MEMO

TO: Comprehensive Plan Update Working Group

From: Adam Yagelski, AICP, Senior Planner

Date: April 10, 2026

Re: Comprehensive Plan Update: Summary of Route 30 Corridor Summit

On March 23, 2026, the Town of Amsterdam hosted members of the Working Group and stakeholders for an event aimed at delving into the existing conditions, current challenges and opportunities, and future of the Town's primary commercial corridor.

It was intended that the Summit be an event informed by a broad swath of those engaged with the Corridor, and a list of invitees together with an event agenda are attached as Attachment 1. The event consisted of two components: A presentation to orient participants to the discussion and the Corridor and smaller group (breakout) activities. The breakout portion was focused, first, on existing conditions (opportunities and problems) and, second, on guiding principles and strategies.

The Summit forms an important element of the Town's ongoing Comprehensive Plan Update process, and is a key aspect of the public engagement plan created for that process. Accordingly, the purpose of this memo is document the event and the contributions of those in attendance.

Attendees, Presentation, and Initial Group Reflections

The Route 30 Corridor Summit, held on the Corridor at the Amsterdam Diner, was attended by 23 individuals representing the following organizations (A complete list of attendees is included with Attachment 1):

- Alpin Haus
- Benderson Development Co.
- CDTA
- Creighton Manning Engineering, LLP
- Dan Vann LLC
- Delaware Engineering, DPC
- Friends of Sanford Stud Farm
- Fulton County Planning Department
- Metro Movers
- Montgomery County
- NYSDOT
- Town of Amsterdam
- Town of Perth

After opening remarks by Supervisor DiMezza, I delivered a presentation about the Town's planning framework for the Corridor set forth in the Town's current comprehensive plan and provided some summary statistics and aerial imagery capturing some key changes. A copy of the slide deck is included as Attachment 2.

The event then turned to group discussion and reflection about the Corridor. Among the key themes and questions raised by participants during that discuss were:

- Why did the average annual daily traffic (AADT)[1] change so much (decrease of 50% in that period while other count points remained comparatively flat – see the chart on Slide 7 of Attachment 2) on on Route 30 at its intersection with Wallins Corners Road from 2004 to 2026? At first blush, shouldn't it be more not less?
    - Route 30 can be compared to the Wolf Road corridor in the nearby Town of Colonie. Could the decline driven by cut through and avoiding travel on Route 30 itself?
    - Could retail development in the corridor have changed origin and destination drivers? There are fewer people in the counties, according to demographics, yet there is more stuff for people to do on the Corridor. There has also been a rise in internet-based delivery services.
    - It is possible there've been changes in travel patterns among local persons and others due to other factors, such as: More people working from home; GPS navigation platforms shunting trips off of Route 30; the Log City Road realignment;
    - It could be due to changing business practices, such as seasonal labor and automation.
    - Other questions were raised: What about the traffic volumes from Hagaman ave to Maple Ave – was there a similar change? Could COVID have imposed lasting changes? Midline Road parallel to Route 30 - has traffic there changed? Was decline steady over the past 20 years?
    - It is possible that change happened before the last few counts pre-2022

[1] AADT is a traffic volume statistic representing number of vehicles for a given location averaged across an entire year. It accounts for seasonal factors related to time of day, month, and year.

- Other discussion points included:
    - The current Zoning - B1, which covers much of the corridor, doesn't allow multi-family housing. Infill development, parking lot redevelopment are opportunities.
    - Do we have parking lot utilization information? Data?
    - Are there bike or walk count data?
    - The Town has made a concerted push to maintain sidewalks - plow and grass - done by the Town to facilitate walking and to create a sense of place – a well-maintained, high-activity area in which the Town and its residents take pride.
    - With the return of transit service by CDTA to the Corridor, bus shelters seem needed, such as at Miami Ave by Home Depot and one near Target would be useful. Also in front of Taylor at Wallins Corners Road.
    - CDTA representatives reported, with respect to transit trip data, it's not a heavily traveled route. There is some clear use at Walmart and grocery stores. Addition of infrastructure to facilitate transit use - benches, crosswalks, shelters, etc. – was discussed.

Breakout Activity and Full Group Report-Out and Discussion

The balance of the event involved attendees assembling in smaller groups of about 5-6 people. This activity proceeded in three parts. Small groups were asked to identify problems and opportunities and, next, to identify guiding principles and associated strategies. Finally, the small groups reported back to the full group, with a chance for collective discussion. Groups were provided worksheets on which to record their discussions and input, as well as large format maps of the corridor in the Town. Copies of these provided materials are included as Attachment 3.

The full group ultimately broke out into four small groups. The small group activity proceeded in line with the roughly 40 minutes allocated. Copies of the completed worksheets and marked-up maps are included as Attachment 4 (note that one group didn't mark up the corridor map). The full group spent roughly the allocated 40 minutes for the report-out and discussion. A synopsis of the feedback from each group is attached as Attachment 5.

The remainder of this section of this memo presents common themes and summarizes and synthesizes input generated during this portion of the event.

<u>Problems</u>

The following common themes emerged:

- Too much parking – whether existing or as required under present codes;
- Missing pedestrian, bicycle, and transit connections;
- Access management issues – too many curb cuts and lack of inter-parcel connections;
- Costs of development and public utilities service;
- Economic and technological trends reshaping retail, on which the Corridor is very dependent;
- Low diversity of uses (mainly retail) and impermissibility of multi-family housing in the existing involved zoning districts;
- Site plan compliance, property maintenance, and unfinished development (e.g., Veeders Mill) issues;
- Homogeneous economic activity, which is low in certain sectors (e.g., manufacturing/light industrial); and
- Signal operations issues.

Opportunities

The following common themes emerged:

- Mixed use developments and more multi-family developments;
- Higher density of development (related to overparking);
- Several large undeveloped parcels;
- Redevelopment and reuse of existing retail sites;
- Transit service and potential to expand routes and increase connectivity (e.g., with better pedestrian facilities connecting stops to destinations);
- Existing water and sewer infrastructure, with possibility to extend service;
- North-south multi-use trail and other non-motorized transportation connections (perhaps along Bunn Creek or via a two-way cycle-track on Route 30 or existing utility ROWs);
- Increase provision of sidewalks, including use of NYSDOT's TAP program, which involves a smaller, 5% local match when within NYS ROW;
- Opportunity to join existing Metropolitan Planning Organization to facilitate broader, regional transportation and land use planning;
- Update future street map to include roadways through existing underutilized parking lots;

- New, diverse commercial uses (e.g., hotel proposed for Tessiero Square);
- Increase amount of green space available along the Corridor; and
- Eliminate curb cuts and implement access management best practices.

Principles and Strategies

The following common themes emerged:

- The Corridor is:
    - Traversable by walking and biking, with these modes well-connected to destinations; and
    - Accessible by bus to other counties.
- Streetscape improvements (e.g., theme lighting, banners, etc.) to increase sense of place;
- Build out sidewalk network, including along side streets
- Increase housing options, diversity of types, and density
- Implement better access management, with an emphasis on elimination of curb cuts
- Pursue multi-use trail development, such as from Shuttleworth Park to the High school to Village of Hagaman, and support ongoing initiatives, such as River line park to Shuttleworth Park; extend Amsterdam HS to Route 30
- Pursue redevelopment of existing, underutilized parking areas, and modernize zoning code to require parking studies – as opposed to quantitative minimums
- Construct interior roadways to create additional connections as well as opportunities for more infill development
- Conduct overall traffic impact study for the corridor and tie to mitigation measures and funding, which will alleviate the “last person in” problem

Summary Discussion

When the group reassembled to hear the smaller group report-outs, the following additional items were discussed:

- In general, the corridor is overparked, but this creates redevelopment opportunities. Rethinking parking standards is one way to address this.
- There is a need for multi-modal connectivity within the Corridor and between the Corridor and other destinations.

- Better access management strategies are needed.
- A generic environmental impact statement (GEIS), tied to mitigation projects and mitigation fees, is one strategy that can be used to both plan for the future of the Corridor, fund identified necessary mitigation projects, and more equitably spread costs over individual parties making Corridor investments.
- There remain opportunities for build out of a multi-model roadway network to increase options for travel within and to/from the Corridor – as well as options for how people take those trips.
- One aspect of the Corridor is that there are both area residents as well as tourism and other seasonal traffic. Should outreach to these folks occur to understand their experience here?
- Route 67 is an opportunity to provide additional development options outside of the Corridor. It already appears that some folks avoid Route 30 by going through Hagaman.
- Needs for RV and/or truck parking within the Corridor are not well understood and may benefit from further inquiry.

ATTACHMENT 1: LIST OF INVITEES, AGENDA, AND LIST OF ATTENDEES

Route 30 Corridor Summit: List of Invitees

Organization
Alpin Haus
BBL
Benderson Development Co.
Bruns Realty Group
CDTA
City of Amsterdam
Creighton Manning Engineering
Dan Vann LLC
Dunkin Donuts
Fulton County Planning Department
Fulton Montgomery Regional Chamber of Commerce
Gordon Development
Hoffman Car Wash
Home Depot
Laker Development
Metro Movers
Montgomery County Business Development Center
NAI Platform/Brower Realty
NYSDOT
Power Pallet
St. Mary's Hospital
Town of Broadalbin
Town of Perth
Wal-Mart

Route 30 Corridor Summit

Meeting Agenda

Monday, March 23, 2026 | 8:30 AM to 11:00 AM

Amsterdam Diner 4790 NY-30, Amsterdam, NY 12010

i. Coffee, breakfast, nametags, welcome (30 min.)

ii. Opening remarks from Supervisor Tom DiMezza (10 min.)

iii. Orientation to the corridor (30 min)
   a. Presentation (15 min)
      i. 2004 Plan
      ii. Issues and opportunities
      iii. Objectives
   b. Themes
      i. Transportation
      ii. Land Use
      iii. Connections
   c. Questions/feedback (15 min)

iv. Smaller group break-out (40 min)
   a. Part 1: Challenges and Opportunities (20 min)
   b. Part 2: Future Guiding Principles & Strategies (20 min)

v. Future of the Corridor (40 min)
   a. Smaller group report-out
   b. Open/guided discussion

Route 30 Corridor Summit

List of Attendees

Monday, March 23, 2026 | 8:30 AM to 11:00 AM

Amsterdam Diner 4790 NY-30, Amsterdam, NY 12010

Name	Organization
Aaron Enfield	Fulton County Planning Department
Adam Yagelski	Delaware Engineering, DPC
Al Kuchis	Town of Amsterdam, Comp. Plan Working Group; Chair, Planning Board
Alex Kuttesch	Montgomery County
Andy Heck	Alpin Haus
Brett Phetteplace	Town of Amsterdam, Comp. Plan Working Group; Town Board
Dan Roth	Dan Vann LLC
Dave Thibodeau	Town of Amsterdam, Comp. Plan Working Group; Deputy Supervisor, Town Board
Deborah Windecker	NYSDOT
Ethan Warren	CDTA
Gregory Fagan	Town of Perth
James Bagnoli	Benderson Development Co.
Ken Rose	Montgomery County
Mary Beth Bianconi	Delaware Engineering, DPC
Michael Muha	NYSDOT
Michael Williams	CDTA
Nancy Knudsen	Town of Amsterdam, Comp. Plan Working Group; Planning Board
Ryan Heck	Alpin Haus
Samantha Morrone	NYSDOT
Tom DiMezza	Friends of Sanford Stud Farm; Town of Amsterdam Town Supervisor
Tom Tamma	Metro Movers
Tony Christensen	Creighton Manning
Vinnie Nicosa	Montgomery County

Attachment 2: Slide Deck

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Town in Motion

COMPREHENSIVE PLAN UPDATE

MARCH 23, 2026 ROUTE 30 CORRIDOR SUMMIT

AMSTERDAM DINER | 4790 NY-30, AMSTERDAM, NY

In Collaboration with DELAWARE ENGINEERING, D.P.C.

Agenda

- Coffee, breakfast, nametags, welcome
- Opening remarks from Supervisor Tom DiMezza
- Orientation to the corridor
- Smaller group break-out
- Future of the Corridor

- Prior Planning Framework
- 2004-2026
- Reflections

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COMPREHENSIVE PLAN UPDATE March 23, 2026

Route 30 Corridor Summit





2004 Plan – Recommendations Relating to the Corridor

- (i) allow higher density development in areas served by public sewer or water systems;
- (ii) expand the M-1 zone to allow compatible light industrial, commercial and professional businesses, particularly along Rt. 30;
- (iii) concentrate new commercial and professional development along the Rt. 30 (and 67E) corridors, and,
- (iv) develop the Hurricana Farm Barn as a Town Historical Museum.

"If successful, these would significantly affect traffic operations on Rt. 30 and its supporting local road system."

2004 Plan – Future Transportation Plan: *Route 30 – "Amsterdam's Principal Economic Corridor"*

Issues

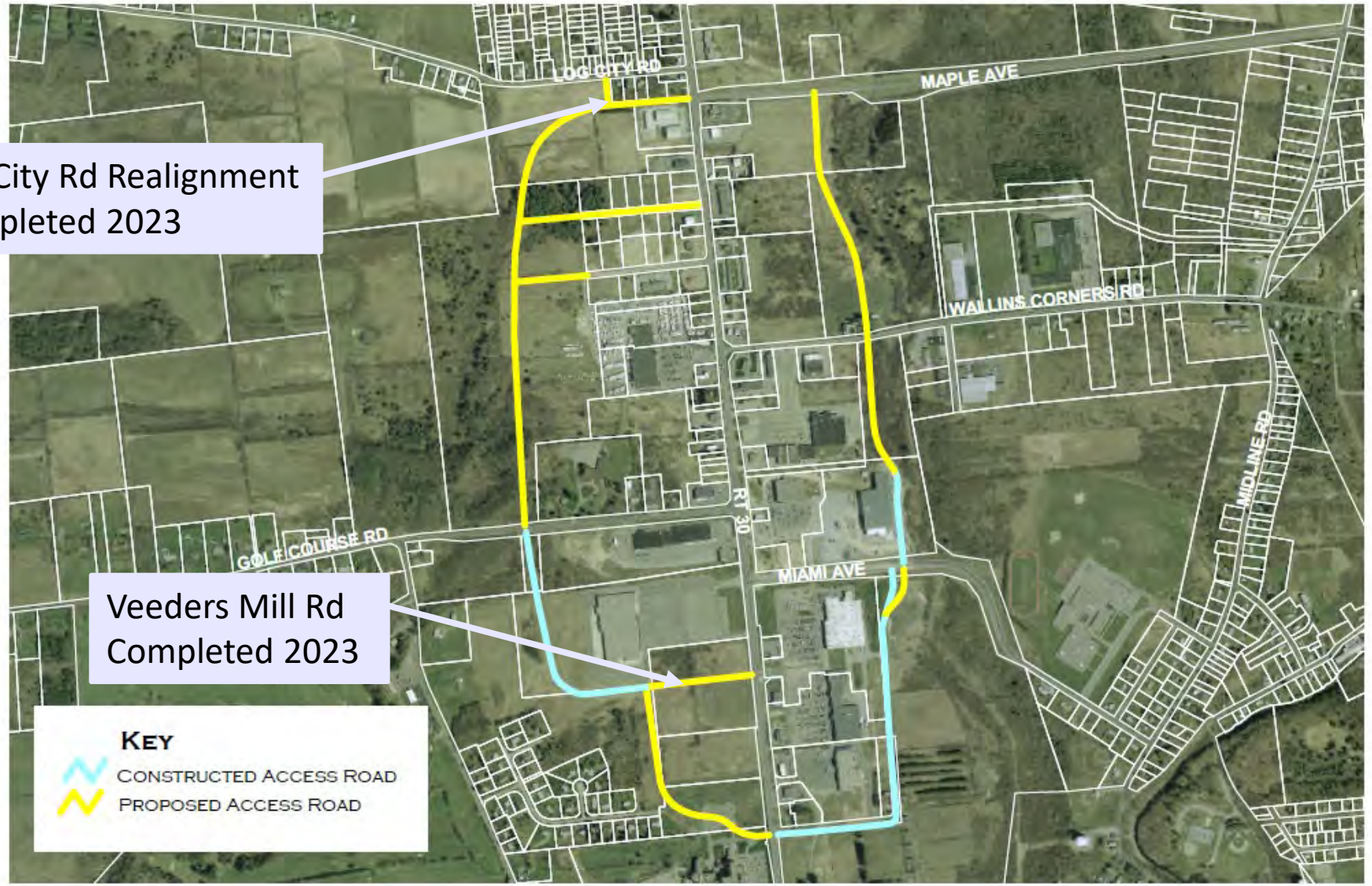
- The operational characteristics of Route 30 (e.g. **level of service, travel time, and safety**) have to be maintained at as high a level as possible.
- The **lack of a linear and efficient east-west connection to Route 30** north of the City line reduces the market reach of the Route 30 corridor.
- The **local roads** serving the Route 30 corridor must have the **capacity** to serve traffic accessing Route 30 safely and efficiently, and this use must not infringe on other users of the roadways.

Actions

- Continue development of the Route 30 Alternate Road Network.
- Pursue the realignment of the Log City and Maple Avenue Intersection.
- Evaluate the need for local road improvements
- Work with New York State DOT on the Route 30 improvement project
- Implement development-sensitive land use management controls to preserve the safe and efficient operation of Route 30

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Town of Amsterdam
Route 30 Alternate Road Network



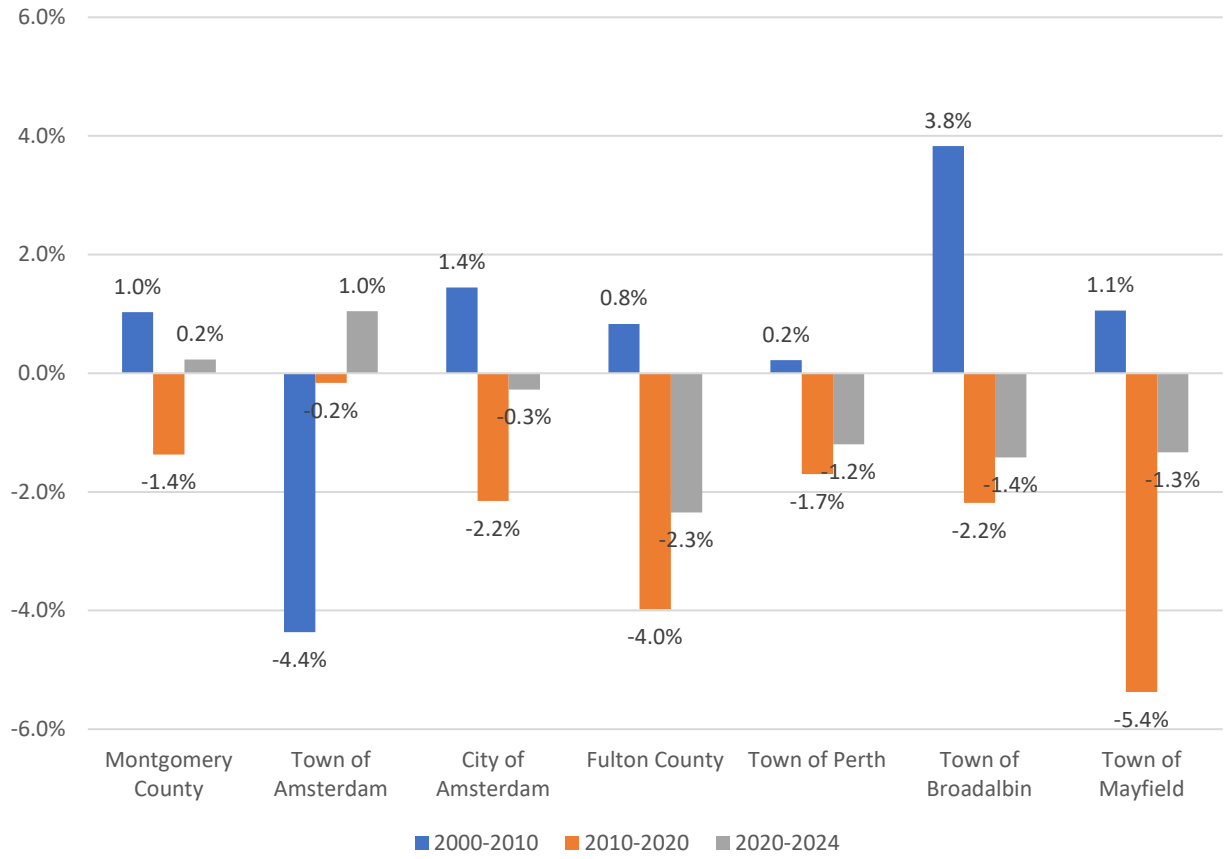
Montgomery County Dept. of Planning & Development
July 2003

Source:
NYS Office for Technology Digital Orthoimagery, April 2001
Standard Engineering Concept Road Plan, 1993

	ca. 2004	ca. 2026
Veh. per day (AADT) Perth Line Wallins Corners City Line	 13,700 23,300 15,200	 13,467 11,424 16,605
~90’ pavement width	Wal-Mart Entrance to Wallins Corners (0.5 mi)	Tesserio Sq. to Voorhees Rd (2.3 mi)
4 Lanes	Wal-Mart Entrance to Wallins Corners (0.5 mi)	Veeders Mill/Wal-Mart Entrance to Holland Circle Dr. (0.7 mi)
Sidewalks	Wal-Mart Entrance to Miami Ave. (0.2 mi)	City Line to Lorraine Blvd (both sides Veeders Mill to Miami Ave) (1.7 mi)
Water Supply	City Line to Wallins Corners	City Line to Perth Line (both sides north of ca. Wal-Mart Entrance
Wastewater Conveyance	City Line to ca. Perth Line	City Line to ca. Perth Line (+Wallins Corners and Log City Rd realignment)
Transit	Riverfront Center and ending at Hannaford Plaza. (City of Amsterdam)	Erie St to Wallins Corners (CDTA Route 601)

Population Change

	2000	2010	2020	2024
Montgomery County	49,708	50,219	49,532	49,648
Town of Amsterdam	5,820	5,566	5,557	5,615
City of Amsterdam	18,355	18,620	18,219	18,169
Fulton County	55,073	55,531	53,324	52,073
Town of Perth	3,638	3,646	3,584	3541
Town of Broadalbin	5,066	5,260	5,145	5,072
Town of Mayfield	6,427	6,495	6,146	6,064



2001


Historic District
Tessiero Square
Medical Facility
Sunset Rd

2022


Medical Facilities Expansion
Tessiero Square
New Commercial
Sunset Rd

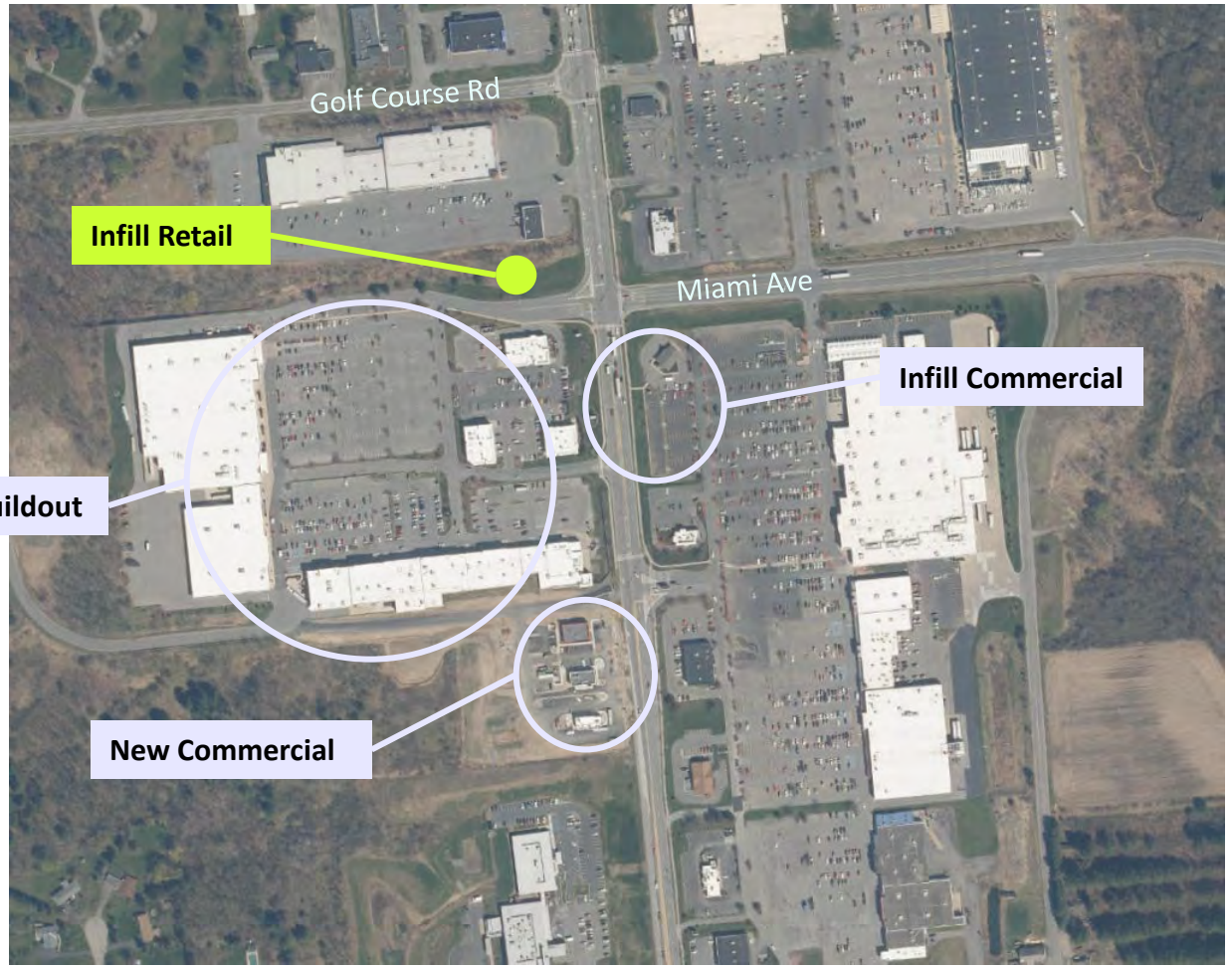
COMPREHENSIVE PLAN UPDATE March 23, 2026

Route 30 Corridor Summit

2001



2022



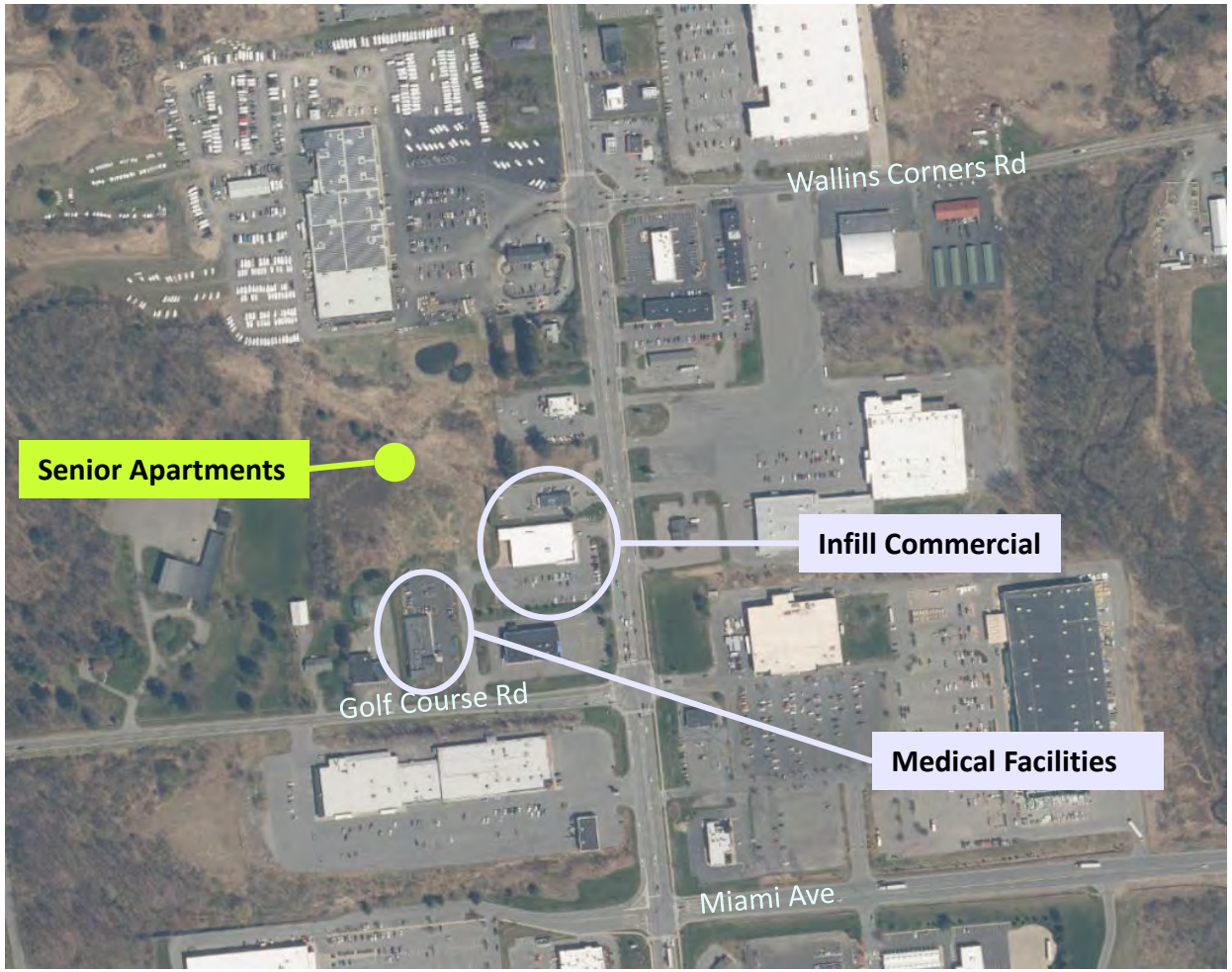
COMPREHENSIVE PLAN UPDATE March 23, 2026

Route 30 Corridor Summit

2001



2022



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COMPREHENSIVE PLAN UPDATE March 23, 2026

Route 30 Corridor Summit

2001



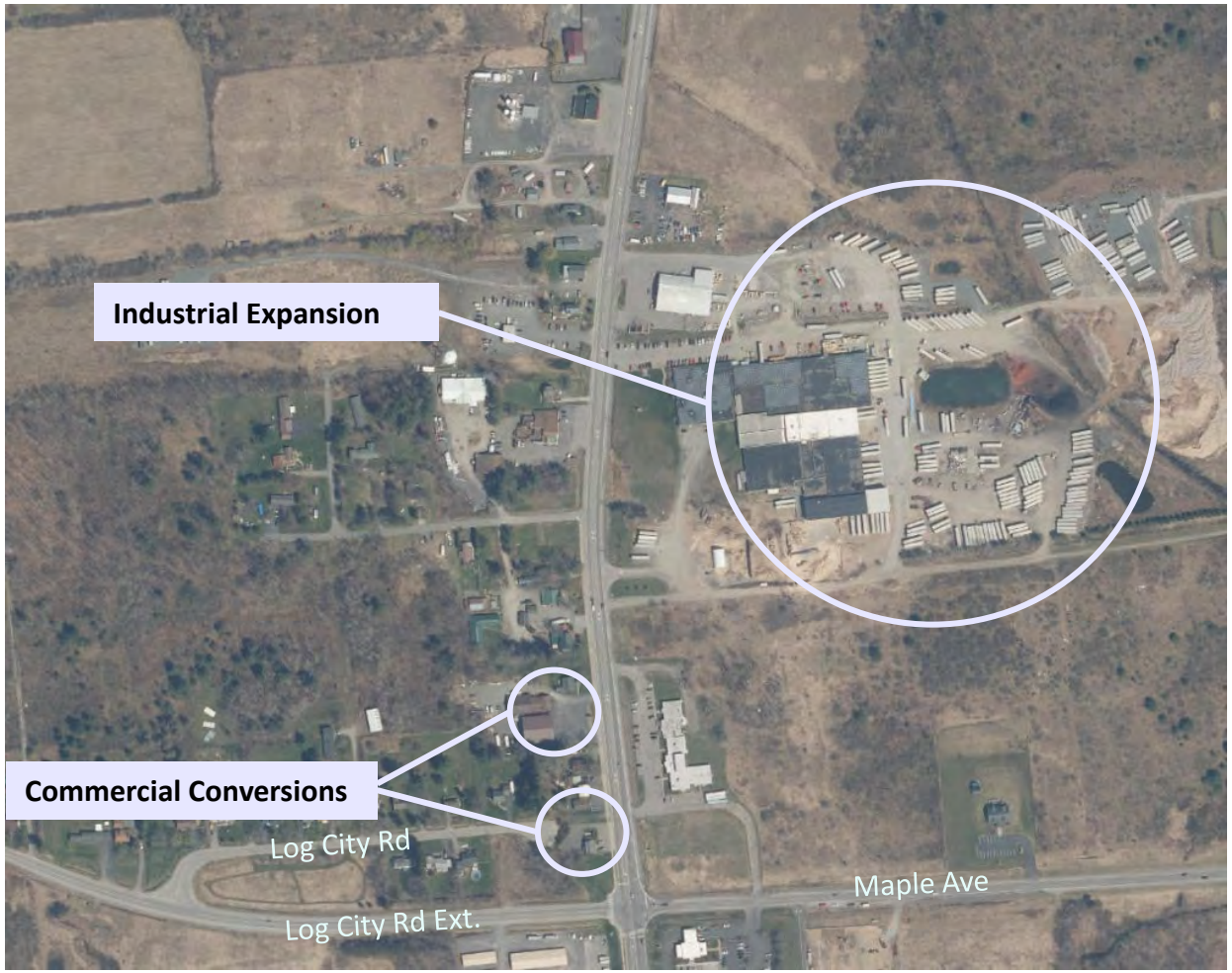
2022



2001


Commercial Sites
Industrial Site
Residential
Log City Rd
Maple Ave

2022


Industrial Expansion
Commercial Conversions
Log City Rd
Log City Rd Ext.
Maple Ave

Group Reflections

Agenda

- Coffee, breakfast, nametags, welcome
- Opening remarks from Supervisor Tom DiMezza
- Orientation to the corridor
- Smaller group break-out
- Future of the Corridor

Breakout Activity

Themes for Discussion

Transportation – *accessibility, mobility*

Land Use – *types, change, needs*

Connections – utilities, people, region

- Part 1: Problems and Opportunities – 20 min.
- Part 2: Guiding Principles and Strategies – 20 min.

Be sure to document, using the worksheets and the maps, the group's discussion!!

Agenda

- Coffee, breakfast, nametags, welcome
- Opening remarks from Supervisor Tom DiMezza
- Orientation to the corridor
- Smaller group break-out
- Future of the Corridor ←

Future of the Corridor: Groups Report-Out and Discussion

- Part 1: Problems and Opportunities
- Part 2: Guiding Principles and Strategies

Attachment 3: Worksheets and Corridor Map

Town of Amsterdam Comprehensive Plan Update

March 2026

Route 30 Corridor Summit

Small Group Activity Guidance

1. Each group will work through discussing and completing the worksheets entitled **GROUP ACTIVITY PART 1: PROBLEMS VS. OPPORTUNITIES** and **GROUP ACTIVITY PART 2: GUIDING PRINCIPLES AND STRATEGIES**. The group should select a Reporter who will convey the small group's input to the broader group at the conclusion of this activity.

2. Each group should take approximately **20 minutes** to identify and record problems and opportunities relating generally to the themes of transportation, land use, and connections. *Be sure to write down, using as many sheets as needed, and/or on the maps at each table, the problems and opportunities!!*.

3. Each group should then take approximately **20 minutes** to develop guiding principles and associated strategies, again, related generally to the themes of transportation, land use, and connections. The Facilitator will add these identified items to the group's flip chart. Participants can use the worksheet as scratch paper. *Again: Be sure to write down, using as many sheets as needed, and/or on the maps at each table, the principals and strategies!!*

4. **Keep an eye on the time!** By **10:20AM**, the groups should have recorded their discussion on the worksheets, and the Reporter should be prepared to present to the other groups and attendees the findings and input of their small group.

SMALL GROUP ACTIVITY Part 1: Problems vs. Opportunities

This activity is intended to analyze existing conditions. It involves identification of problems and opportunities, both internal factors and external factors, that may influence change and shape the future of the corridor. Try to focus on the **WHAT** rather than the **HOW**.

Examples Opportunity: Existence of public utilities Problem: Proliferation of curb cuts

Problems	Opportunities

SMALL GROUP ACTIVITY Part 2: Guiding Principles & Strategies

Building from the prior analysis, this part is intended to help develop guides for the future of the corridor and identify means to help realize that future. Guiding principles are core ideas that will serve as a guide to and basis for creating the future of the corridor and should relate back to the themes of transportation, land use, and connections. For each of the guiding principles, identify a strategy or strategies that stakeholders and actors involved in creating the future of the corridor might use to in order to shape the corridor's future according to that principle

Sample Guiding Principle: "The Corridor is increasingly accessible by bicycle and walking."

Sample Strategy: "Pursue projects aimed at creating separate non-motorized transportation facilities"

GUIDING PRINCIPLE: _____

_____

_____

_____

STRATEGY(IES): _____

_____

_____

_____

_____

Town of Amsterdam

Montgomery County, New York

N

0 160 320 480 640 US Feet

Prepared by: Delaware Engineering, DPC.
Date: March, 2026
Sources: Montgomery County RPS, Google

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© OpenStreetMap and contributors, CC-BY-SA

Attachment 4: Completed Worksheets and Marked-Up Corridor Maps

SMALL GROUP ACTIVITY Part 1: Problems vs. Opportunities

This activity is intended to analyze existing conditions. It involves identification of problems and opportunities, both internal factors and external factors, that may influence change and shape the future of the corridor. Try to focus on the **WHAT** rather than the **HOW**.

Examples Opportunity: Existence of public utilities Problem: Proliferation of curb cuts

Problems

Lack of diverse land uses causes low economic activity after 5pm

Too many curb cuts eliminate opportunities for ~~pedestr~~ ~~de~~ pedestrian + transit infrastructure

~~Lac~~
Lack of safe/comfortable bike connection

Lack of direct transit connections w/ Fulton ~~South~~ County communities

Opportunities

Greater role for residentials especially ~~multifam~~ multifamily

Access management where possible

Potential for north-south multi use trail
- Along Rt 30?
- Along Bunn Creek?
- Connect to utility ROW?

Continuous route along Rt 30 ~~along~~ as far as Perth Town Hall

~~Joining~~ Joining adjacent MPO
- Utica / Herkimer?
- Albany / Schdy / Troy?

SMALL GROUP ACTIVITY Part 1: Problems vs. Opportunities

This activity is intended to analyze existing conditions. It involves identification of problems and opportunities, both internal factors and external factors, that may influence change and shape the future of the corridor. Try to focus on the **WHAT** rather than the **HOW**.

Examples Opportunity: Existence of public utilities Problem: Proliferation of curb cuts

Problems	Opportunities
More community opportunities (Charging)	Charge developers a fee to fund
Accessibility via walk/bike ↓ Housing close to commercial	sidewalks / bike lanes might have Ext / Tenants Eg.

SMALL GROUP ACTIVITY Part 1: Problems vs. Opportunities

This activity is intended to analyze existing conditions. It involves identification of problems and opportunities, both internal factors and external factors, that may influence change and shape the future of the corridor. Try to focus on the **WHAT** rather than the **HOW**.

Examples Opportunity: Existence of public utilities Problem: Proliferation of curb cuts

camel

towne square Golf course

Problems

- fewer parcels - for larger retail
- wetlands -
- excessive parking - requirements
- Amazons - effecting retail
- city water rates + sewer rates.
- Delawares fees -
- diversification - of employment
- property data on - assessors records -
- two tier town + county
- Δ zoning classifications -

Opportunities

- newer infrastructure sewer water gas -
- mixed use residential + commercial 1st Floor - Less sprawl next Mohawk harbor
- Hospital sits on a large tract of land for multi-family
- tree plantings added value
- theme Lighting - Street scape
- redevelopment retail sites
- town combining water rates -
- route 67 - close H2O + sewer
- public transport -
- Let Brent open a billboard company

SMALL GROUP ACTIVITY Part 1: Problems vs. Opportunities

This activity is intended to analyze existing conditions. It involves identification of problems and opportunities, both internal factors and external factors, that may influence change and shape the future of the corridor. Try to focus on the **WHAT** rather than the **HOW**.

Examples Opportunity: Existence of public utilities Problem: Proliferation of curb cuts

Problems	Opportunities
Intersection of Rt. 30 + Northampton	Create Intersection w/ access road through old "Hollie Hughes house" property connected to Teslero Sq. (Remove school bus traffic from Rt. 30)
Veeders Mill Rd. - Currently Private	County Assistance w/ bringing road up to specs?
Walking Corners (Cedar Crest) Apts C.O. - never approved	Enforcement Actions proceeding
Lack of Green / open Spaces	Create "small spaces" in corners of parking lots / unused spaces
South Entrance of Angelo Meil - No left turn	Close, then open new entrance to parking lot further South (Create intersection with demolished house across street + obtain property for interest. / Rt. to Teslero Sq.

SMALL GROUP ACTIVITY Part 2: Guiding Principles & Strategies

Building from the prior analysis, this part is intended to help develop guides for the future of the corridor and identify means to help realize that future. Guiding principles are core ideas that will serve as a guide to and basis for creating the future of the corridor and should relate back to the themes of transportation, land use, and connections. For each of the guiding principles, identify a strategy or strategies that stakeholders and actors involved in creating the future of the corridor might use to in order to shape the corridor's future according to that principle

Sample Guiding Principle: "The Corridor is increasingly accessible by bicycle and walking."

Sample Strategy: "Pursue projects aimed at creating separate non-motorized transportation facilities"

GUIDING PRINCIPLE: walking/biking trail from Shuttleworth to Taylor School + Amsterdam Highschool / continuing to Hagaman / parks + walking

STRATEGY(IES):

SMALL GROUP ACTIVITY Part 2: Guiding Principles & Strategies

Building from the prior analysis, this part is intended to help develop guides for the future of the corridor and identify means to help realize that future. Guiding principles are core ideas that will serve as a guide to and basis for creating the future of the corridor and should relate back to the themes of transportation, land use, and connections. For each of the guiding principles, identify a strategy or strategies that stakeholders and actors involved in creating the future of the corridor might use to in order to shape the corridor's future according to that principle

Sample Guiding Principle: "The Corridor is increasingly accessible by bicycle and walking."

Sample Strategy: "Pursue projects aimed at creating separate non-motorized transportation facilities"

GUIDING PRINCIPLE: The corridor is traversible and connected to adjacent ~~community~~ communities via walking and/or biking

STRATEGY(IES): Pursue multi-use trail along potential corridors including Route 30 as well as Bunn Creek

Connect to east-west utility corridor north of Maple Avenue

SMALL GROUP ACTIVITY Part 2: Guiding Principles & Strategies

Building from the prior analysis, this part is intended to help develop guides for the future of the corridor and identify means to help realize that future. Guiding principles are core ideas that will serve as a guide to and basis for creating the future of the corridor and should relate back to the themes of transportation, land use, and connections. For each of the guiding principles, identify a strategy or strategies that stakeholders and actors involved in creating the future of the corridor might use to in order to shape the corridor's future according to that principle

Sample Guiding Principle: "The Corridor is increasingly accessible by bicycle and walking."

Sample Strategy: "Pursue projects aimed at creating separate non-motorized transportation facilities"

GUIDING PRINCIPLE: The corridor supports public transportation and major destinations can be easily reached via bus. Adjacent counties/communities are also accessible via transit.

STRATEGY(IES):
- Pursue access management to close curb cuts and create opportunities for new bus stops
- Build out ~~to~~ sidewalk network on side streets
- Explore opportunities to extend bus service north of Wallins Corners (as far as Perth Town Hall)
- Discuss potentially joining adjacent MPO (Herkimer - Utica)

SMALL GROUP ACTIVITY Part 2: Guiding Principles & Strategies

Building from the prior analysis, this part is intended to help develop guides for the future of the corridor and identify means to help realize that future. Guiding principles are core ideas that will serve as a guide to and basis for creating the future of the corridor and should relate back to the themes of transportation, land use, and connections. For each of the guiding principles, identify a strategy or strategies that stakeholders and actors involved in creating the future of the corridor might use to in order to shape the corridor's future according to that principle

Sample Guiding Principle: "The Corridor is increasingly accessible by bicycle and walking."

Sample Strategy: "Pursue projects aimed at creating separate non-motorized transportation facilities"

GUIDING PRINCIPLE: Corridor has a diverse range of housing options, including multi-family housing supported by public transit and traversible on foot.

STRATEGY(IES): Explore development ~~co~~ opportunities along side streets.

Connect to Rt 30 with Sidewalks

Sidewalks from new residential to Rte 30

Sidewalks

Access Management

Internal Connection from Ashley Furniture to Target Plaza

Sidewalk High School to Rt 30

Veeders Mill Maintenance of Ponds

TOWN OF AMSTERDAM

MONTGOMERY COUNTY, NEW YORK

N

0 160 320 480 640 US Feet

Prepared by: Delaware Engineering, DPC
Date: March, 2026
Sources: Montgomery County GIS, Google

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Town in Motion

Expand CDTA to Perth Town Hall to gain better access to amenities (walmart + gym)

Discuss joining Oneida MPO

Separated bike lane + 30' Space available?

Burn Creek

Kellogg Reservoir

Town of Amsterdam

Montgomery County, New York

0 160 320 480 640 US Feet

N

Amsterdam Tower in Motion


TOWN OF AMSTERDAM
MONTGOMERY COUNTY, NEW YORK
0 160 320 480 640
US Feet
N
AMSTERDAM
Tower in Motion
Burnt Creek
Log City Rd
Log City Rd Ext
Maple Ave
Lorraine Blvd
Wallins Corners Rd
Golf Course Rd
Miami Ave
Veeders Mt
Upper Van Dyke Ave
S Country Ridge Rd
Tessiero Square
Sunset Rd
Northampton Rd
Ramsey Ave
Holland Cir Dr
Francisco Rd
Valley View Rd
Coolidge Rd
Sunset Rd
Dove Creek
Opolo Creek
Swan Creek
Kellogg Reservoir
RIDE TIME AUTOS
Suburban Propane
Certain Store
Enterprise Rent-A-Car
Met Life
Adirondack Premium Mulch
Tat Out Tattoo Co Lucas Miller
Rustic Loft Pub and Grill
American Tower Corporation
Craftsman Detailing
Town & Country Meat & Cheese
Amsterdam Tobacco Depot
Down To Earth Natural Foods
Resource Center for Independent Living
KeyBank
Metro Self Storage
Extra Space Storage
Amsterdam Diner
Dove Creek Animal Hospital
Smokers Choice
China One
Beer Universe
Olsen Investment Management
Holland Circle Apartments
Grand Indian Kitchen
Lowe's Garden Center
Lowe's Home Improvement
The Gund Company
Subway
Ray's Hair Stylists
The Salmon Law Firm, PLLC
Scott Beatty - State Farm Insurance Agent
Alpine Haus Boats & Powersports
Alpine Haus Ski Shop, Pools and Spas
Tractor Supply Co.
Five Guys
Kelly's Imperial Lanes
Laurie's Electrolysis Studio
Black Bear Wine & Spirits
Burger King
Dutch Hollow
Dunkin'
ALDI
Amsterdam Methodist Church
Harbor Freight
Hibachi House Buffet
O'Reilly Auto Parts
Hannaford
The Home Depot
Home Services at The Home Depot
Garden Center at The Home Depot
NBT Bank
Ashley Amsterdam
Mavis Discount Tire
Ruby Tuesday
Starbucks
Cardiovascular
Panera Bread
Target
CVS Pharmacy
Target Grocery
Kohl's
PetSmart
Marshalls
Dollar Tree
Walmart Supercenter
Taco Bell
Sanford Farm Shopping Center
Mr. Fuji Amsterdam
China Wok
Market 32
Chipotle Mexican Grill
Popeyes Louisiana Kitchen
Amsterdam Municipal Golf Course
Amsterdam High School
Planet Fitness
Old Brick Furniture & Mattress Co
Advance Auto Parts
Hurricana Stock Farm
Walgreens
St. Mary's Urgent Care
St. Mary's Memorial Healthcare
Mohawk Valley Orthopedics
AutoZone Auto Parts
Hillcrest Spring Assisted Living Facility
RockStar PhotoBooth
Aztra Siam Thoroughbred Siamese kittens
Amsterdam Water Filtration Plt
Barnett Raymond
Spagnola & Spagnola Accounting Firm
Kinyon Ag Agency
Green Space
Bike Route
New Sidewalk
Ave 11 Family Homes

ATTACHMENT 5: GROUP REPORT-OUT SUMMARY

Town of Amsterdam Comprehensive Plan Update
Route 30 Corridor Summit: Summary of Small Group Report-Out

AMSTERDAM Town in Motion

	Group 1	Group 2	Group 3	Group 4
Problems	Few large parcels for development Wetlands constraints Too much parking Internet retailers affecting business of retail City water and sewer rates Town designated engineer fees during Planning Board Lack of diversification of employment Property tax assessment records can be inaccurate Problems with planning - town and county Zoning classifications - mixed use not there Valuable land is occupied by derelict buildings	Lack of diverse land uses Low economic activity Too many curb cuts prevents ped infrastructure Need for bike connections Lack of direct public transit connection to Fulton and others	Existing multi-family developements with code compliance issues Veeders Road - privately owned - town would take over if brought up to Town specs - County assistance - all the way around to Golf Course Road	Access Management Alpin House - signal problem Veeders Mill - ownership - concerns Excess Parking Side streets need sidewalks with future residential development
Opportunities	New infrastructure Mixed use commercial and residential Increased density Hospital on large parcel for development - residential Redevelopment of retail sites Town combined water rates Route 67 next frontier - water, sewer, & gas close by Public transit Billboard company opportunity?	Greater role for multifamily to drive access management and transit improvements/upgrades North-south multi use trail Two ways cycle track along Route 30 Bunn Creek - opportunity for bike path? Utility ROW cuts north Maple Ave - opportunity Improved Transit connections Continuous transit service north south - going to Perth Town Hall Connect to Gloversville? Join the adjacent MPO - Mont and Fulton not in an MPO Utica Herkimer MPO - or CDRPC	Infrastructure - Northhampton Road - to Tessero Square - aimed at High School Bus traffic Through Road Miami Ave to Tessero Square - through parking lots - more development Hotel on Tessero Square behind the barn Green space on Route 30 near Hannaford Apartments at Maple Ave will extend water line from Route 30 down Maple - open development of other larger parcels - mixed use Two parcels on Veeders - #4 clean up - #5 still for sale Road from Northhampton to Tessero open to development	Sidewalks - Fed Transportation Alternative Program 80% fed 20% match; if on state highway - state %15 match - leaving only 5% local Consolidate driveways Excess Parking - opportunity to optimize density
Principles & Strategies	Streetscape enhancements - theme lighting etc. to tie the Corridor together	Traversable to connect by walk or bike Pursue multi use trail Accessible by bus to other counties Build out sidewalks Reduce curb cuts prevent- access management Bus service north of Wallins Corners Increase housing - diversity Development along side streets Increase sidewalks	Walking/biking trail - Shuttleworth Park to the High school to Village of Hagaman River line park to Shuttleworth Park - County initiative - support - runs on a former Trolley Line Extend offshoots to Amsterdam HS to Route 30 - environmental opportunities - along Miami Ave	Redevelopment of parking and construct interior roads Parking requirement - modernize and use studies instead of traditional parking minimums approach DOT - Overall TIS for corridor - have baseline done - prevents last person in