STILLWATER ROUTE 4
ZONING CHANGES AND DESIGN STANDARDS
ENVIRONMENTAL JUSTICE DOCUMENTATION

PLANNING4PLACES

March 2017
This report was prepared in cooperation with the Town of Stillwater, the Village of Stillwater, the Capital District Transportation Committee (CDTC), the Capital District Regional Planning Commission (CDRPC), and Saratoga County. This report was funded in part through a grant from the Federal Highway Administration, U.S. Department of Transportation. The contents do not necessarily reflect the official views or policies of these government agencies.

The Stillwater Route 4 Zoning Changes and Design Standards are intended to implement past planning efforts, including the Town & Village of Stillwater Hudson River Waterfront Revitalization Plan, Town and Village Comprehensive Plans, and the Route 4 Corridor Plan. The Stillwater Route 4 Zoning Changes and Design Standards do not commit the Town of Stillwater, Village of Stillwater, CDTC, New York State Department of Transportation, or Saratoga County to funding any improvements.
Environmental Justice

Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, negative and neutral as described in CDTC’s Environmental Justice Analysis document, published March 2014 (available at http://www.cdtcmpo.org/ej/ej.htm). The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by CDTC and its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

This goal has been set to:

- Ensure CDTC’s compliance with Title VI of the Civil Rights Act of 1964, which states that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance,”
- Assist the United State Department of Transportation’s agencies in complying with Executive Order 12898 stating, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”
- Address FTA C 4702.1B TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPOs that are some form of a recipient of FTA, which CDTC is not.

Data and Analysis

In developing a methodology for its most recent analysis, CDTC staff created demographic parameters using Summary File 1 data from the 2010 United States Census as well as data from the 2007-2011 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional average percentage of low-income or minority residents are included on Map 1 as Environmental Justice populations. Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose household income falls below the poverty line.
The transportation patterns of low-income and minority populations in CDTC’s planning area are depicted in Table 1, using the commute to work as a proxy for all travel. The greatest absolute difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: The non-minority population is 17.5% more likely to drive alone, slightly more likely to work at home, 10.1% less likely to take transit, and is also less likely to carpool, walk, or use some other method to commute. The greatest absolute difference between the defined low-income population and the non-low-income population follows the same trend, with the non-low-income population 20.9% more likely to drive alone and 11.7% less likely to commute via transit.

<table>
<thead>
<tr>
<th>Table 1. Commute Mode 4-County NY Capital Region</th>
</tr>
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<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>All Workers (16+)</td>
</tr>
<tr>
<td>White Alone Not Hispanic or Latino</td>
</tr>
<tr>
<td>Minority</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>By Income</th>
<th>Drive Alone</th>
<th>Carpool</th>
<th>Transit</th>
<th>Other</th>
<th>Walk</th>
<th>Work at Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Workers (16+) for whom poverty status is determined</td>
<td>80.7%</td>
<td>8.3%</td>
<td>3.2%</td>
<td>1.2%</td>
<td>3.0%</td>
<td>3.6%</td>
</tr>
<tr>
<td>At/Above 100% Poverty Level</td>
<td>81.7%</td>
<td>8.2%</td>
<td>2.6%</td>
<td>1.1%</td>
<td>2.8%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Below 100% Poverty Level</td>
<td>60.8%</td>
<td>10.2%</td>
<td>14.3%</td>
<td>3.1%</td>
<td>7.7%</td>
<td>3.9%</td>
</tr>
</tbody>
</table>

Data: American Community Survey 2011 5-year estimates, tables B08105H + B08122. Other incl. taxi, motorcycle, bicycle.

The Village is included in the Environmental Justice area based on Census Tracts having a higher than regional average percentage of low-income residents, and is within the Stillwater Route 4 Zoning Changes and Design Standards area, outlined in dark blue in Map 1. Consideration for including this population in the planning process was given in the following ways:

- The Internet was used to display and advertise information about the study.
- Social media was used to provide information and input opportunities.
- Informational posters were set up at central locations, including the community center, bank, library, post office, and Town and Village municipal buildings.
- Informational fliers with a public meeting invitation were included within Village water bills.
- Two formal public participation opportunities were provided, with meetings held at the Town Hall, centrally located within the Village.
- Press releases were submitted to several news outlets in advance of each of the two public workshops and many ran pieces about the study.
- Members of the Study Advisory Committee provided an opportunity for comment during Family Day.
• The Town Planning Board (with invitation to Village Board of Trustees) hosted a presentation and question and answer session about the draft documents at a public Town Planning Board meeting.
• The Village Zoning Board of Appeals hosted a discussion about the draft documents with members of the Study Advisory Committee.
• The Village Mayor and consultant presented the project to the Stillwater High School’s Economics and Participation in Government class and received input from the students.
• Public comment was accepted throughout the study process including a 45-Day comment period with an online-comment option on the project websites.
• An online survey was created and advertised on informational posters and the project websites.
• Final products will be posted to CDTC’s website, the Town and Village websites, and social media.

Conclusion

CDTC defines plans and projects with a primary or significant focus on transit, bicycling, walking, or carpooling as being “positive.” A primary purpose of the Stillwater Route 4 Zoning Changes and Design Standards is to promote walkable mixed-use development where there is existing development, which is primarily in and surrounding the Village, and preserving rural and historical areas north of the Village; it has been determined that the Stillwater Route 4 Zoning Changes and Design Standards will have a positive impact on the effected population. The Zoning Changes and Design Standards creates transect-type zoning along Route 4 and in the Village with the stated purpose of preserving the character of the Village of Stillwater; ensuring housing stability, diversity, and maintenance; promoting pedestrian- and bicycle friendly environments, and coordinating development between the Town and Village of Stillwater along the Route 4 Corridor. If adopted, the Zoning Changes and Design Standards will provide positive benefits for the Environmental Justice population in the Village. However, examination of regional equity impacts would be necessary if any transportation action is considered for inclusion in CDTC’s Transportation Improvement Program.

Environmental Features Scan

CDTC’s New Visions 2040 regional transportation plan encourages smart growth as well as investment and development in urban areas as a method to protect natural resources. Smart growth policies also help to protect rural character and open space, and protect quality of life in the Capital Region. CDTC has undertaken review of natural and cultural resource mapping, and for the development of the Regional Transportation Plan consulted with federal, state and local agencies on environmental issues as an important part of the environmental mitigation process. Along with evaluating the impacts to environmental systems of candidate transportation projects for federal funds, CDTC documents the environmental systems present in the study areas for Linkage Program planning initiatives.

Map 2 provides an overview of the environmental systems present in the area covered by the Stillwater Route 4 Zoning Changes and Design Standards. CDTC uses GIS mapping of the below environmental systems to screen for potential project impacts. Features within 0.25 miles of the City of Mechanicville are included in Map 2 and highlighted in bold text in the list below. Implementation of the Zoning Changes and Design Standards may be subject to requirements under the NYS Environmental Quality Review Act
(SEQRA) and/or National Environmental Policy Act (NEPA) and are the responsibility of the implementing agency.

Environmental features include:

- sole source aquifers
- aquifers
- reservoirs
- water features (streams, lakes, rivers)
- wetlands
- watersheds
- 100 year flood plains
- rare animal populations
- rare plant populations
- significant ecological sites
- significant ecological communities
- state historic sites
- national historic sites
- national historic register districts

- federal park lands
- state parks and forests
- state unique areas
- state wildlife management areas
- county forests and preserves
- municipal parks and lands
- land trust sites
- NYS DEC lands
- Adirondack Park
- agricultural districts
- Parcels in farm use
- Class I & II soils
- Parcels Taxed as Farmland