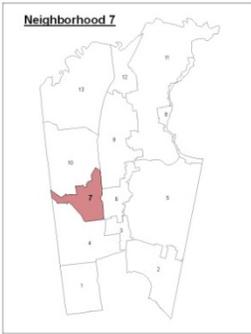


## **Neighborhood 7 – Route 67, West of Exit 12.....**



Except for the Saratoga Medical Park, Double M Western Store and the State Farm Office building at Exit 12, this neighborhood is primarily residential and agricultural. Uses within PDD's in Neighborhood 7 include but are not limited to: medical facilities and dwellings, offices, motel, and restaurant. The areas of Neighborhood 7 that are not zoned as Planned Development Districts are zoned R-1, R-5 or LC.

Since zoning amendments were adopted in 2006, it has become apparent that single family development along a heavily travelled arterial and truck route has not resulted in realistic zoning to achieve the highest and best practical use of property. Existing residents of single family homes fronting onto Route 67 have been unable to sell their properties because there is a low market desire to purchase a residence due to the characteristics along Route 67. As was recognized in the previous rendition of the Town Comprehensive Master Plan for Neighborhood 7, "Malta can expect pressure for commercialization along this corridor". However, despite recognition of the commercial demand, zoning was not amended to appropriately reflect the commercial market demand.

Route 67 serves as an important gateway, both due to its intersection with the Northway, and due to the municipal border edge at its intersection at Eastline Road. It is therefore significant to recognize that these two characteristics, as well as the high volume of traffic along Route 67, establishes an important image of the town of Malta which should continually be improved as opportunities arise to do so.

Route 67 is a state highway and is the heaviest travelled and most important east/west transportation corridor in Malta. With the exception of the I-87 Northway and U.S. Route 9, traffic volume between the Northway and Eastline Road generally has the highest volume of traffic within the Town. It is the primary means of access to our town and I-87 from Ballston Spa, and other communities connected to Route 50, and to the west. A number of traffic studies have been conducted regarding this corridor, including the New York State Department of Transportation, the Saratoga County Regional Traffic Study conducted by the Capital District Transportation Committee, and other various traffic studies relating to private project development proposals. The NYS DOT completed intersection improvements by constructing roundabouts at the intersections of Route 67 and the Northway and the east end of State Farm Road in 2006. Over the past decade traffic volume increase along Route 67 has become a growing concern among residents in Neighborhood 7.

While these 2006 improvements have served to facilitate the continued movement of traffic along Route 67, they have also had detrimental impacts to drivers travelling along other roads that intersect with Route 67. The improved movement of traffic, combined with an increase in traffic volume, has created a situation where drivers must wait excessive times and safety issues have developed when drivers turn onto Route 67, especially when turning left.

Repaving of Route 67 between the Northway and Route 50 has been scheduled since 2001 on the Transportation Improvement Program. Should this work be implemented without significant traffic safety improvements, such improvements are likely to be deferred one or two decades because it would not be cost effective to undertake such safety improvements until future significant improvements to Route 67 pavement is undertaken. The Town should encourage traffic safety improvements as a very high priority, and should encourage such improvements to be implemented at the earliest opportunity possible.

Utility infrastructure within Neighborhood 7 poses challenges toward supporting future development.

Sewer services are provided by Saratoga County Sewer District #1 along the south side of Route 67, between the Northway and Ruhle Road North and the Saratoga Medical Campus. Subsequently, no sewer utilities presently exist along the north side of Route 67 between the Saratoga Medical Campus to Eastline Road, and along the south side of Route 67 between Ruhle Road and Eastline Road.

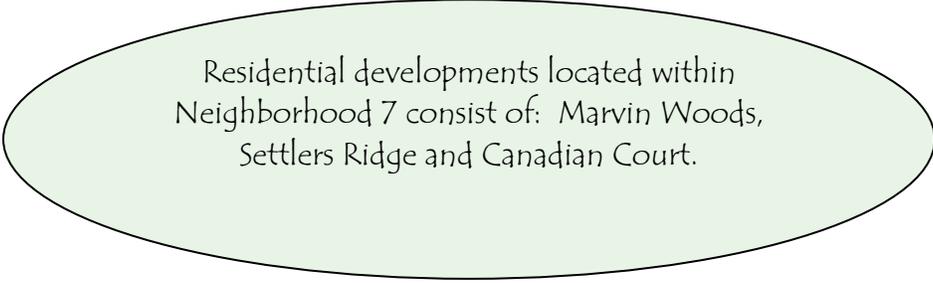
SCSD#1 sewer utilities presently serve State Farm and the Saratoga Medical Campus via a trunk line that extends south of the State Farm property, where it is further extended by a siphon to a larger trunk line that crosses Ballston Creek. SCSD#1 also presently maintains a large trunk line which runs along Eastline Road. It would appear that, to accommodate future development along Route 67, eastern extension of the Eastline Road trunk line to connect to the sewer infrastructure serving State Farm/Saratoga Medical Campus would be required.

Water services are provided by the Clifton Park Water Authority within Neighborhood 7. Some properties along Eastline Road, south of Route 67, are connected to public water provided by CPWA, however these are isolated and are 'out of district' connections served by a water district in the Town of Ballston maintained by CPWA.

CPWA provides water service to the State Farm and the Saratoga Medical Campus. Recent upgrades have been made to improve water service by connection to the County Water Authority trunk line located adjacent to the Zim Smith Trail, in the general vicinity of the southern end of Ruhle Road North. This extension and connection has greatly relieved previous concerns regarding water capacity. While water pressure remains an issue, it would only relate to tall buildings and the issue can be addressed via water pumps to increase pressure at higher building elevations.

To accommodate development along Route 67, a logical approach would appear to be looping the CPWA infrastructure by extending water mains serving State Farm and the Medical Campus along Route 67 to connect to the County Water Authority trunk line near the intersection of Eastline Road and Route 67.

Because these utility improvements will require substantial financial resources, development density along Route 67 should permit lot coverages of 60%, so that a greater concentration of commercial development can contribute to the cost of these utility extensions and make them more financially feasible.



Residential developments located within Neighborhood 7 consist of: Marvin Woods, Settlers Ridge and Canadian Court.

## *It is the VISION That . . . . .*

*The Route 67 corridor consisting of approximately 600 acres is the western gateway to Malta, and as such, introduces visitors to Malta and all that it aspires to be. Malta's goal for this area is to create a positive first impression of Malta. Commercial uses should be encouraged along Route 67 that provide well designed development and attractive architecture. Multifamily residential development should not be located closer than 500 feet from the Route 67 right-of-way and the development of such uses should reflect future Town policies regarding density and distribution throughout the Town. The State Farm and the Saratoga Medical Campus Planned Development Districts each retain the potential for further development.*

*Safety and other improvements to the transportation network within Neighborhood 7, especially along Route 67, are strongly encouraged to address traffic safety concerns, as well as further safety improvements necessary to accommodate commercial development along the corridor.*

*A rational strategy must be developed, in consultation with NYS Department of Transportation, Capital District Transportation Committee, Saratoga County Department of Public Works, Town of Malta Highway Department, and other transportation related organizations, to simultaneously improve traffic safety as well as the future transportation impacts that would result in the development of commercial uses along Route 67. Future development north of Route 67 should include a new two-way street situated parallel to Route 67 allowing travel easterly and westerly and, where practical, utilize easements to accommodate such roadway improvements. An emergency access-only shall be provided from Raymond Road onto the parcel presently owned by the Roman Catholic Diocese of Albany.*

*Zoning should be amended to establish an appropriate highway commercial corridor along Route 67. These amendments should consider utilization of present C-2 zoning, and should include development of overlay zoning to make appropriate modifications from C-2, as well as to address highway access, signage, landscaping, buffers between commercial and residential uses, architectural design, parking, and other related zoning elements that can be specifically tailored to the Route 67 corridor.*

*This vision also includes safe access within and to adjacent districts for bicyclists and pedestrians; however safety improvements will be needed prior to achieving these objectives. There should be better pedestrian accessibility to connect to the downtown district, as reflected in the Linkage Study. All future improvements to Route 67 should include an off-road multi-purpose trail. Care should be taken, as would be practical, to preserve the natural aesthetic quality of the corridor even as greater development ensues.*

## *. . . . .The PLAN -*

*The initial vision calls for three simultaneous objectives: 1) establishment of highway commercial zoning, 2) promotion of traffic safety improvements along Route 67, and 3) enhancement of improved image and other related aesthetic characteristics along the Route 67 corridor.*

*Zoning amendments should be adopted to establish commercial zoning along Route 67 by utilizing present C-2 zoning as a general baseline and incorporating overlay zoning to amend uses to tailor and reflect the vision for the Route 67 corridor. Overlay zoning should also be utilized to address elements delineated in the neighborhood 7 vision. In order to provide incentives for slightly denser development than presently provided in the C-2 zoning district, overlay zoning should include provisions to permit up to 60% of lot coverage and minimum front building setback distance of 50' from the Route 67 right-of-*

way. Parking should be permitted to be located in front of buildings, however where such development design elements are proposed, such parking should be located no closer than 50' from the Route 67 right-of-way and related front building setbacks should be increased to 100' from the right-of-way. To protect and, to the greatest extent possible, preserve stands of trees, zoning amendments should include prohibition of tree stand clearing or building within setback areas, unless otherwise permitted by the Planning Board during site plan, subdivision and/or special use permit review.

Care should be given so that future established uses do not compete or otherwise conflict with uses established in the core Downtown area (Neighborhood 6, core FBC zones).

Improvements to the transportation network should be sought, and should include safety and capacity improvements to Route 67 and its intersections, as well as improved road network improvements to allow alternative local routes to Route 67 to travel to other areas within Neighborhood 7 or the Town, with improved connectivity to both support improved alternative local routes, emergency accessibility and emergency alternative transportation routing. Such network improvements could include development of service roadways parallel to Route 67 and extension of existing roadways to allow intersection with other existing or future alternative roadways, to allow travel routes to safer intersections along Route 67.

Multifamily residential development is discouraged within 500 feet from the Route 67 right-of-way, but should be permitted further from the corridor, and should reflect future Town policies relating to the concentration, distribution and type of multifamily developments. Single and two-family developments are discouraged for future development in Neighborhood 7.

The western portion of the former horse farm has been purchased by the Catholic Diocese of Albany and a church, cemetery and potentially a school had been established as potential development, however because the PDD has not been developed and has exceeded the PDD sunset deadline, this parcel may also be a significant opportunity for new development. Zoning should be amended, to include this subject parcel, so that potential development will be complementary to other adjoining developments and existing or potential developments along Route 67 within Neighborhood 7. Consideration should be made to permit uses previously allowed within the subject PDD, as well as additionally permitting present C-2 zoning district uses, and mixed use development which may include multifamily uses.

The Route 67 corridor has the potential to attract one or two developments which may be considered unique and/or special to the overall community. Such special developments may require special dimensional specifications. In order to accommodate such development, the Overlay Zone should include performance zoning which would allow building height of up to 6 stories, via issuance of a special use permit.

The improvements to Route 67 and I-87 Exit 12 interchange provide a significant opportunity for business expansion at the State Farm property. The plan for the build out of the State Farm property is based on the approved PDD, the location of the property, and the availability of utilities. During the past several years additional development has occurred and has included a hotel/conference center, and a building used for backup security of off-site digital records. Three additional office buildings remain to be built pursuant to the State Farm PDD. This site will continue to have little visibility from I-87 or Route 67. Multi-tiered parking garages will be encouraged within the State Farm Insurance complex. Impacts related to the Route 67 plan include increases in traffic from the build out of the State Farm PDD.

As appropriate and significantly needed traffic safety improvements are made to Route 67, projects in this district should include pedestrian links to adjacent parcels and projects, as well as to other districts whenever possible. Pedestrian and bike path connections to the downtown, Ballston Spa, the Zim Smith Trail, and trolley beds and related trails are encouraged.

*Image is critical for the entire district. Route 67 corridor development guidelines should include access management, lighting standards, landscaping, and architectural standards, via the use of comprehensive zoning regulations and/or the establishment of overlay zoning districts.*