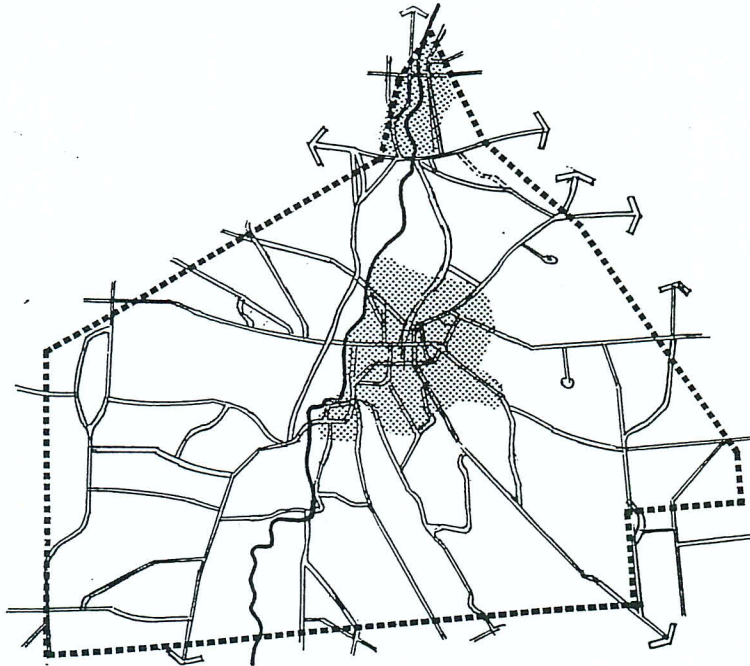


TOWN OF KIRKLAND
COMPREHENSIVE LAND USE
PLAN

JUNE 1993



prepared for:

TOWN OF KIRKLAND PLANNING BOARD
Town Garage, Route 12B
Clinton, New York 13323

prepared by:

THE SARATOGA ASSOCIATES
443 Broadway
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T H E S A R A T O G A A S S O C I A T E S



LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS

June 22, 1993

Mr. John Hecklau,
Planning Board Chairman
Town of Kirkland
P.O. Box 235
Clinton, New York 13323

RE: Comprehensive Plan
TSA #91-040.10P

Dear John:

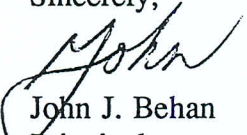
It is with great satisfaction that we transmit the *Comprehensive Land Use Plan for the Town of Kirkland*.

We have truly enjoyed working with the many dedicated individuals from the community who donated their valuable time and insight. That level of involvement is truly testament to what makes the Kirkland/Clinton community a desirable place to live.

We hope the plan serves the town well in the years to come.

Thank you for the opportunity to serve you.

Sincerely,


John J. Behan
Principal

cc: SPW

ACKNOWLEDGMENTS

This Comprehensive Land Use Plan is the result of cooperative effort among several individuals, departments and organizations. The following is a list of some of the key contributors.

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TOWN OF KIRKLAND
COMPREHENSIVE LAND USE PLAN

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I. PLAN HIGHLIGHTS

The Town of Kirkland's Comprehensive Land Use Plan Highlights include:

Rural Development and Preservation Zone

- To preserve rural character, sensitive environmental resources, agricultural uses and open spaces
- Will encompass the majority of the town, merging all existing residential zones (outside of the hamlets and village town center)
- Recommend reduced development density
- An incentives program, incorporating a maximum area lot development program

Village Town Center

- Recognizes the town's historic center as appropriate location for higher density growth and a mix of uses
- Recommend maintenance of existing allowed development density
- Expand existing roads and ensure connections between new roads
- Evaluate truck route on state highway system

Hamlet Plans - Clark Mills/Kirkland and Franklin Springs

- Recognizes the town's historic hamlet areas as appropriate locations for higher density growth and a mix of uses
- Strengthen hamlet centers - economic development and recreational opportunities

Oriskany Creek Greenway

- Recognizes the value of Oriskany Creek as a significant natural resource
- Recognizes the limitations on development presented by the Oriskany Creek floodplain

Planned Development Zone

- Existing zone - Robinson Road and new zone - Clark Mills/Route 5
- Primary development zones for new commercial and/or light industrial development
- Will offer employment opportunities and enhance the community tax base

Planned Campus

- Designed to meet the specific needs of Hamilton College
- Consider "Hamilton Parkway" direct access road to campus

Neighborhood Parks

- Incorporated into hamlet plans
- Recognizes the recreational potential of the old water supply reservoirs

Neighborhood Centers

- Potential locations for future neighborhood commercial centers
- Designed to reduce the number of trips needed to the village

Bike/Hike Trail

- To provide non-motorized connections between the town's development centers and to adjacent towns, generally following the old railroad bed

II. INTRODUCTION

Kirkland Today

In 1992 the Town of Kirkland is a community of very distinct character. The combination of the rolling countryside, the collegiate atmosphere, well-kept historic residences and the quaint village center, make the town a very desirable place to live and work. Such attributes contribute to the town's strong sense of community. Kirkland has been referred to as "one of the gem's of central New York."

The quality of life available in the Town of Kirkland has been lost in many communities in upstate New York. Between the overall decline of active agricultural lands and the major suburban sprawl that has eaten up so much of the state's open space, the charm of a community like Kirkland has become a rarity.

And today, or some other day in the future, that charm may be threatened. Kirkland is located at the edge of the City of Utica's suburban expansion. The Town of New Hartford, adjacent to Kirkland to the east, is the fastest growing community in Oneida County. That growth has recently slowed down, due to the current economic conditions. However, once the economy turns around, growth will not stop at the Kirkland town line. Kirkland will grow since it is such a desirable place to live. Already, strip residential development has eaten up much of the town's road frontage.

It is not that growth and development are necessarily negative influences. It is how a community handles growth and adjusts to change that become the crucial questions. What types of development does the town want to promote, and where? What rate of growth is healthy for a community such as this? If controlling growth or the preservation of agricultural land are goals, who bears the cost? These are all vital questions and they are just a sample of what will be addressed throughout the planning process.

The timeliness of this master planning effort is critical. The town must be prepared to address a changing economic and demographic future. The town must have a clear vision of how it wants the community to develop. Only in this manner will the town be able to control development, encourage quality growth, and direct change to meet the needs of current and future residents.

Purpose of the Plan

Master planning is an orderly process by which a community identifies its needs and establishes goals and objectives to provide guidance to planning efforts. This is the key building block of the master planning process. To be effective, the master plan must truly be a product of the community. Consequently, public participation via public meetings, community interviews, the community survey, and Kirkland's Ad Hoc Committee, is an essential component of the master plan.

The plan utilizes the goals and objectives (identified through the survey, interviews, and the Ad Hoc Committee), the inventory and analysis, and various planning concepts to establish a common vision for the future of the community. The Kirkland Master Plan establishes guidelines to allow for change in an incremental manner.

The plan will serve as the basis for the development of regulations that are intended to control how the future of the town is established. These regulations, the zoning ordinance and the subdivision regulations, are the tools the Planning Board, the Town Board, the Zoning Board of Appeals, and the Town Planner will utilize on an on-going basis to shape the community for the future.

Location

The Town of Kirkland, in central New York State, is located about a one-hour drive southeast of the City of Syracuse. The location of the Town of Kirkland is one of the major features that will be incorporated into master planning considerations. The location of the town will determine the impact and types of external influences that the town will face in the future. For example, the fact that one of the major NYS Thruway access points is located just north of the town has, and will continue to impact the way that NYS Route 5 develops in the Hamlet of Kirkland and to the east. The proximity of the NYS Thruway allows the residents easy access to other communities, including Syracuse, for employment and other opportunities.

Probably the greatest external pressure on the Town of Kirkland in the near future will result from the town's location in relation to the City of Utica and the Town of New Hartford. Kirkland is located about ten miles southwest of Utica and borders New Hartford to the east. The pressures felt from these communities are a result of residents and businesses moving out of Utica and into suburban New Hartford. These same pressures are, to a lesser extent, being felt by Kirkland.

The major commercial strip in the Town of New Hartford, NYS Route 5, travels through the northern tip of the Town of Kirkland. The Town of New Hartford is in the process of addressing many growth-related issues through the development of a Generic Environmental Impact Statement (GEIS) for the Route 5 development corridor. The GEIS recommends zoning changes and the institution of an impact fee ordinance.

Other significant highway corridors that travel through Kirkland include NYS Routes 12 and 12B. Both of these routes have become major residential development corridors in the Town of New Hartford. Since Route 12B in Kirkland is the major connector street, this corridor has and will continue to face development pressures more intensely.

The location of Route 12B has a significant impact on the Town of Kirkland, since it bisects the town and currently serves as a major truck route. There has been some discussion of relocating truck traffic to Route 233 or other by-pass alternatives in order to avoid disrupting the heart of the community, including the Village of Clinton. Such issues will be addressed throughout the planning process.

A natural feature that traverses the town and has an important impact on the growth and character of the community is Oriskany Creek. Much of the original development in the town occurred as a result of the location of this creek. The original mills and other industries took full advantage of this water resource and the industries, in turn, spawned additional residential development. The relics of Kirkland's industrial past are still a major presence shaping the character of the community today, particularly in the Hamlets of Clark Mills and Franklin Springs.

History of Settlement

The Oneida tribe of the Iroquois Nation originally inhabited the area of the Town of Kirkland. Through a series of agreements and purchases, European settlers eventually took control of the area. Dr. Samuel Kirkland, a missionary and friend of the Oneidas, was granted one of the original patents. The other original patents were the Coxe Patent and the Brothertown Patent¹.

Captain Moses Foote established the first permanent white settlement in the present village of Clinton in 1787. Each of the eight families accompanying the captain were allotted two acres of land for a building lot. Additional land was allotted later that year, and additional families joined the original eight. These families did not own the land however, and they had to purchase it from the Coxe Patent, which is actually what they had settled on².

The Town of Kirkland itself was formed in 1827 from the Town of Paris. The Village of Clinton was incorporated in 1843³.

The Chenango Canal, extending from Utica to Binghamton and passing through Kirkland, was completed in 1836. In 1866, a railroad was built, which eventually put the canal out of business. The main railroad was the Utica, Clinton and Binghamton Railroad, but there was also an extension from Clinton to Rome⁴.

Manufacturing operations throughout the history of the town have been a significant factor in shaping the character of the community. These operations have included sawmills, grist mills, distilleries, tanneries, cheese factories, machine shops, potteries, brickyards, canning factories, creameries and asheries. The two largest industries that operated in the town were the textile mill and the iron works, in Clark Mills and Franklin Springs respectively⁵.

¹ The Master Plan - Village of Clinton and Town of Kirkland, 1959.

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

Another very important influence on the community has been the history of educational institutions. Kirkland, once known as "school town," was the home of several private institutions, the first being the Hamilton Oneida Academy. This institution was founded by Samuel Kirkland in 1793 and became Hamilton College in 1812. The Young Ladies' Domestic Seminary, founded in 1833, was another well-known educational institution in Kirkland. This school reputedly served as the model for Mt. Holyoke and other women's colleges.⁶

The shape of the Town of Kirkland today is a result of many of the influences discussed above, including regional location, the original settlement, transportation corridors and the history of manufacturing uses.

The NYS Office of Parks, Recreation and Historic Preservation has noted that besides the Village of Clinton Historic District, there are three properties in the town listed on the National Register of Historic Places. These sites include the Elihu Root House at 101 College Hill Road, the Hamilton College Chapel, and the Norton Farm on Norton Ave. It has recently been determined that numerous other college-related structures are National Register eligible.

The NYS Museum has documented a number of archaeological and historic sites, including burial places in the Town of Kirkland, although there is no definitive information about time periods. The entire Oriskany Creek corridor has been designated as an area of historic or archaeological significance.

⁶ Ibid.

III. FRAMEWORK FOR PLANNING

To establish a firm basis and clear direction for the master plan, a significant amount of time and effort was spent conducting community participation activities, including a community planning forum. The town conducted a community-wide survey, which will be reviewed in detail below. Interviews were held with current and past town leaders, representatives from the county and village, business leaders, representatives from the college, farmers, builders, technical advisors and others.

The information gathered through the community participation process was utilized to establish a concise list of the primary community issues and to begin an analysis. The issues charts (Charts 1-4) that follow within this section are the manifestation of that analysis. The overall final product was a comprehensive set of master plan goals and objectives (also included within this section).

Identification of the goals and objectives is a critical component of the planning process, since they establish the framework for the rest of the plan. The community's input is crucial to ensuring that the direction provided within the plan becomes the community's vision.

Community Survey Analysis

The following is a general analysis of the Town of Kirkland Community Survey (enclosed in Appendix A). Surveys were sent to all property owners, and dropped off at apartment buildings and other locations throughout the community. Approximately 12% of the total town/village population responded to the survey. Since the survey was set up to analyze two sets of responses per household, the tabulation involved about 900 town surveys and 300 village surveys.

The actual tabulation of the survey was a major undertaking. The Planning Board and Ad Hoc Committee coded each response on a tabulation chart. From there the Town Planning Department, lead by Bill Falk, compiled the responses to each question. The consultant then tallied the percentage of each response to each question and drew some general conclusions.

The survey results (enclosed in Appendix A) were broken down into two categories, those from the town (outside of the village) and those from the Village of Clinton. Of those who responded from the town, the largest group was from the 25-44 year age group, 38%. The following 20-year age groups, 45-64 and 65-84, were represented at 35% and 26% respectively.

About half of those who responded were male and half were female. Most of those who responded from the town considered themselves white collar workers (52%), and about 30% were retired (about 60% from the village were retired).

About 91% of those who responded were residential property owners. About half of the respondents lived in the town for over twenty years, and about 35% were 0-11 year residents. There was a representation of respondents from all areas of the town. Most of those responding said that they commute to work (48%). About 45% of those commuting said they commute to Utica, about 17% to New Hartford, and about 22% to other places inside of Oneida County.

Town Character

The respondents were very clear about the characteristics of the town that are important to them. 97% and above said that they liked the rural atmosphere, small population and farms/open land. This clearly illustrates the respondents' sentiments about their town's character. Sixty-five percent and 66% like the lack of stores and businesses, and industry, respectively. The respondents were also not overwhelmingly interested in encouraging any new development. Only about half of the people felt that any type of residential and/or commercial development should be encouraged at all.

Ninety-two percent of the respondents felt that housing density should be controlled, even if it meant giving up certain property rights (70%) or paying higher taxes (58%). On the other hand, about 45% felt that a one acre minimum lot size was appropriate in rural areas, and about 21% even felt that half an acre was an acceptable minimum. This discrepancy is felt throughout the survey. Overall, people want to keep the town the way it is, although there does not seem to be a clear understanding of how to do that. There was no clear consensus regarding a recommended lot size or particular development technique.

A summary of the written responses (items numbered 87-89) has also been included in Appendix A. Overall, these responses say the same things as above with a little more insight into some of the problems. Again, the overwhelmingly most positive attribute was the existing small town, and rural and agricultural setting.

On the other hand, the largest number of responses in terms of problem areas concerned traffic. "Excessive" development was next on the list of problem areas, with taxes and the lack of water and sewer following closely. In the final additional comment section, people responded about the same concerns noted above. Most of those who responded in this section commented on the need to control development.

Other Survey Results

Traffic was high on everyone's list of long-standing significant problems. Many people noted truck traffic in particular, although it was clear that the amount of traffic traveling through the village was the basis of this problem. Many people suggested putting a weight limit on Route 12B through the village, and some even suggested rerouting that traffic up Route 233 to Route 5.

There was a significant amount of concern that the tax rate in this community is comparably high, and that it's going to get higher. The survey revealed some support for expanding the tax

base, e.g., through commercial and industrial development. However, most people said that they would rather pay higher taxes to preserve the character of the community and protect natural resources. People are very concerned about taxes but also about community character and natural resources. Both issues must be addressed.

The majority of the people surveyed were also interested in strictly controlling development. Eighty seven percent of the people said that they do not like large-scale development. The town, of course, cannot completely stop development but it can have the mechanisms in place to direct development as is appropriate.

Many people throughout the town were also concerned about the existing water and sewer facilities and/or lack thereof. People were concerned about the condition of the existing system, mainly due to problems resulting from its age. People were also concerned about individual systems, due to water quality problems and soils limitations.

Agricultural Community Survey

Eight farmers and a retired cooperative extension agent were invited to participate in the agricultural survey process (two of the farmers declined). The following is a summary of the responses to those surveys.

Most of the farmers surveyed currently had plans for continuing their operations, either themselves or through their children. None of the farmers said they had any development plans for their land. One of the farmers had done some limited development himself, but did not think that he would do it again. Another farmer said that he is interested in selling his farm to anyone who's interested in buying it, for whatever reason.

Taxes were noted as the biggest hindrance for continuing agricultural operations, particularly in terms of town assistance. Other problems noted were financing concerns, increased costs to developers, and down-zoning. One farmer noted that even if agricultural incentives are in place and the price of milk goes down, a farmer may no longer be able to continue operations.

None of the farmers interviewed had any significant interest in Purchase of Development Rights, Transfer of Development Rights or clustering programs. With the PDR and the TDR programs, the farmers said that they're afraid to lose control - they don't want to be "told how to farm." Problems that were noted in terms of cluster development mostly revolved around the lack of water and sewer. It is generally felt that the limited capabilities of the town soils will completely restrict such development. Another concern was about the relationship of farmers and non-farming neighbors, which many consider incompatible uses. One farmer suggested that an appropriate way for the town to assist farming may be by concentrating development (and not allowing for spot development).

Issues Analysis

Community input from the survey results, interviews and the community planning forum was all used to develop the following issues analysis, Charts 1 to 4. To more clearly understand the issues, the town was broken up into areas of common concerns, including the rural zone, the village/town center and the hamlets.

<u>CHART 1</u> <u>RURAL ZONE ISSUES</u>	<u>CAUSES</u>	<u>SOLUTIONS</u>
Strip Residential - Loss of rural roadside character and visual access	<ul style="list-style-type: none"> - Availability of existing frontage and conducive zoning consume frontage - Fallow farmland-no trees, open & flat - Large land area available - Zoning - Market for suburban lifestyle - Lack of infrastructure forces larger lots 	<ul style="list-style-type: none"> - Encourage preservation of open land in concert with development - Encourage "windows" to the land along the highway - Increase frontage requirements
Otrusive/Large-Scale Residential Subdivision - same old suburb	<ul style="list-style-type: none"> - Some development pressure - Viability of agriculture declining - Scenic value high -- attracts people 	<ul style="list-style-type: none"> - Encourage creative planning and design - Provide incentives/regulations to advance master plan objectives
Loss of Farmland -- Real estate value exceeding agricultural value	<ul style="list-style-type: none"> - Actively encourage agricultural preservation by considering town incentives to permanently preserve agricultural lands (tax breaks, purchase of development rights, etc.) - A town agricultural open space subcommittee is suggested 	<ul style="list-style-type: none"> - Actively encourage agricultural preservation by considering town incentives to permanently preserve agricultural lands (tax breaks, purchase of development rights, etc.) - A town agricultural open space subcommittee is suggested
Loss of Rural Character	<ul style="list-style-type: none"> - Suburban values, rural land conversion - Strip development/frontage development - Concept of rural character -- outmoded? 	<ul style="list-style-type: none"> - Encourage preservation of open land in concert with development - Encourage development in town center, and broaden employment opportunities - Reduce land conversion

<u>CHART 1</u> <u>RURAL ZONE ISSUES</u>	<u>CAUSES</u>	<u>SOLUTIONS</u>
Traffic Congestion in Village and Truck Traffic on 12B	<ul style="list-style-type: none"> - All roads lead to village - Major connector (12B) runs through center - Trucks/crushed stone - Gravel operation south of town - Number of cars/family has increased 	<ul style="list-style-type: none"> - Provide planned convenience services in outlying areas - Reroute trucks - Encourage development of connector roads around village-developers&town
Agricultural and Residential Tax Base is Facing Increasing Demands	<ul style="list-style-type: none"> - Major employers tax exempt - Limited major tax generators - Residential rate payer covering most services - Rising cost of educational and public services 	<ul style="list-style-type: none"> - Reduce services - Diversify tax base - Encourage development of appropriate commercial and/or light industrial uses
No Public Water Supply Expansion	<ul style="list-style-type: none"> - Village feels no control over development - Distribution -- haphazard extensions 	<ul style="list-style-type: none"> - Share Master Plan w/Village Board - Develop utility plan to implement system improvements and expansion
Sewer System	<ul style="list-style-type: none"> - Water infiltration - Plant limitations - capacity, discharge standards (SPDES) - Distribution -- haphazard extensions 	<ul style="list-style-type: none"> - Develop utility plan to implement system improvements and expansion - Cooperation between all parties involved - Upgrade System
Lack of Affordable Housing	<ul style="list-style-type: none"> - High land values - High development costs - Market - Image/Perception -- existing poor quality 	<ul style="list-style-type: none"> - Provide for sites with proper zoning and water and sewer - Provide flexible standards & alternative housing types, i.e. attached - Institute site and architectural controls

<u>CHART 2</u> <u>VILLAGE TOWN CENTER ISSUES</u>	<u>CAUSES</u>	<u>SOLUTIONS</u>
"Haphazard" development patterns	<ul style="list-style-type: none"> - No incentives to focus development in and around centers - water, roads, etc. - Real estate activity ("For Sale" signs) leads growth patterns (versus community leading growth patterns) - Out of date master plans 	<ul style="list-style-type: none"> - Promote and formalize communication with village boards - Reduce suburban land plan to minimal area around village center - Connect existing streets and ensure connections between new streets - Promote village - scale development and infill - Provide incentives
Infrastructure - sewer and water	<ul style="list-style-type: none"> - Extension plans not fully developed/agreed upon - Older systems in need of improvements - Mechanism for approving extensions - needs improvement/updating 	<ul style="list-style-type: none"> - Develop utility plan to implement system improvements and expansion - Formalize communication/advance planning between all parties involved
Traffic Congestions	<ul style="list-style-type: none"> - All roads lead to village - Major connector (12B) runs through center - Trucks - Traffic impacts not considered in development plans 	<ul style="list-style-type: none"> - Reroute trucks - Encourage development of connector roads around village - Ensure pedestrian connections available for safety - Improve key village intersections - Require traffic impact studies

<u>CHART 3</u> <u>CLARK MILLS ISSUES</u>	<u>CAUSES</u>	<u>SOLUTIONS</u>
Strengthen hamlet center image	<ul style="list-style-type: none"> - Inadequate ordinances/need vision for hamlet potential - Older housing in need of rehabilitation - Vacant mill buildings due to changing economy - Disjointed street patterns 	<ul style="list-style-type: none"> - Town to become actively involved in community rehabilitation projects - Promote an economic development initiative for the old mill structures and vacant lands - Institute streetscape improvements - Encourage connections between existing streets and extensions
Infrastructure	<ul style="list-style-type: none"> - Sewer system in need of improvements - Sewer system nearing capacity - City of Utica may not allocate additional water 	<ul style="list-style-type: none"> - Develop utility plan to implement system improvements and expansion - Communicate hamlet plans to city
Lack of neighborhood recreational centers	<ul style="list-style-type: none"> - Lack of available funds - Lack of coordinated effort 	<ul style="list-style-type: none"> - Develop neighborhood parks w/playgrounds for children and to enhance hamlet center - Provide non-motorized connections to other town areas - Require developer contribution

<u>CHART 4</u> <u>FRANKLIN SPRINGS ISSUES</u>	<u>CAUSES</u>	<u>SOLUTIONS</u>
Strengthen hamlet center image	<ul style="list-style-type: none"> - Suburban development patterns w/lack of better alternative - Inadequate ordinances/need vision for hamlet potential 	<ul style="list-style-type: none"> - Allow for appropriate neighborhood commercial development and light industrial - Infill residential development is appropriate - Develop a neighborhood recreational center - Provide non-motorized connections to other town areas

Goals and Objectives

The goals statements that follow are based on the community input and issues analysis described above. The survey results summarized residents' attitudes regarding critical issues, community strengths and weaknesses, and the ideal future of the town. The overall message was that **the community would like to retain its existing small-town character and lifestyle, its open spaces and farmland, and strong community centers.**

The survey results indicate that sustainable economic growth is desirable since it would provide additional employment opportunities and would moderate residential property taxes. Conversely, strip commercial development that is uncontrolled is unacceptable. Growth should occur at a rate that is commensurate with the community's environmental and social setting, as well as its ability to provide adequate infrastructure to support such development.

The master plan goals and objectives provide the foundation for future decision-making on land use issues. The goals express the future condition that the plan is intended to achieve. The objectives outline the actions required to achieve the stated goals. In addition, these statements will become the guidelines for zoning and subdivision regulations, action projects, and other local land use policies and programs.

Land Use Goal

Protect and preserve the existing "small town" and rural characteristics of Kirkland through the implementation of creative land use solutions. Promote development uses, patterns, and densities, which reduce land use conflicts. Limit sprawl and channel development into areas preferred by the town.

Objectives:

1. Retain the historic settlement pattern of the community within the Oriskany Creek Valley by focusing growth around the village and in the hamlets.
2. Encourage development that is responsive to community needs, such as affordable or moderately priced housing, low-impact businesses that contribute to the town's tax base.
3. Protect environmentally and aesthetically sensitive resources from incompatible development.
4. Designate the appropriate types of, and locations for, commercial and/or light industrial development, particularly within the hamlets and along major transportation corridors.
5. Identify uses and locations that can help finance public improvements, such as utilities, and develop employment opportunities and services for residents. Discourage such uses if and when they are inconsistent with the existing character of the community. Discourage commercial strip development.

6. Encourage new residential development in appropriate areas consistent with existing or adjoining uses. The highest densities of residential development should generally occur around the village and in the hamlets. Lower densities should persist in the rural areas. Continuous residential strip development should be discouraged where it infringes upon the rural character of the community.
7. Ensure that existing design and construction standards will promote development that blends with the surrounding natural and built environment. The standards should focus on maintaining the small town character and rural landscape.
8. Develop a strategy to deal with the particular problems associated with current demographic trends, including an aging population.
9. Use the master plan as a basis for continuous decision-making in conjunction with the town's zoning code and subdivision regulations.

Natural Resource Goal

Protect the Town of Kirkland's natural resource base, recognizing the multiple values of the rural and open space characteristics of the community; and to protect the health, safety and welfare of the residents of the community.

Objectives:

1. Ensure that new and existing land uses do not degrade air or water quality, wetlands, sensitive habitats, visual character or any other critical natural resources.
2. Limit development on steep slopes and where soils are otherwise unsuitable for development. Densities of new developments outside of the sewer district should be appropriately limited and based on soils capabilities and rural preservation goals.
3. Protect groundwater quality, keeping in mind the undeveloped potential of the Oriskany Creek aquifer. Particular attention should be paid to uses in the recharge area of the existing public water supply wells.
4. Develop land use policies that support farming. Encourage the continuation of environmentally compatible active agricultural operations through the development of an agriculture preservation incentive program.
5. Actively promote the protection of Oriskany Creek and its tributaries to ensure continued utilization of this valuable fisheries resource.

Visual Resource Goal

Maintain and protect the visual resources of the Town of Kirkland, particularly along roadways and expansive open spaces, including agricultural lands. Since the landscape is dominated by rural and agricultural uses, ensure that new development is incorporated into the landscape in an appropriate manner.

Objectives:

1. Develop a regulatory mechanism coupled with an incentive program for protecting the overall scenic quality of the town, especially its small town, rural character. Spectacular views such as those from Skyline Drive should be included.
2. Protect the visual quality of the main transportation corridors, especially along Route 12B.
3. Permanently preserve open space resources that are significant, particularly in terms of the rural character of the community.
4. Utilize innovative land use controls, such as cluster development and managed village and hamlet infill and expansion, to ensure the preservation of open space.
5. Through the site plan review process, ensure that new development is visually compatible, especially on hillsides or in visually sensitive areas.
6. Monitor signage regulations to ensure their effectiveness.

Transportation Goal

Ensure that all roads within the Town of Kirkland protect public safety and welfare. Maintain and enhance the existing roadway system to reduce traffic congestion, particularly in the Village of Clinton. Ensure that future improvements are developed with minimal adverse impact to the environment, community character and circulation system.

Objectives:

1. Assess alternatives for alleviating the existing congestion problem along Route 12B, particularly in the village. Work with the village and the NYS Department of Transportation to develop a positive solution to this problem.
2. Review posted speed limits, weight limits and other traffic controls in concert with jurisdictional agencies on all heavily travelled roadways to assess their effectiveness.
3. Minimize the number of curb cuts along major arterials through site plan review.

4. Limit the construction of new roadway systems that accommodate new development to what is actually necessary to adequately serve development. Coordinate the development of new roadway systems to provide appropriate access **between** systems.
5. Develop flexible roadway standards to encourage creative design and development concepts. However, maintain minimum town design criteria for each roadway type.
6. Whenever possible, minimize the environmental impact of new roads by limiting clearing and other disturbances to what is necessary to protect public safety and welfare.
7. Ensure that traffic and roadside signage is compatible with the visual resource goals to the extent practicable.
8. Support development of a bike/hike trail system to link important community facilities such as the Clinton Central School with residential and employment centers such as Clark Mills and Hamilton College.
9. Consider identifying an alternate north/south truck route to Route 12B.

Community Facilities Goal

Promote the development, maintenance and enhancement of public facilities and government services to meet the needs of existing and future residents, businesses and institutions of the Town of Kirkland in the most cost-effective manner practicable.

Objectives:

1. Coordinate any water and sewer system improvements with the overall land use policy developed in the Kirkland Master Plan.
2. Maintain and enhance the existing utility infrastructure to allow for planned growth in appropriate areas, particularly around the village and in the hamlets.
3. Continue to maintain and improve communications with the village. Initiate rational discussion of cooperative infrastructure planning efforts as a means to advance the Kirkland Master Plan.
4. Ensure that recreation, school, infrastructure and transportation needs are provided in conjunction with land development.

5. Continually evaluate the impact of proposed development on the town's infrastructure, the cost-benefit relationship and the timing requirements of improvements. Equitably shift infrastructure costs to development projects through dedication and fees to finance infrastructure improvements which are required due to new development.
6. Provide sidewalks in areas where pedestrian traffic should be encouraged.

Housing Goal

Promote a variety of quality housing opportunities which are affordable and accessible for residents of the Town of Kirkland.

Objectives:

1. While promoting single-family as the predominant type of residential development within the town, provide for some variety of housing types, including those which promote ranges in sale prices and rents, to accommodate all residents of the town.
2. Where appropriate, allow for flexibility in land use standards, particularly when creative subdivision design is utilized to preserve open space.
3. Develop a mechanism to allow the planning board to require the application of innovative design solutions such as clustering when such forwards the achievement of other master plan goals.
4. Review the design of new housing projects to ensure visual compatibility with the architectural character of the surrounding area. Through the development of subdivision and site plan review regulations, ensure that new residential development is compatible with the existing environment.
5. Encourage housing rehabilitation and adaptive reuse of vacant buildings where opportunities and needs exist, such as in Clark Mills.

Economic Development Goal

Strengthen the economy of the Town of Kirkland and encourage, at appropriate levels for a rural community, a growing and diversified economic base. Support the continuation and enhancement of agricultural uses wherever appropriate.

Objectives:

1. Attract appropriate amounts of commercial, office and/or light industrial development. The types of commercial development should be those that primarily serve the needs of residents of the community. The commercial, office, and/or light industrial development should provide permanent employment opportunities for residents of the town.
2. Promote appropriate commercial development in the village and hamlets and in areas where such uses will have convenient access to utilities and major roadways, particularly Route 5, and where it will not intrude on residential uses or generally undeveloped areas.
3. Ensure that the businesses promoted are somewhat diverse in business-cycle character, whereby no single product-type overwhelmingly dominates the local economy.
4. Encourage the continued development of commercial services appropriate for a "college town."
5. Review the current tax structure to assess impacts by future development on increased tax revenues and service demands.

Cultural Resources Goal

Promote the unique historic and cultural heritage of the Town of Kirkland and preserve significant landscapes, structures and sites. Increase the amount and type of cultural activities and resources available to the residents of the town.

Objectives:

1. Encourage the adaptive reuse of historic structures and sites, and maintenance of currently utilized historic resources such as the Town Library and Lumbard Hall. When reuse is not possible, at a minimum ensure recognition of these resources.
2. Promote and develop cultural sites and programs for the residents of the town, aimed at increasing awareness of the history of the community.
3. The development of cultural programs in conjunction with Hamilton College should be further investigated.
4. Preserve the rural landscape by directing development away from important vistas.
5. Encourage architectural and site planning standards that blend with historic Clinton, Clark Mills, and Franklin Springs.