County Road 107 and another pocket of difficult topography south of Stairs Road. Although these severe slope areas pose development constraints and can significantly increase development costs, they also provide the community with the topographic relief that produces the hillsides and valleys that contribute to scenic vistas in the community. From a development standpoint, topographic conditions in the Town of Perth will have very little impact on future growth.

Watersheds/Drainage Basins:

The NYS Department of Environmental Conservation (NYSDEC) defines a watershed as the land that water flows across or under on its way to a river, lake, stream or bay. All land is included in some watershed. NYSDEC defines drainage basins as larger watersheds containing watersheds of several small rivers and streams. New York State is made up of 17 drainage basins, two of which drain portions of the Town of Perth, the Mohawk River Drainage Basin and the Upper Hudson River Drainage Basin. The Town of Perth is divided into four (4) watersheds, including the Cayadutta Watershed, the Sacandaga Watershed, the Kayaderosseras Watershed and the Chuctanunda Watershed. (See Map #7.) The eastern half of the Town is drained by the Chuctanunda Creek and the majority of the western half by the Kayaderosseras Creek. Both of these creeks flow in a southerly direction through the Town of Amsterdam and eventually into the Mohawk River and the Mohawk River Drainage Basin. A small portion of the northern section of the Town drains into the Skinner Creek which flows in a northeasterly direction to the Kenyetto Creek and into the Sacandaga Reservoir which is part of the Upper Hudson River Drainage Basin. Another small portion of the northwesterly section of the Town flows into the Cayadutta Creek and flows towards the City of Johnstown and eventually into the Mohawk River Drainage Basin.

Floodplains:

The Federal Emergency Management Agency initially mapped the Town of Perth's 100 year flood zones in October of 1974. Map revisions were made in July of 1976 and the effective date of the current Flood Insurance Rate Maps for the Town of Perth is February 15, 1985. These maps depict the 100 year flood zone areas in the community. In the Town of Perth, there are very few areas located within a 100 year flood plain. A small area along the Healy Kill on both sides of NYS Route 30 is situated in a 100 year flood plain and areas along the North Chuctanunda Creek in the eastern half of the community are also located in a 100 year flood plain. Communities participating in the National Flood Insurance Program afford their property owners the ability to purchase federally-subsidized flood insurance for their property. From a development standpoint, the area located south of County Road 132 along the North Chuctanunda Creek contains the largest 100 year flood zone in the community and could pose some development limitations in that area.

Groundwater:

In 1980, the NYS Department of Health (NYSDOH) identified 18 primary water supply aquifers in New York State. The NYSDOH defined these areas as highly productive aquifers presently utilized as sources of water supply by major municipal water supply systems. There are no primary aquifers as defined by the NYSDOH in the Town of Perth or in Fulton County.

The United States Geological Survey (USGS) has mapped the location of principal aquifers throughout the United States. It defines these areas as aquifers known to be highly productive or whose geology suggests abundant potential water supply but which are not intensively used as sources of water supply by major municipal systems at the present time. In the Town of Perth, there are portions of two (2) large principal aquifers that extend into the Town. (See Map #8.) An aquifer yielding over 100 gallons per minute is located in the northwest corner of the Town generally north of County Road 107 on both the east and west side of Sacandaga Road. A second principal aquifer yielding between 10 and 100 gallons of water per minute extends through the middle of the Town and along the eastern border of the Town. These groundwater resources are a valuable asset to the community and need to be protected. Withdrawing significant volumes of water from these aquifers could lower the water table and deplete surface and groundwater supplies in those areas. Extensive clearing of vegetation or large-scale developments that significantly increase impervious surfaces can reduce stormwater infiltration into the aquifers. Septic systems that are improperly installed or are not functioning properly are also a source of groundwater contamination. These are all issues that the

Town will need to consider as the community continues to grow and development pressure occurs in those areas.

Wetlands:

Article 24 of the Environmental Conservation Law of New York State, which is also known as the Freshwater Wetlands Act, states that, “It is declared to be the public policy of this State to preserve, protect and conserve Freshwater Wetlands and the benefits derived therefrom to prevent the despoliation and destruction of Freshwater Wetlands and to regulate use and development of such wetlands to secure the natural benefits of Freshwater Wetlands, consistent with the general welfare and beneficial economic, social and agriculture development of the State.” The New York State Legislature passed the Freshwater Wetlands Act in 1975 in order to preserve, protect and conserve Freshwater Wetlands in the State. The NYS Department of Environmental Conservation (NYSDEC) defines Freshwater Wetlands as those areas of land and water that support a preponderance of characteristic wetland plants that outcompete upland plants because of the presence of wetlands hydrology (such as prolonged flooding) or hydric (wet) soil. The NYSDEC Freshwater Wetlands webpage identifies several functions and benefits that wetlands provide including:

1. **Flood and Stormwater Control:**

Wetlands provide critical flood and stormwater control functions. They absorb, store and slow down the movement of rain and melt water, minimizing flooding and stabilizing water flow.

2. **Surface and Groundwater Protection:**

Wetlands often serve as groundwater discharge sites, maintaining base flow in streams and rivers, and supporting ponds and lakes. In some places, wetlands are very important in recharging groundwater supplies. Wetlands also improve water quality by absorbing pollutants and reducing turbidity.

3. **Erosion Control:**

Wetlands slow water velocity and filter sediments protecting streams, lakes, reservoirs and navigational channels. They also buffer shorelines and agricultural soils from water erosion.

4. **Pollution Treatment and Nutrient Cycling:**

Wetlands cleanse water by filtering out natural and many manmade pollutants, which are then broken down or immobilized. In wetlands, organic materials are also broken down and recycled back into the environment, or they support the food chain.

5. **Fish and Wildlife Habitat:**

Wetlands are one of the most productive habitats for feeding, nesting, spawning, resting and cover for fish and wildlife, including many rare and endangered species.

6. **Public Enjoyment:**

Wetlands provide areas for recreation, education and research. They also provide valuable open space, especially in developing areas where they may be the only green space remaining.

New York State’s Freshwater Wetlands Act provides protection for wetlands that are at least 12.4 acres in size and in some cases smaller wetlands that have unusual local importance. The Freshwater Wetlands Act also regulates a buffer zone area around every wetland of 100’. The NYSDEC and the Adirondack Park Agency (APA) are responsible for mapping all wetlands in New York State. According to NYSDEC’s maps, the Town of Perth has approximately 996 acres of State-regulated wetlands within its borders. (See Map #9.) The largest wetlands are the Healy Kill Wetland located east of County Road 126 and the Marble Vly Wetland located west of Sacandaga Road on the border with the Town of Johnstown. Most activities in a regulated wetland or buffer zone require a Wetland

Permit from the NYS Department of Environmental Conservation. In order to obtain a permit, the impacts to a wetland must be avoided or minimized so that the activity will not seriously affect the wetland. Often times, a proposed project will require compensatory mitigation which involves the creation or restoration of wetlands to replace those that are lost as a result of a proposed project.

The United States Army Corps of Engineers also regulates wetlands under Section 404 of the Federal Clean Water Act. The definition of a wetland in the Federal Clean Water Act is slightly different than NYS's Freshwater Wetlands Act, but still calls for the protection of wetland areas. The biggest regulatory difference is the fact that the Army Corps of Engineers is authorized to regulate wetland areas regardless of size, but there is no regulated buffer area surrounding a federally defined wetland area.

The importance of protecting the wetland resources in the Town of Perth is extremely important. The locations in the community with the largest wetland concentrations already have other notable physical constraints that will make development in those areas difficult from a design perspective, expensive and probably unlikely.

Surface Waters:

Small streams can be found throughout the Town of Perth along with a few small ponds that occur within the course of several of the streams. (See Map #10.) The NYS Department of Environmental Conservation classifies surface waters in New York State in an effort to establish standards of water quality and purity. A water quality classification is based on existing or expected best usage of a particular surface water. Fresh surface waters are classified as AA, A, B and C in New York State. These classifications describe the best uses of those waters whether it be drinking water, swimming, boating or fishing. Fresh surface waters may also be designated as trout waters(T) or even suitable for trout spawning (TS). The Environmental Conservation Law of New York State regulates and protects streams and small water bodies located in the course of a stream that have classifications of C or higher and have a designation as being suitable as trout waters. A Protection of Waters Permit is required to physically disturb the beds or banks of any stream with the classification standard of C(T) or higher.

There are several streams in the Town of Perth that are designated with a classification of C(T) including the Healy Kill, the Kayaderosseras and Skinner Creek. A section of McQueen Creek has a classification of C(TS) which means it is designated as suitable for trout spawning. All of the trout waters in the Town of Perth represent an invaluable recreational resource for the community.

Rare and Endangered Animals and Plants:

The NYS Department of Environmental Conservation's Natural Heritage Program has identified a location in the northeast section of the Town as an area with a rare animal species. (See Map #11.) The precise location of the species is not identified nor is the exact name of the animal species given. The information gathered by the Natural Heritage Program is based on confirmed observations and collections of rare animals and rare plants. The Natural Heritage Program Office did confirm verbally that the area has a grassland bird that is designated by New York State as threatened. The NYS Department of Environmental Conservation defines a threatened species as a native species likely to become an endangered species within the foreseeable future in New York based on the criteria for listing in Section 182.3(b) of the Environmental Conservation Law of New York State and that are listed as threatened in Subdivision B of Section 182.5 of the Environmental Conservation Law or are species listed as threatened by the United States Department of the Interior in the Code of Federal Regulations (50 CFR Part 17). There are currently ten (10) bird species identified as threatened by the

NYS Department of Environmental Conservation based on the criteria found in the Environmental Conservation Law.

Unique Geological Features:

The NYS Department of Environmental Conservation's Natural Heritage Program identifies one (1) unique geological feature in the Town of Perth. (See Map #11.) The feature is located along the north side of County Road 107 and is identified as the "Perth Pit." This feature is described as Perth Morrain: Trough-Cross bedded outwash overlain by sand-matrix-supported diamicton: Trough-Cross-laminated outwash sand and gravel.

Wind Resources:

Wind Resources have the ability to offer a renewable source of energy for the residents of the community and, in some cases, provide a large-scale power generation resource. According to the New York State Energy Research Development Authority (NYSERDA), wind is essentially recycled solar energy. The sun heats the Earth's surface at different rates and this uneven heating creates wind. As wind speeds increase, there are substantially larger increases in wind energy potential. Wind turbines are used to convert this energy into electricity.

In 2009, AWS Truewind, LLC, a renewable energy consulting company, prepared a document for NYSERDA outlining the wind resource potential in New York State and the market for wind energy. The document is called Wind Energy Tool Kit and can be used by communities to prepare for possible wind energy development. According to the Wind Energy Tool Kit, New York State's geographic location in close proximity to major load centers, its good wind resources, the high cost of electrical energy in the northeast, concerns over regional air quality, federal tax incentives and legislative mandates in New York and neighboring states has brought significant attention to wind resources in New York State. This NYSERDA-sponsored analysis categorizes wind energy projects as small scale, medium scale and utility scale in size. The main focus of the Wind Energy Tool Kit is on utility scale projects. These are projects that create at least 1,000 kilowatts of energy for sale to power markets. In general, utility scale projects require average wind speeds of 14.5 mph or 6.5 meters per second. Wind speeds lower than that are acceptable for the smaller scale and medium scale wind projects. But as technology improves, there may be opportunities for utility scale projects in areas with lower wind speeds.

According to the Wind Energy Tool Kit, there are only a few areas in New York State along the hilltops in western, central and north central upstate New York that have some potential for utility scale wind resource development. There are also opportunities along the Atlantic Ocean, Lake Erie, and Lake Ontario. (See Map #12.) The Wind Energy Tool Kit identifies 18 counties in New York State that have potentially developable wind resources. Fulton County is not included in that list, nor are the neighboring counties of Montgomery, Saratoga, and Hamilton. Therefore, the likelihood of utility scale wind energy development occurring in the Town of Perth is very slim. However, there may be opportunities for individual property owners to install small scale systems to provide power to a residence or a commercial business.

Solar Energy:

The United States Department of Energy defines solar radiation as electromagnetic radiation emitted by the sun. According to the Department of Energy, this solar radiation can be captured and turned into useful forms of energy such as heat and electricity using a variety of technologies. How well these technologies will work at a specific location depends on the amount of solar energy that is available in that location. Every location on the planet receives sunlight during a portion of the year. The amount of solar radiation that actually reaches the Earth's surface varies depending upon

geographic location, time of day, season, local landscape and local weather. Photovoltaic materials and devices are used to capture solar radiation from the sun and convert it to electrical energy. There are also solar water heating and space heating systems, but the most common systems are the photovoltaic systems that convert solar radiation into electrical energy. These are the types of systems that are commonly found on individual residences or commercial businesses and are also the types of systems that make up large-scale solar farms that provide energy for commercial purposes. As technological advances are made in the development of photovoltaic systems, these types of energy-saving devices will be found more frequently throughout the community. State and federal incentives to develop solar energy systems and facilities will also play a contributing factor in the growth of this type of development in the community. The Town should encourage the development of these types of systems as a way to allow homeowners to become more energy self sufficient. However, the siting and the magnitude of these types of systems needs to be carefully analyzed so that there aren't negative consequences to neighboring property owners that outweigh the benefits of this environmentally friendly effort to capture the sun's energy.

RECOMMENDATIONS:

- **Prepare Land Use Regulations that help to protect areas where soil conditions pose development constraints and can add significant costs to projects.**
- **Encourage the continued use of farmland for agricultural production in the community.**
- **Develop Land Use Regulations that protect prime farmland areas in the community and encourage cluster-type subdivisions and high-density mixed use projects that help to preserve these areas.**
- **Encourage the use of stormwater design standards that are found in the NYS Stormwater Management Design Manual. Standard stormwater management practices along with green infrastructure techniques should be implemented whenever feasible.**
- **Develop regulations that prohibit future development in any areas mapped as 100-year flood zones by the Federal Emergency Management Agency.**
- **Any development within the vicinity of a principal aquifer in the Town must be carefully monitored with restrictions on extensive clearing, construction of extensive areas of impervious surfaces and poorly designed or installed individual septic systems or community sewage treatment systems.**
- **Dense residential or commercial development in the vicinity of a New York State or Army Corps of Engineers regulated wetlands will be discouraged.**
- **Streams and small water bodies located in the course of a stream are regulated and protected by provisions of the Environmental Conservation Law of New York State. Any opportunity for the Town to provide public access to streams classified as Trout Waters in the Town should be explored and considered as a way to increase recreational opportunities in the community.**
- **Regulations should be developed to guide the siting and construction of small-scale residential or commercial wind energy systems.**
- **Regulations should be developed for the siting and construction of both residential scale and small commercial solar energy systems as well as large-scale solar farms.**

CHAPTER VII **LOCAL ECONOMY**

Every municipal government is interested in growing its local economy and making its community more prosperous. A vibrant local economy is perhaps the most significant factor in making a community more livable. In the Town of Perth, most of the businesses/commercial enterprises are located along the NYS Route 30 Corridor. While these businesses/commercial enterprises are not large employers, they collectively provide employment opportunities for our residents and for the business owners, they represent a significant personal investment and contribution to the local economy.

According to the 2000 Census, approximately 71% of the Town's workforce commuted outside of the County to employment. Although this same type of data is not available from the 2010 Census, the lack of large employers in the Town makes it reasonable to assume that a large portion of the local workforce still commutes outside of the County for employment opportunities. With the recent closure of the Tryon Youth Detention Facility along County Road 107, the largest employers left in the Town are the School District and the Town's Municipal Government.

Business Inventory:

The Town of Perth Comprehensive Plan Commission, in an attempt to get a better understanding of the existing business patterns in the community, conducted a roadside survey of the business/commercial properties throughout the Town. The survey showed that there are presently about 125+/- businesses/commercial enterprises operating in the Town of Perth. These businesses include a variety of contractors, auto and equipment repair shops, restaurants, modular home sales, mobile home parks, convenience stores, a bridal shop, gunshop, recreational activities, a bank, daycare center, pet grooming, nursery and dance studio among other uses. Over 30 of the businesses or approximately 25% of the total included a variety of contractors and auto and equipment repair shops. While there are retail stores in the community, these types of businesses are not abundant in the Town. The dense concentration of retail development just south of the County border in the Town of Amsterdam, where municipal water and sewer infrastructure is available has clearly had a decisive impact on the amount of retail development that has occurred in the Town of Perth.

Home-based Businesses:

A category of business that was not included in the Commission's roadside survey was home occupations. These types of businesses, which can include a vast array of business categories, are almost impossible to keep track of from a land use standpoint. Home-based businesses typically aren't readily noticeable as you drive by a residence since most of the time there is no signage involved with the business and there are no visible products or materials kept on the property. In this age of rapidly-advancing technological innovation, a whole generation of new businesses are starting up every day in homes across the country. From a land use standpoint, these types of businesses have very little noticeable impact on local land use patterns in the community because they typically occur in existing buildings and only occasionally require the construction of an addition on a residence. Nevertheless, this segment of the local economy will continue to grow and because these types of businesses often times provide sales tax revenue for the community and help to reduce local traffic impacts, they benefit the local economy.

Tryon Technology Park and Incubator Center:

The redevelopment of the former Tryon Youth Detention Facility properties along County Road 107 will have an enormous impact on the local economy of the Town of Perth. (See Map #13.) The redevelopment of this 500+/- acre site into shovel-ready lots along with the potential reuse of the 40+/- existing buildings on the site will not only be a priority for the Town of Perth's local economy, but will be the focus of Fulton County's economic development efforts for many years. The local economic impact that redevelopment of this site will have on the Town could be enormous. The companies that may look to relocate or expand in the new Technology Park and Incubator Center, as well as the ancillary businesses that may start up to serve the employees that will be working at the redeveloped site could grow the local economy for years to come. Redevelopment of the former Tryon site may also have impacts on population growth in the community, which in turn, could affect commercial growth throughout the Town.



TRYON CAMPUS TODAY

NYS Route 30 Corridor Management Study:

In May of 2007, the NYS Department of Transportation (NYSDOT) commissioned a Corridor Management Study of the NYS Route 30 in the Towns of Perth and Mayfield. A Route 30 Corridor Committee, which included individuals from the Town of Perth, Town of Mayfield, the County, as well as NYSDOT, oversaw the consultant's work on the future management of the NYS Route 30 Corridor. The Corridor Committee recognized that congestion along the Route 30 Corridor in the Town of Perth was increasing at a rapid pace due to the expansion of commercial development to the south in the Town of Amsterdam and an increase in vacationers and recreational visitors traveling to the Adirondack region along this Corridor. Corridor Committee members felt that the Town of Perth should encourage sound Corridor Management Principles along this stretch of New York State highway, while at the same time encouraging the growth of businesses along the Corridor that could capture some of the tourism dollars that are spent by individuals traveling along this stretch of NYS Route 30. The final Corridor Management Study included a variety of access management standards, land use and zoning tools and potential physical improvements to the roadway that could benefit the Town of Perth and help promote economic growth in the Town along this corridor.

Local Agricultural Economy:

At one time, there were more than 40 active farms in the Town of Perth that contributed significantly to the viability of the local economy. Today, there are only a few active farms remaining in the community. While these farms continue to play an important role in the local economy, they are also a part of the history of the Town and enhance the rural atmosphere of the community. Fulton County's Agricultural Development and Farmland Protection Plan outlines several goals and objectives for the County's agricultural economy. One of the goals identified in this Plan is to encourage farmers to diversify their farm products and establish new markets for those farm products. Today, throughout New York State, agricultural operations are becoming more specialized. Specialty crops, vineyards and aquaculture operations are just a few of the new types of ventures that are diversifying the agricultural industry. The Town of Perth welcomes this type of diversification in the local agricultural economy because it would not only help preserve the rural character that our farming operations perpetuate in the community, but it could also play a significant role in contributing to the prosperity of the local economy.

Population Concentrations:

As was noted earlier in this chapter, the majority of the existing businesses/commercial enterprises in the Town are located along the New York State Route 30 Corridor. The NYS Route 30 Corridor will continue to lure businesses that need visibility and high traffic counts to survive, but future growth in the local economy will be driven by increases in the Town's population and employment opportunities. If the former Tryon site is successfully redeveloped into a Technology Park and Incubator Center, County Road 107 west of NYS Route 30 will also become a focus of commercial development for those businesses looking to serve the population of workers who will travel this road on a daily basis. Population concentrations, whether it be in the form of residential growth or employment opportunities, will dictate how many new businesses that get established in the Town or move to the community and where those businesses will look to locate. In the absence of residential or job growth in the community, commercial development will at best remain steady and could even stagnate as businesses decide to locate and/or expand into areas closer to population concentrations.

RECOMMENDATIONS:

- **The Town will encourage a mixture of retail, service and recreational businesses.**
- **Home-based business development in the community will continue to be encouraged.**
- **Prepare regulations to support the development of the Tryon Technology Park and Incubator Center along County Highway 107.**
- **The impacts of any large-scale industrial or commercial development within the Tryon Technology Park and Incubator Center will be carefully weighed against the potential adverse impacts to the community's natural resources, transportation network and community character.**
- **Encourage growth in the local agricultural economy by supporting farmer's diversification efforts.**
- **Encourage commercial growth along the NYS Route 30 Corridor and at specifically targeted intersections along County Highway 107.**

CHAPTER VIII
TRANSPORTATION

A. Existing Road Network:

As shown in the table below, there are approximately 58.6 miles of maintained roads in the Town of Perth, the majority of which are owned by the Town. (See Map #14.) The 41.0 miles of Town road represents about 70% of the total road network. There are also 3.2 miles, or 5.5% of the total road network that are State-owned roads (NYS Route 30) and 14.4 miles, or 24.6% of the road network that are County-owned roads (County Roads 106, 107, 126, 132 and 158).

MUNICIPALITY	STATE	COUNTY	TOWN	TOTAL
Town of Johnstown	39.9 miles	29.8 miles	87.3 miles	157 miles
Town of Mayfield	23.2 miles	13.5 miles	72.8 miles	109.5 miles
Town of Oppenheim	12.4 miles	12.7 miles	66 miles	91.1 miles
Town of Broadalbin	4.5 miles	20.7 miles	44.8 miles	70 miles
Town of Ephratah	14.9 miles	7.8 miles	46 miles	68.7 miles
Town of Stratford	7.3 miles	8.8 miles	51 miles	67.1 miles
Town of Caroga	19 miles	7.4 miles	38.2 miles	64.6 miles
Town of Perth	3.2 miles	14.4 miles	41.0 miles	58.6 miles
Town of Northampton	6.9 miles	9.6 miles	34.1 miles	50.6 miles
Town of Bleecker	0.8 miles	15.3 miles	31.3 miles	47.4 miles
Total	132.1miles	140 miles	506.8 miles	778.9 miles
Road mileages based on NYS Accident Location Information System Data.				

NYS Route 30 is the primary traffic corridor in the Town. Route 30 essentially splits the Town in half as it passes from Montgomery County through the Fulton County Towns of Perth, Mayfield and Northampton before entering Hamilton County to the north. This State road is primarily designed to move traffic through the community, but also provides direct access to numerous commercial and residential properties that abut this State road.

County Road 107 is the busiest County-owned road in the Town of Perth. County Road 107 is the primary east-west traffic corridor in the community and serves a secondary purpose of providing access to property owners abutting the road right-of-way. To a lesser degree, County Roads 106, 126, 132 and 158 act as primary traffic corridors to smaller areas of the community while also providing direct access for abutting property owners. The County road network is designed to handle smaller volumes of traffic than New York State Route 30, but in the case of County Road 126, there are occasionally significant volumes of traffic during the summer months when NYS Route 30 has large volumes of traffic and motorists are looking for a quicker route between the NYS Thruway and the Adirondack region.

The Town roads primarily provide direct access to rural property owners throughout the community. In recent years, the Town has taken over several miles of new Town road because of residential subdivision development. There are also a few private roads in the community, which essentially serve individual property owners.

B. Road Maintenance:

The Town of Perth is responsible for the repair and maintenance of all 41+/- miles of Town-owned roads in the community. The cost of maintaining this local road network takes up a large portion of the Town’s annual budget. The Town of Perth also performs snow removal and sanding/salting for approximately 3.95+/- miles of County-owned roads in the Town (County Roads 132). In 2012, Fulton County paid the Town of Perth \$5,000/mile as part of a snow removal contract Fulton County executed with the Town. As a result, Fulton County paid the Town of Perth approximately \$19,750 to maintain these County roads in the Town of Perth. All State-owned roads in the Town of Perth are repaired and maintained by the NYS Department of Transportation.

C. Traffic Volumes:

The NYS Department of Transportation compiles traffic counts for State roads throughout New York State. Some of these counts are done on a continuous basis, while other counts are performed periodically to provide ongoing traffic data that can be used to identify traffic volume trends on individual segments of road. According to NYSDOT’s Highway Data Services Bureau, there are no locations along NYS Route 30 in the Town of Perth where continuous current data is maintained. The traffic counts for NYS Route 30 that are available from the NYSDOT Highway Data Services Bureau are outlined in the table below:

SECTION	AVERAGE ANNUAL DAILY TRAFFIC																CHANGE	% CHANGE	
	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11			12
1. NYS Route 30:																			
Montgomery County Line to County Road 107 (2.38 miles)			13640			15420			14640				14260			11440			
County Road 107 to NYS Route 29 Town of Mayfield (2.42 miles)	9170			10690			11980			12620		12020	10770				8780		

As the table above shows, traffic counts on both segments of Route 30 in the Town of Perth peaked between 2001-2005. In recent years, these segments of State road have seen notable decreases in traffic, which is likely the result of vehicle operators seeking alternate routes because of the volumes of traffic on NYS Route 30 and because of the construction work that has been taking place on this stretch of road during the past several years. The Commission feels that it is likely that traffic volumes will begin to increase once again now that construction and upgrades along the NYS Route 30 Corridor in the Town of Perth have been completed.

At times, NYSDOT provides traffic counts for a few local roads throughout the State. Unfortunately, these counts are taken very sporadically and make it difficult to gauge any discernible traffic patterns for the Town’s local road network.

D. Traffic Issues in the Town of Perth:

1. The NYS Department of Transportation commissioned a Corridor Management Study of the NYS Route 30 Corridor in the Towns of Perth and Mayfield in May of 2007. The final Corridor Management Study included a variety of access management standards, land use and zoning tools and potential physical improvements to the roadway that could benefit the Town of Perth and help promote economic growth in the Town along this corridor. That study is referenced here as a potential guide for future land use development decisions along the NYS Route 30 Corridor.
2. In September 2005, the Fulton County Planning Department worked with the Fulton County Planning Board to prepare a NYS Road Conditions Analysis that was eventually submitted to NYSDOT. As part of the analysis, the Planning Department looked at traffic volumes, pavement conditions, shoulder conditions, driveway cuts, guardrail conditions, road markings and signage. In the final analysis, the Planning Department noted that along most of the Route 30 Corridor, the width and condition of the pavement was very satisfactory. However, Planning Department staff pointed out that there were a few areas between the Montgomery County line and County Road 107 where the shoulder area was cracking and it was tough to distinguish where the State right-of-way ended and private access driveways and parking lots began. The Planning Department also pointed out that this same situation was evident between County Road 107 and NYS Route 29 where driveway control desperately needed to be addressed.
3. In early 2010, the Town of Perth Town Board asked the Town Planning Board to examine several requests it had received from property owners throughout the community for Town road speed limit reductions. Town Planning Board Chairman Ron Cetnar spearheaded the Planning Board's analysis of these requests. Various local officials were contacted and consulted before each of the road segments were examined for possible speed limit reductions. Mr. Cetnar shared information he gathered with the Planning Board members each month in an effort to keep them updated on the data that was being collected and to help them formulate their own observation. Eventually, the Planning Board submitted a report to the Town Board that was forwarded to the County Highway Superintendent for his recommendation. The County Highway Superintendent's recommendations of the Planning Board's report were eventually sent to NYSDOT requesting speed limit reductions on nine (9) different segments of road in the community. After a lengthy deliberation, NYSDOT eventually agreed with seven (7) of the Town's requests and authorized the reduction of speed limits for the following segments of roads in the Town of Perth:
 - 1) All of Sacandaga Road from Amsterdam Town line to Mayfield Town line 45 MPH
 - 2) All of McQueen Road from Route 30 to CR 107 45 MPH
 - 3) Smith Road between Reidel Road, (CR 106) and CR 107 45 MPH
 - 4) All of McKay Road Montgomery County line to CR 107 45 MPH
 - 5) All of Voorhees Road from Route 30 to midline Road 40 MPH
 - 6) Calderwood Road from Stairs Road to a point .29+/- miles east of that intersection 45 MPH
 - 7) Calderwood Road from County Road 107 to a point .48+/- miles west of that intersection 30 MPH.

4. In recent years, there have been several residential projects developed in the community with access being provided by cul-de-sac roads that eventually become owned and maintained by the Town of Perth. While the Town does not wish to discourage future residential development, the continued construction of cul-de-sac roads throughout the community creates a maintenance burden on Town crews. This is an issue that the Town Planning Board will have to carefully consider in the future during the review of residential subdivision projects and will need to confer with the Town Board before endorsing this type of road access.

RECOMMENDATIONS:

- **The Access Management Standards, land use and zoning tools found in the 2007 NYS Route 30 Corridor Management Study should be incorporated into local land use regulations and be consulted for any Land Use development decisions along the NYS Route 30 Corridor in the Town.**
- **Continue to consult with the NYS Department of Transportation on potential speed limit reductions, physical improvements to State roads and site distance or intersection concerns in the community.**
- **Discourage the construction of cul-de-sac roads to service residential subdivisions wherever there is an opportunity to provide linkages to existing roads in the community. Whenever possible, undeveloped right-of-ways should be provided in subdivisions to allow for future road connections.**

CHAPTER IX HOUSING

A. Residential Profile of the Community:

The Town of Perth Comprehensive Plan Commission's Land Use Survey of the Community showed that, in 2011, there were almost 1,200+/- properties, encompassing approximately 9,218+/- acres of land being used for residential purposes. That survey also showed that there were over 435+/- vacant parcels or vacant parcels with some improvements, totaling approximately 5,956+/- acres. The Town of Perth is approximately 16,710+/- acres in size. After subtracting the acreage for the road network from this calculation, the community is left with approximately 16,375+/- acres of land to develop. This means that approximately 56.3% of the land in the Town of Perth is being used for some type of residential development. Clearly, the residential density of development in the Town is fairly low, so there is significant acreage shown on the Town's Land Use Map as residential that could conceivably accommodate further residential development. That additional acreage, coupled with the 5,956+/- acres of vacant land in the community, which represents approximately 36.4% of the total amount of property in the Town, conceivably leaves the community with a tremendous amount of acreage available for future residential growth.

As of the 2010 Census, there were only 68 vacant residential units in the community out of a total of 1,529 residential units, a vacancy rate of only 4.4%. Even though the Town has seen an increase in the number of renter-occupied housing units in the community, from 159 units in 2000 to 191 units in 2010, the renter-occupied units still represent only 12.5% of the total residential inventory in the community. A look at the demographic statistics found in Chapter IV of this Comprehensive Plan paints a very discernible picture of the Town of Perth's residential community. The Town of Perth has the highest owner-occupied residential rate in Fulton County along with a very low vacancy rate and very few rental options. On the other hand, as the Town's senior population increases and new job growth in the community occurs, the demand for more housing options will increase.

B. Cluster Development:

The majority of the residences in the Town of Perth were built by individual property owners along an existing State, County or Town road. Up until recently, there were very few single-family residential subdivisions developed in the community. The subdivisions that exist today in the Town of Perth are what would be considered conventional subdivision layouts where minimum lot sizes and setback restrictions in local regulations determined the layout of the development. This type of conventional layout typically results in subdivisions with uniform lot sizes, a road network that eventually is turned over to the Town to own and maintain and no common open space area to be shared by residents in the development.

A cluster subdivision, on the other hand, allows a developer to divide a property into smaller lots and cluster those lots into specific areas on the property leaving the remaining land as shared open space. This type of subdivision layout allows a developer to save on infrastructure costs because shorter segments of road and utilities need to be constructed to service the same number of building lots. At the same time, cluster subdivisions allow the community to protect ecologically sensitive areas, preserve natural resources and conserve usable farmland. Cluster subdivisions often times create a greater sense of community among residents of the development, reduce extra costs for developers and provide additional permanent open space in the community.

The differences between a conventional subdivision layout and a cluster subdivision layout are shown at the end of this Chapter. (See Map #'s 15 and 16.) A 133 acre parcel with a large area of poorly drained soils is used to illustrate the concepts. On both concept maps, the road network within the subdivision has a 50' right-of-way. On Concept 1, the conventional subdivision layout requires 1.57 miles of road to be constructed to service 44 new home sites on the property. Those 44 new home sites use up over 123 acres of the property and along with the road network, leave no permanent open space on the site. Because of the poorly drained soils on the back portion of the property, large lots needed to be created in order to provide enough space for individual septic systems on each of the lots.

In Concept 2, the same property is developed as a Cluster Subdivision. Using a cluster layout, 72 of the 133 acres of property is used for the new home sites and road network. The amount of road network that needs to be constructed to service the 52 new home sites is reduced from 1.57 miles to 1.4 miles and 61 acres of open space is left on the property that can be used as a passive recreation area. This layout, while providing smaller lot sizes, is more aesthetically pleasing and it avoids the poorly drained soils on the rear portion of the property by concentrating building on the front portion of the site. The cost to develop a road network and utilities for a cluster type subdivision layout is often dramatically less than a conventional subdivision. These reduced development costs can be passed on to future homeowners.

There is a place in the Town of Perth for both conventional as well as cluster subdivision layouts. Given some of the environmental constraints in the community and the natural resources that the Town wishes to protect, cluster type subdivisions may be a very feasible option for developers to consider in the future.

C. Residential Variety:

At the present time, the Town of Perth offers very few housing options for individuals who may be looking to move into the community. As noted above, there is plenty of vacant land available for those looking to construct a single-family residence. There is also an inventory of single-family residences in the community that provides an option for those looking to purchase an existing residence. Otherwise, the variety of residential options is very limited. This lack of housing options may also affect some of our residents who wish to continue living in the community, since there are no apartment complexes, condominium developments or other types of high-density residential developments that would appeal to young professionals or empty nesters who either don't have the time to maintain a single-family residence or would prefer to spend their time on other endeavors. One trend that is growing throughout the country is the development of maintenance-free senior housing complexes. These types of developments include a variety of residential living arrangements that vary from active retirement communities with numerous recreational amenities to full-service nursing homes with a wide variety of options in between.

Another trend in residential development that is occurring in communities across the country is the creation of "In-law apartments" and the construction of "Elder cottages." In-law apartments typically involve the construction of an additional dwelling unit within a single-family residence. The in-law apartment is considered an accessory to the primary residence even though it usually has its own entrance, kitchen, bathroom and living area. In-law apartments allow homeowners to construct or set aside space to bring elderly family members into their homes where they can provide any assistance that is needed in a comfortable cost-effective environment. Elder cottages are typically a separate small, residential dwelling that is constructed on a property with a single-

family residence. Elder cottages provide senior citizens with an alternative to moving into a retirement community or a nursing home by allowing them to stay close to their family where their every day needs can be monitored and, at the same time, this type of living arrangement offers a self-contained independent and affordable housing option.

D. Home Occupations:

In Today's economy, home occupations are becoming more and more prevalent. Most of the time, these businesses have no impact on neighboring property owners because they are conducted discretely inside a residence, with no customer or client visits, no signage, and no visible stock in trade. These types of endeavors need to be encouraged not only because of the potential sales tax revenue that can be generated for the community, but because these types of businesses create wealth for many of our residents, preserve property values and lessen congestion on the local road network. The home occupation trend has already made its presence known in the residential construction industry where many single-family homes as well as apartment complexes and condominium developments are being designed with home offices.

E. Location of Residential Growth:

Today, there are pockets of concentrated residential development throughout the Town. The location and density of future residential growth in the community could be influenced by a variety of circumstances. Single-family residential development may continue to take place in the eastern half of the Town because of the geographic proximity to the Capital Region and the Saratoga area. On the other hand, there are large tracts of vacant land in the western half of the Town, closer to the Cities of Gloversville and Johnstown that may also entice residential growth. Property on the site of the new Tryon Technology Park and Incubator Center along County Highway 107, which the Town hopes will be a significant job creator in the region, may also hold potential for higher density residential developments such as apartments and condominiums because of the availability of municipal water and sewer infrastructure.

Given the lack of municipal water and sewer infrastructure throughout the rest of the community, the location of large-scale or high-density residential developments will need to be carefully considered. As was previously discussed in Chapter V of this Plan, packaged wastewater treatment systems may offer the Town the ability to support somewhat larger-scale single-family subdivisions, high-density apartment complexes or condominium developments in select locations in the community. The specific areas in the community where packaged treatment systems may be an option will be a function of engineering analysis and a determination by the Town of where it wishes to encourage larger-scale and/or higher-density residential development.

One of the focuses of this Plan is to encourage the development and enhancement of a Town Center area in the community on and around the Town Hall property along County Highway 107. The Town Center concept encourages the community to upgrade the Town Park with a trail system, pedestrian linkages to adjacent properties, sidewalk construction along County Highway 107, renovation and aesthetic upgrades to enhance the appearance and potential usage of the former grange building, and the encouragement of commercial growth near the intersection of NYS Route 30 and County Highway 107. The idea of having high-density residential development in the form of a clustered single family residential subdivision, an apartment complex, condominiums or a senior housing development near the Town Center has tremendous merit. Given the current layout of the community, our residents are very auto reliant. Encouraging high-density residential development near the Town Center area would provide many of the recreational amenities and

services seniors and young professionals are looking for and would make the community more walkable and pedestrian friendly.

RECOMMENDATIONS:

- **Develop regulations that encourage a variety of residential housing options including apartment complexes, condominium developments and mixed use residential commercial projects.**
- **Update Land Use Regulations to encourage a variety of maintenance-free senior housing options.**
- **Encourage the creation of in-law apartments and the construction of elder cottages as a way to keep families together and provide an affordable housing option in the community.**
- **Develop guidelines in the Land Use Regulations that specifically define the types of businesses conducted on a residential property that are considered home occupations and, consequently, encouraged throughout the community.**
- **Residential growth will be encouraged throughout the community especially in areas where poor soil conditions, wetlands and other environmental constraints do not pose a limiting factor on the development.**
- **High-density residential developments in the form of apartment complexes, condominiums or maintenance-free senior housing complexes will be encouraged in the Town Center area and on property not used for industrial/commercial purposes in the Tryon Technology Park and Incubator Center.**
- **Areas in the community that would support the use of packaged wastewater treatment systems for use in a high-density residential or mixed use residential commercial project should be identified through an engineering analysis of the community.**

CHAPTER X LAND USE PLAN

The Land Use Plan for the Town of Perth is essentially a game plan for how the Comprehensive Plan Commission sees the Community growing and developing in the future given its demographics, natural resources, environmental constraints, current development patterns and proximity to major transportation corridors. The Land Use Plan is geographically represented on the attached Land Use Map, while descriptions of the Land Use Development categories are outlined below. (See Map #17.) The Map is an attempt by the Commission to show both the likely development patterns and growth areas in the Town and at the same time, identify some potential land use opportunities and amenities that would continue to make our Community a great place to live. The Land Use categories shown on the Map are not zoning districts, but are simply an attempt by the Commission to outline and to a certain extent, compartmentalize the types of growth and land use development patterns the Town is likely to see. The Land Use Map will eventually become the foundation for the Town's efforts to update all of its land use regulations. The categories shown on the Land Use Map are defined as follows:

BUSINESS AND INDUSTRY:

This area encompasses the former Tryon State Youth Detention Facility site along County Highway 107 that was transferred from New York State to the Fulton County Industrial Development Agency (FCIDA). The FCIDA intends to develop these former State-owned properties into The Tryon Technology Park and Incubator Center. Many of the existing buildings on the site will be reused as educational facilities, offices, storage and incubator space for small, growing businesses. At the same time, the FCIDA will market the remaining lands as shovel-ready sites for a variety of technology, research and development, light industrial, office park, assembly and manufacturing and medical facilities.

TOWN CENTER/ MIXED USE:

The Town Center/Mixed use area will encompass properties near the intersection of NYS Route 30 and County Highway 107 with the focal point being the Town Hall. The area will include public/institutional buildings, commercial businesses and high density residential development. The Commission encourages the Town to make investments in the Town Hall and Grange buildings, examine the potential use of a packaged wastewater treatment facility in this area, create pedestrian linkages and upgrade and expand the Community's recreational amenities. The Commission envisions this area as the center of both recreational and social activity in the Community. (See Map #18.)

COMMERCIAL/MIXED USE:

This area includes properties along the east side of NYS Route 30. Because of soil conditions and existing land use patterns, this area is seen as a potential location for commercial businesses, offices and high-density residential projects such as apartment complexes or condominiums. These types of projects will need to be carefully designed given the fact that soil conditions as well as two (2) moderate-sized wetlands will pose some development challenges. However, the existing commercial uses along the east side of the NYS Route 30 corridor and the availability of undeveloped land in close proximity to the NYS Thruway make it conceivable that the area will witness this type of growth. The potential for siting a packaged wastewater treatment facility in this area should also be examined.

RESIDENTIAL/NEIGHBORHOOD BUSINESS:

There are two (2) areas along County Highway 107 that are seen as potential locations for limited commercial developments such as a convenience store or small service type businesses. With the development of the Tryon Technology Park and Incubator Center, there is expected to be notable job

growth in the Town and with it, increased traffic along County Highway 107 and possibly some connecting Town Roads. The Commission identified two (2) areas along County Highway 107 that could conceivably support this type of development and at the same time have negligible impacts on adjacent residential properties. The first area is at the intersection of County Highway 107 with Reidel Road and includes the Perth Fitness center site. Reidel Road is likely to become a preferred route for commuters heading towards the Towns of Mayfield and Broadalbin. The second area is located at the Noonan Road and McQueen Road intersections with County Highway 107 where properties form a triangular site that would allow multiple access possibilities. Both of these Town Roads are likely to see increases in traffic by commuters heading towards the City of Amsterdam and the NYS Thruway.

SINGLE FAMILY RESIDENTIAL:

These three (3) areas on the Land Use Map predominantly include properties that have already been developed with single family residences. The current land use patterns in these neighborhoods show residential uses interspersed with some small tracts of vacant land. Environmental constraints such as stream locations, soil conditions and one (1) moderate-sized wetland will limit most future growth to single family residences. These three (3) areas, for the most part, do not include Agricultural District properties or large tracts of available land that could be used for agricultural operations. However, there are USDA classified “Prime Farmlands” in each of the areas that would support smaller agricultural operations. Likewise, given the existing inventory of single family homes in each of these areas and limited exposure to high volumes of traffic, commercial growth on these lands is highly unlikely.

SINGLE FAMILY/OPEN SPACE:

These areas are situated throughout the community in locations that have very few “Prime Farmlands” and at the same time, have significant environmental constraints in the form of extensive wetland areas and streams. The development limitations on these lands will necessitate leaving many large tracts of land in these areas as permanent open space. There are existing single family residences in each of these areas and there are still pieces of property that offer limited opportunities for residential growth. Agricultural operations also exist on some of the properties but are not as likely to see any expansion because of soil conditions, topography and the previously mentioned environmental constraints

SINGLE FAMILY/AGRICULTURE:

These areas consume the largest amount of acreage in the Town. They are shown in locations throughout the community that have notable amounts of acreage classified by the USDA as “Prime Farmland”. They also include many of the properties that make up the County’s Agricultural District. There are existing single family residences in each of these areas and there are opportunities for a modest amount of residential growth on these lands. There are also fewer environmental constraints such as wetlands, streams or severe topographic conditions that would necessitate leaving large tracts of lands undeveloped.

AGRICULTURE/OPEN SPACE:

These areas are located mainly in the western half of the Town with the exception of a small area around Nadler Road. Many of the County’s Agricultural District properties are included in these areas, yet much of the land is classified by the USDA as “Not Prime Farmland” and “Prime Farmland if Drained.” This poses some limitations on the types of agricultural uses that the land could support. Significant environmental constraints that include two (2) of the larger wetlands in the Town and multiple streams meandering through these properties will necessitate leaving large tracts of land as permanent open space. Even though there are a few existing residences in these areas, the previously mentioned environmental constraints will substantially limit residential growth on these lands.

RECOMMENDATION:

- **One of the most important recommendations in the new Town of Perth Comprehensive Plan is the development of a “Town Center” area. The idea of creating a Town Center around the Town’s existing municipal complex on County Road 107 was a goal identified in the December 6, 2000 Town of Perth Comprehensive Plan. The Commission feels that the amount of activities occurring on the Town’s Municipal Complex property coupled with activities on nearby school properties and its proximity to the busiest intersection in the community, makes this the perfect location for a community focal point. The Commission’s vision also includes the concept of encouraging redevelopment of the commercial properties northeast of the intersection of County Road 107 and NYS Route 30 in an effort to link the Town Center with the commercial corridor. Commission members felt that one of the ideal usages for the properties on this intersection would be a country diner with an expanded parking area that could accommodate summer traffic volumes, provide additional parking for activities at the Town Complex and allow easy access for vehicles towing trailers or boats.**

The Commission’s vision for the Town Center includes the following upgrades:

- **Construction of sidewalks along the north side of County Road 107 and along the east side of NYS Route 30.**
- **Create an internal walking trail around the perimeter of the Town property with linkages to County Road 107 and the commercial properties along NYS Route 30.**
- **Add a new playground facility, benches and landscaping to the Town Municipal Complex.**
- **Expand and improve the parking facilities especially adjacent to the Grange building.**
- **Provide a restroom facility attached to the equipment storage building.**
- **Construct pedestrian bridges linking the Town property with the commercial properties along NYS Route 30.**