

Town of Malta

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Saratoga County, New York
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Final Comprehensive Master Plan and Generic
Environmental Impact Statement



A Family Town



Town of Malta Comprehensive Plan And Final Generic Environmental Impact Statement

Town of Malta
Saratoga County, New York

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List of Abbreviations

LFTC	<i>Luther Forest Technology Campus</i>
STEP	<i>Saratoga Technology Energy Park</i>
NYSERDA	<i>New York State Energy Research Development Authority</i>
NYSDEC	<i>New York State Department of Environmental Conservation</i>
NYSDOT	<i>New York State Department of Transportation</i>
CDTA	<i>Capital District Transportation Authority</i>
CDTC	<i>Capital District Transportation Committee</i>
CDRPC	<i>Capital District Regional Planning Commission</i>
SCSD	<i>Saratoga County Sewer District No. 1</i>
FEMA	<i>Federal Emergency Management Agency</i>
CERT	<i>Community Emergency Response Team</i>
SPEDES	<i>State Pollutant Discharge Elimination System</i>
MS4	<i>Small Municipal Separate Storm Sewer Systems</i>



List of References

Downtown Overlay District (adopted 2004)

Downtown Design Standards (adopted 2004)

Recreation and Open Space Needs Assessment Report (2004)

Route 9 Sewer Feasibility Study (Adopted November 2004)

Town of Malta GIS Needs Assessment, Conceptual System Design and Implementation Plan (adopted 2004)

Town of Malta Linkage Study (Accepted 2003):

Downtown Pedestrian Plan

Sidewalk Standards

Shared-Use Trail Guidelines

Highway Access Planning Guide

Town of Malta Agricultural and Open Space Preservation Study (adopted 2001)

Guide for Development for Exit 13 Area (April 1996)

Mini-Master Plan for the Round Lake Road/Exit 11 Area (November 1993)

Dunning Street Historic District Master Plan (March 1993)

The References listed above are available for review at the Town of Malta, Town Clerk's Office and Building and Planning Department.



1

Introduction

There is one universal rule in planning:

"A town will never be greater than the vision that guides it."

A town's comprehensive plan shapes how it functions as a community and reveals the community's collective aspirations, values and vision for the future.

The Town of Malta has a Comprehensive Plan that was last updated in December 2000. From 2000 until 2004 Malta has undergone considerable growth and unexpected changes. The main impetus for the 2005 Comprehensive Plan Update is the recent approval of the Luther Forest Technology Campus (LFTC) Planned Development District # 46, which allows for the construction of four nanotechnology manufacturing facilities and similar ancillary technological use facilities. The Technology Campus has the potential to employ approximately 10,000 people over a 10 to 25 year period, thereby, leaving the Town open to being reshaped. It is the Town's intention to have a proactive approach rather than a reactive approach to the LFTC. The Town's plan is to encourage a well-matched pattern of new development that incorporates good planning techniques, and to enhance recreation, open space, historic, and cultural resources that will meet its projected population growth, as outlined in Table V-3, of approximately 20,249 people.



A comprehensive plan or master plan, as defined by Town Law (§272-a.2 a), is the

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



Town of Malta– Comprehensive Plan 2005

Comprehensive planning provides the town with the opportunity to guide land use/development to meet the current and future goals and objectives of its residents with respect to public health, safety, quality of life, and general welfare. A comprehensive plan is the framework for land use regulation, providing a picture of the town and what it wants to become. The implementation of this plan, starting with its approval and proceeding to the adoption of its recommendations, such as amendments to the zoning ordinance, will provide legal authority to control development in the prescribed manner.

A. Legislative Authority

The authority to conduct comprehensive planning and to adopt a comprehensive plan is granted to towns by the State Legislature. Adoption of a comprehensive or master plan by a town requires that all land use be in accordance with the plan. Furthermore, other governmental agencies must take the plan into consideration whenever capital projects occur on land included in the comprehensive plan. This gives a town the appropriate guidance to review future projects and supplies the essential background information and justification for amending or creating a zoning ordinance. This plan also provides developers/project sponsors with up-front guidance on where and how their projects can be developed, facilitating the site plan review process and providing early identification of potential land use conflicts.

B. Vision Statement

Prior to the establishment of specific goals and objectives, a community must have a picture of how it wants to look and function now and in the future. This picture is referred to as the Town’s “Vision” and is expressed in the Vision Statement. The Vision Statement generally describes the community’s direction over the next 10-20 years; i.e., how will it guide development and manage its resources. The comprehensive plan is the foundation on which the town can achieve this vision.

Based on input from various community groups and the results of the inventory and analysis, the Town of Malta envisions itself as a place...

“where people can raise a family and take pride in their community - its beauty, appearance, businesses, services and natural resources.”

- Town of Malta



As Malta begins the process to update its Comprehensive Plan, the vision statement remains the same. However, the Town has determined the need to further expound on the characteristics it believes are essential in maintaining and promoting the high quality of life that its residents embrace.



Town of Malta—Comprehensive Plan 2005

In order to maintain and promote that quality of life, the Town must:

1. Provide a wide variety of housing opportunities to all segments of the population, including first time home buyers and retirees.
2. Provide ample job opportunities, particularly those in the technology sector (such as the Luther Forest Technology Campus and NYSERDA) thereby further promoting a sense of community where Malta residents can work in Town rather than commute to work.
3. Develop a downtown that attracts businesses that provide services for Town residents, as well as social and recreational opportunities.
4. Develop and promote pedestrian and bicycle linkages and greenways.
5. Provide a broad range of recreational opportunities both active and passive.
6. Preserve and promote important historic, cultural, and natural resources and vistas, and provide public access to them where appropriate.
7. Promote alternative transportation opportunities.
8. Provide quality education.
9. Promote the development of our community identity.
10. Require excellence from developers that wish to become part of the Malta community.
11. Encourage projects and developments that will attract civic-minded individuals to locate in Malta.
12. Limit the use of PDDs to only those projects that deliver major benefits to the Town.

C. Comprehensive Plan Summary

Prior to determining the vision for the Town, an inventory of Malta's natural, historic, and cultural resources was completed to identify opportunities and constraints for future land use. These resources include:

1. topography
1. geology
2. soils
3. surface water and groundwater
4. floodplains
5. land use and zoning
6. agriculture and open spaces
7. recreational opportunities
8. utilities
9. transportation systems
10. socioeconomic characteristics
11. historic and cultural resources

The physical resources that could be mapped were compiled to create an *Opportunities and Constraints Map*. Resources that were not included on this map were referenced as to where this information was available. From this map, potential developable land within the Town was estimated by removing State regulated wetlands and slopes in excess of 15%. This was the basis for the Growth Analysis (Section V) which identifies growth potential under current land use and zoning. This analysis of potential development based on existing land use and zoning regulations represents the “no action” alternative. Maximum, or full build-out was estimated to include 9,353 total residential units, resulting in a population of 22,787; and a total of 11,407,106 square feet of non-residential uses based on

existing residential units and non-residential square footage. This estimate does not consider, due to their unpredictable nature, the regular use of PDDs, which generally reduces lot sizes below the 1 to 2 acre minimums found in many areas of the Town. Additionally, the 5.2 million square feet of building space for the LFTC and 1.2 million square feet of space for NYSERDA's Saratoga Technology & Energy Park (STEP) was not included in these build-out numbers. Potential adverse impacts associated with the “no action” alternative include impacts to Town resources and services, and profound impacts to physical resources and community character.



Town of Malta– Comprehensive Plan 2005

Potential impacts associated with the “no action” alternative can be mitigated through updating the Town’s vision of the future, altering land use, and redefining land use regulations and guidelines. In order to provide more focus to the Town’s vision, the community was divided into 13 neighborhoods. The major focus of Malta’s Comprehensive Plan includes land use, transportation, utilities and recreation/open space, as these components relate to the Town’s 13 Neighborhoods.

With continued development pressures, transportation, community services, recreation and open spaces will be inadequate for future land uses. Transportation improvements are necessary to address the needs of the future as shown and discussed in the Highway Access Manual of the Linkage Study. Recreation and open space preservation needs, and recreational opportunities will also be required. The Town’s Linkage Study and Recreation and Open Space Needs Assessment Report identifies some of these improvements. Adequate water and sewer services will also be needed. The Route 9 Sewer District Report begins the process of addressing the Town’s sewer service.

The major focus of Malta’s Comprehensive Plan includes land use, transportation, utilities and recreation/open space as these components relate to the Town’s 13 Neighborhoods.

Major elements of the Land Use and Recreation and Open Space Plan include:

1. The continued development of a downtown;
2. Development of a four-corner commercial area on Route 9 and East High Street area;
3. Development of a hamlet commercial area at Exit 11;
4. Limiting the extension of utilities into low density areas while encouraging their extension into higher density areas;
5. Identification of wetlands, trail systems, view-sheds, and other natural areas that should receive special consideration or protection;
6. Recognition of the unique mixed use development opportunities in the Route 9 North and Route 9 South neighborhoods;
7. Recognition of NYSERDA’s Master Plan for Saratoga Technology and Energy Park, and their mission to provide clean-energy and environmental technology employment opportunities;
8. Recognition of Malta becoming part of the Capital Region’s Tech Valley, and the potential opportunities and changes to the community; and
9. Incorporating the Linkage Study (Shared-Use Trail Guidelines, Sidewalk Standards, Downtown Pedestrian Plan and the Highway Access Planning Guide) into the Code of the Town of Malta.



Town of Malta– Comprehensive Plan 2005

Future developments would need to incorporate shared access, parallel access roads, loop roads, new access roads, and shared-use trails into their development plans to address the issue of safe, efficient traffic movement. Traditional Neighborhood Design (TND) concepts such as compact, defined, urban neighborhoods comprised of a compatible mix of uses and housing types are desirable. TND encourages sidewalk connections that facilitate convenient and safe movement throughout the community for all modes of transportation and should be used where applicable, i.e., the Downtown District, portions of Route 9, and the Hamlet commercial areas. The use of these planning tools would allow more efficient use of developable land, protect lands considered sensitive, allow a better quality of life, and protect or enhance the visual appeal of existing roadways, and should be incorporated into new development plans.

The potential impacts associated with the proposed adoption and implementation of this plan are primarily positive. The plan promotes the creation of a downtown and other areas for mixed-use development. This, in turn, resulted in the creation of the Downtown Overlay District and Downtown Design Standards in 2004. By applying the Transect Zoning technique, hamlet commercial and four corner commercial designations, development patterns will be directed to areas that can accommodate higher densities and can be served by utilities. This will promote business and economic development in areas with good transportation access and available utilities, while protecting open space. The plan recognizes New York State regulated wetlands and recommends that they be protected through zoning (Land Conservation Zone). This will protect valuable physical resources and provide important open space links for wildlife corridors.

In addition to the “no action” alternative, the entire comprehensive planning process involved the evaluation of various options. This included alternative locations of commercial development, residential densities, and recreational opportunities.

The Town should consider updating the 2005 Master Plan again in 5-10 years or as development changes occur in Malta that would prompt the need for an update.

D. SEQR Compliance

In accordance with the State Environmental Quality Review Act (SEQRA) and Town Law (§272-a), adoption of the Town of Malta Comprehensive Plan by the Town Board is a Type 1 action subject to review under 6NYCRR 617. Pursuant to Town Law §272-a.8, this Plan also serves as a Generic Environmental Impact Statement.

The components of a generic environmental impact statement (GEIS), as outlined in 6NYCRR 617.10 are included in this Plan as follows:

1. Executive Summary – Section I. Introduction
2. Project Description - Section I, Section II. Goals & Objectives, Section III. Comprehensive Vision. Section IV. Implementation
3. Environmental Setting – Section VI. Inventory & Analysis
4. Environmental Impact – Section V. Growth Analysis, Section VI
5. Mitigation – Section III, Section IV
6. Unavoidable Adverse Impacts – Section III
7. Alternatives – Section V (No Action), Section III
8. Recommendations/Thresholds – Section III, Section V
9. Growth Inducing Aspects – Section III



Future actions that are consistent with the recommendations and thresholds established in this GEIS might not require any further review pursuant to SEQR. For example, zoning and other regulatory changes that are implemented in accordance with this Comprehensive Plan would not require further SEQRA review.

E. Conclusion

Development trends, changing development patterns, and the approved Luther Forest Technology Campus project have necessitated the need for this Master Plan Update. The completion of the growth or build-out analysis provided the Town with a clearer picture of development levels that could occur under the existing zoning and land use regulations.



The recent approval of the Luther Forest Technology Campus has led to the update of this Comprehensive Plan.



2

Goals and Objectives

Goals and objectives are an essential part of the comprehensive plan process. In order for a community to guide land use and development, it must have measurable goals or milestones to systematically implement. The goals and objectives serve as the starting point from which plans for land use, transportation, utilities, recreation, open space and community facilities and services can be developed. These goals and objectives are translated to policies, activities, projects and programs for implementation and future development.

Prior to the establishment of specific goals and objectives, a community must have an overall vision of how the Town will develop and function in the future. This mental picture is referred to as the Town’s “Vision.” This vision can be expressed as a Vision Statement that generally describes where the community wants to be during the next 20 years and how it will develop and manage its resources. The Comprehensive Plan is a roadmap by which the Town can realize its Vision.

The comprehensive plan is a roadmap by which the Town can realize its VISION.



Based on the results of the inventory and analysis of community resources, and input from various community members, Malta envisions itself as a place where people can raise a family and take pride in their community- its beauty, appearance, businesses, services and natural resources. The quality of life will be maintained by providing decent job opportunities, quality services, affordable housing and personal fulfillment. Malta will continue to preserve its important

natural and cultural resources by maintaining the rural character of the Town. Malta is capable of accommodating carefully planned growth while protecting agricultural uses, open spaces, environmentally sensitive lands, historic and cultural resources.

Current maintenance programs (infrastructure, roadways and drainage systems) will be continued. Existing sites (homes and businesses) will be maintained and beautified by encouraging community pride and civic involvement. The Malta Business and Professional Association, neighborhood associations and service organizations (i.e. Scouts, Garden Club) should be encouraged to participate in adopt a highway programs, offer beautification awards, and sponsor activities such as holiday decorating contests.



The following goals and objectives were developed to achieve the Town’s Vision:

LAND USE	Transportation	Community Services	Public Utilities
Business and Employment	Housing	Cultural Resources	Natural Resources
Recreation/Open Space			

A. LAND USE

Goals

- **Goal 1:** Promote economic development, convenient commercial services and employment opportunities by encouraging high technology, commercial, office and light industrial uses in specific areas of the Town.
- **Goal 2:** Promote the development of a walk-able downtown by encouraging higher density growth and promoting the full build-out of that area.
- **Goal 3:** Create a sense of place by providing community destination points, such as “neighborhood greens”, residential/owner occupied opportunities, and small business ownership.
- **Goal 4:** Promote and plan the development of the Town’s Historic District.
- **Goal 5:** Promote the development of recreational opportunities both passive and active for the Town’s residents and businesses, including their employees and customers.
- **Goal 6:** Promote the development of a working community where residents live and work, rather than a bedroom community where residents commute out of Town to their place of work.
- **Goal 7:** Encourage office and job centers.
- **Goal 8:** Prevent sprawl along Routes 9 and 67
- **Goal 9:** Promote affordable single family developments.
- **Goal 10:** Provide adequate public access to creeks, streams, lakes, land conservation zones and view-sheds for recreational opportunities. (Saratoga Lake, Round Lake and Kayaderosseras Creek).
- **Goal 11:** Preserve the character of the rural areas of the Town while allowing for well-planned development that will provide a variety of housing opportunities for current and future residents of Malta.
- **Goal 12:** Preserve critical open space areas, including important environmental features and wildlife corridors.
- **Goal 13:** Preserve existing agricultural uses.
- **Goal 14:** Promote equestrian and nature trails by linking horse farms and rural areas, by utilizing the New York State Recreational Use Statute.
- **Goal 15:** Preserve important view-sheds within the Town.
- **Goal 16:** Preserve the topography of Malta in recognition of its important role in the Town’s aesthetic and rural character.
- **Goal 17:** Apply Traditional Neighborhood Design (TND) to future residential development.
- **Goal 18:** Develop a walk-able community by promoting sidewalks, bike routes and pathways.
- **Goal 19:** Plan open spaces in every development, both commercial and residential, by utilizing the existing natural and scenic resources.
- **Goal 20:** Preserve forests and large trees in developments. Clear-cutting of trees should be prohibited, and should be replaced with mature trees if clear-cutting has occurred.



LAND USE

Business and Employment
Recreation/Open Space

Transportation
Housing

Community Services
Cultural Resources

Public Utilities
Natural Resources

A. LAND USE

Objectives

1. Preserve/protect wetlands and stream corridors through the use of local, state and federal regulations.
2. Preserve open space through the use of conservation easements, creative site design or acquisition.
3. Discourage medium and high-density development in rural/agricultural areas through zoning.
4. Work with community leaders and service providers to ensure that the growth of community services matches the planned levels of development.
5. Provide for planned residential, commercial, and technology/office/industrial districts and open space zoning that give unique opportunities with benefits to the Town, and increase linked open space and recreational areas. Discourage the use of such districts for the sole purpose of attaining higher density development than permitted by the underlying zoning.
6. Provide for future recreational areas, including both active and passive recreation, using the new recommended standards identified in the Recreation and Open Space Needs Assessment Report.
7. Support recreational development along Saratoga Lake, Round Lake, and the Kayaderosseras Creek, to provide residents access and recreational opportunities.
8. Conserve steep slopes to protect the Town's aesthetic characteristics, as well as its water resources, through the use of development guidelines.
9. Identify important vistas and protect the views to and from these areas through the use of design guidelines. Incorporate these guidelines into Site Plan review requirements.
10. Develop architectural and design guidelines for industrial and commercial development.
11. Preserve agricultural lands and promote agricultural activities.
12. Develop overlay standards for growth along Route 9 that promote visual appeal with guidelines for attractive landscapes, signage sufficient to identify businesses without promotional qualities, architecture appropriate for the area, parking that is discretely hidden from passing motorists, shared entrances to backland developments, and buffering to protect adjacent land uses.



Land Use

Business and Employment

Recreation/Open Space

Transportation

Housing

Community Services

Cultural Resources

Public Utilities

Natural Resources

B. TRANSPORTATION

Goals

- **Goal 1:** Provide safe, efficient transportation for people and goods within, through and around the Town of Malta.
- **Goal 2:** Promote the continued development of linkages and trails for non-motorized forms of transportation, both within the Town of Malta and surrounding Towns, by emphasizing connections between neighborhoods, parks, and linkages to the Downtown.
- **Goal 3:** Promote the development of mass transportation opportunities.
- **Goal 4:** Identify high volume traffic corridors.
- **Goal 5:** Develop a walk-able community by promoting sidewalks, bike routes and pathways.

Objectives

1. Maintain the integrity of the State and County roadway system within the Town through coordination with the NYS Department of Transportation and the Saratoga County Public Works Department.
2. Encourage the use of mass transportation, car pooling, and other transportation management plans whenever practical.
3. Participate in regional studies or plans to develop a light rail transportation system.
4. Require developers to investigate mass transit alternatives, particularly with regard to the development of the Luther Forest Technology Campus and NYSERDA properties. Such alternatives may include car pool matching, van pool programs, and/or shuttle services.
5. Encourage the interconnection of bike trails with surrounding communities.
6. Provide landscaping and pedestrian/bicycle improvements, particularly within the Downtown and other areas of concentrated development. Require new development to incorporate sidewalks and multi-use (pedestrian, bicycle) path systems into development plans (such as those identified in the Downtown Pedestrian Plan in the Linkage Study).
7. Utilize access management techniques such as shared driveways, parking and service roads (those identified in the Highway Access Plan in the Linkage Study).
8. Require new development to plan for the future development of adjacent parcels including the reservation of road right-of-ways and the provision of linkages between parcels, including pedestrian links (identified in the Linkage Study).
9. Initiate traffic calming techniques in the Downtown and other identified areas such as access management (i.e., roundabouts), streetscape improvements (landscaping, street trees, improved sidewalks), and reduced speed limits to encourage pedestrian movement.
10. Continue to maintain roads and right-of-ways to provide safe and efficient transportation throughout the Town.
11. Continue to work with the Village of Round Lake with the planning of the Round Lake Bypass and to protect the Village from significant traffic increases related to new development.
12. Promote the existence and use of bike trails through the creation and distribution of maps outlining the designated routes.
13. Minimize impacts such as noise and traffic congestion.



Land Use

Business and Employment
Recreation/Open Space

Transportation

Housing

Community Services

Cultural Resources

Public Utilities

Natural Resources

C. COMMUNITY SERVICE

Goals

- **Goal 1:** Continue to support adequate community services (police, fire and emergency personnel, solid waste disposal and medical facilities) to both existing and future Town residents, businesses and visitors.
- **Goal 2:** Promote and provide diverse services to meet the needs of the community and seek collaboration and coordination with service providers.
- **Goal 3:** Support additional community services as necessary, such as a public library or health facility.

Objectives

1. Support fire and emergency medical personnel through funding and recruitment of new volunteers, cross-training of Town personnel, and volunteers from employers, to maintain adequate coverage to ensure the safety and well being of all residents and local workforce.
2. Evaluate the capacity of community services such as fire, emergency medical personnel, and highway maintenance facilities, and consider alternatives such as new and/or the consolidation of existing facilities.
3. Promote community services such as an elementary school, community college, public library, or health facility.
4. Encourage and support fire and emergency personnel in their goal to educate the public regarding fire safety and first-aid techniques.
5. Support existing medical facilities located in Town and nearby that serve Malta residents.
6. Encourage the development of assisted living facilities in the Town.
7. Establish and encourage open communication between the Town's volunteer emergency services, the Luther Forest Technology Campus, and NYSERDA's emergency service responders.
8. Encourage and support emergency preparedness plans.
9. Evaluate and pursue the possible location of a community college satellite campus.
10. Encourage and support partnerships between the public schools and colleges, and the technology companies located in the Luther Forest Technology Campus and NYSERDA properties.
11. Support the provision of child care, senior citizen, youth services, and social programs to accommodate the needs of residents and the local work force.
12. Advocate and plan for educational and medical services and buildings to house both public and private programs, to address the needs of the community and its workforce.



Land Use

Business and Employment
Recreation/Open Space

Transportation

Housing

Community Services

Cultural Resources

Public Utilities

Natural Resources

D. PUBLIC UTILITIES

Goals

- **Goal 1:** Promote development, maintenance and enhancement of public utilities in a cost-effective manner and in accordance with land use policy.
- **Goal 2:** Protect surface and groundwater resources to ensure potable water for all residents and businesses in the Town.
- **Goal 3:** Provide adequate sewer services to residents while protecting water resources.
- **Goal 4:** Protect lands zoned *land conservation* and *rural residential/agricultural* from inappropriate development.
- **Goal 5:** Promote the development of high technology communication infrastructure.
- **Goal 6:** Promote the long term operation and maintenance of stormwater control facilities required under Federal and State laws.
- **Goal 7:** Utilize utility right of ways for trail connections whenever possible.

Objectives

1. Develop performance standards for growth in the Maltaville Neighborhood to protect the underground aquifer in this area.
2. Develop policies to address the extension of utilities into areas zoned Land Conservation or Rural Residential/Agricultural.
3. Require developers to show that they can provide an adequate and safe water supply and demonstrate that it will not negatively impact existing water supplies.
4. Require that all on-site sewage disposal systems be designed in accordance with State regulations and be approved by the appropriate agencies.
5. Require developers to comply with State, Federal and Town standards when planning stormwater control systems.
6. Identify future growth areas to which utilities will be extended. Utilities will be installed underground as practicable. Fiber optics, necessary for high technology business, will be encouraged in appropriate areas.
7. Participate in any County plans to develop a County-wide or regional water system.
8. Promote emergency connectivity between public and private utilities.
9. Require the necessary sewer infrastructure upgrades along the Route 9 corridor in order to accommodate property owners in accordance with the Master Plan.
10. Develop standards for external lighting.
11. Develop standards for installation of public utilities such as lighting, sewer, water, and underground utilities for developers to incorporate.



Land Use	Transportation	Community Services	Public Utilities
Business and Employment		Housing	Cultural Resources
Natural Resources	Recreation/Open Space		

E. BUSINESS AND EMPLOYMENT

Goals

- **Goal 1:** Strengthen the economy of the Town by encouraging a growing and broad economic base.

Objectives

1. Coordinate Town economic development activities with regional economic development efforts, especially as it relates to high technology and clean-energy initiatives.
2. Maintain diverse office/commercial and industrial growth and encourage technology sector growth, to maintain a stable tax base and to provide current and future residents employment opportunities, goods and services.
3. Target appropriate land uses for large parcels.
4. Transform Malta from a community that commutes out of town to their place of employment, to a community that also works within the town in which they live.
5. Target appropriate areas in the Town, such as the Route 9 corridor, for job growth and business development that supports and provides services to Malta residents and employers.
6. Encourage attractive business entrances similar to that of the State Farm Insurance building at Exit 12.
7. Encourage shared entrances and parking.



Land Use Transportation Community Services Public Utilities
Business and Employment **Housing** Cultural Resources
Natural Resources Recreation/Open Space

F. HOUSING

Goals

- **Goal 1:** Provide for the adequate availability of affordable housing for residents of all ages to maintain and nurture a quality living environment and family friendly community.
- **Goal 2:** Encourage more single family housing developments to compliment existing multi - family and commercial housing complexes.
- **Goal 3:** Encourage mixed-use development, with residential dwelling units over retail and office space.
- **Goal 4:** Discourage multi-family housing in certain areas of the Town.

Objectives

1. Continue to use the Open Space Development Law that recognizes the availability of utilities, environmental constraints, and adjacent land use.
2. Promote housing for senior citizens and those with disabilities.
3. Review development projects for visual and neighborhood compatibility as well as engineering criteria.
4. Housing should be developed to conform to Traditional Neighborhood Design, which promotes walk-ability and a sense of place as identified in the Design Standards adopted in 2004.
5. Encourage new programs and facilities of cultural importance.
6. Pursue affordable housing programs.



Land Use Transportation Community Services Public Utilities
Business and Employment Housing **Cultural Resources**
Natural Resources Recreation/Open Space

G. CULTURAL RESOURCES

Goals

- **Goal 1:** Preserve the Town’s heritage through the protection of historic and prehistoric cultural resources.
- **Goal 2:** Support the continued development of and provide enhanced non-motorized connectivity to the Saratoga County Heritage Trail, the historic lenticular truss bridge connecting Ruhle Road north and south of the Saratoga County Heritage Trail, as well as other historic sites in the Town.
- **Goal 3:** Preserve the heritage of the “Rocket Test Site” located in the Luther Forest Technology Campus, widely considered to be the birthplace of the United States Rocket Program.
- **Goal 4:** Support the continued redevelopment of the Dunning Street Historic District.
- **Goal 5:** Participate with other communities in the County and in the region to encourage and implement heritage tourism.
- **Goal 6:** Incorporate the significance of historic and cultural resources within the planning process.

Objectives

1. Develop a comprehensive listing of potential properties eligible for local, state and national designations
2. Continue to pursue funding and grants to make improvements to the Saratoga County Heritage and the Parade Ground Trails, or fund other trail construction to connect cultural resources within Malta.
3. Develop a plan to connect the Saratoga County Heritage Trail to other trail systems in and outside the Town.
4. Enhance public access to and awareness of the historic lenticular truss bridge spanning the Ballston Creek at Ruhle Road by the use of improved shoulders, rights of way corridors and off-road paths.
5. Update and enact the Master Plan for the Dunning Street Parade Ground.
6. Encourage participation among historians in the County and the region to implement plans to promote heritage tourism through such projects as the following: research and document the history of mills along the Kayaderosseras, educate and raise awareness of the Route 9 corridor and its importance to the economic history of this area, and explore and document the archeology of Native American prehistory (pre-Europeans) around Round Lake and Saratoga Lake.
7. Seek consultation from the Town Historian during the planning review process when applications come before a Board to aid in determining the historic significance of the site.
8. Promote educational opportunities, festivals and celebrations relating to the history of Malta.



Land Use **Transportation** **Community Services** **Public Utilities**
Business and Employment **Housing** **Cultural Resources**
Natural Resources **Recreation/Open Space**

H. NATURAL RESOURCES

Goals

- **Goal 1:** Protect important natural resources, watersheds, wildlife corridors/habitats, view sheds, scenic resources, and trees, which contribute to the diversity, character, aesthetics, economy, and general health and welfare of the Town. Resources such as ridges, hills, rivers, streams, wetlands, watersheds and other topographic features are recognized for their role in drainage, agriculture, aesthetics, recreation, and wildlife habitat, and are seen as assets to the community.
- **Goal 2:** Preserve views of Round Lake, Saratoga Lake and other important vistas in the Town, especially the view to and from the Ballston Creek corridor from Route 9, I-87 and East Line Road.
- **Goal 3:** Encourage forestry plans and New York State Best Management Practices (BMPs) for forested lands.
- **Goal 4:** Promote the development of an urban forestry program.
- **Goal 5:** Conserve open space by acquiring new properties for preservation and recreation.

Objectives

1. Protect the Town's natural resources to ensure their availability for future use and enjoyment by the community and for the health of the community's natural environment.
2. Discourage development in areas of steep slopes.
3. Protect stream corridors, wetlands, and significant habitat through local, state and federal regulations and guidelines.
4. Discourage development in areas with severe soil limitations without proper techniques to mitigate the limitation(s).
5. Support the promotion of active and potentially active farmland and agricultural districts within the Town, through compliance with the New York State Agriculture and Markets Law and Transfer of Development Rights programs, to preserve agricultural lands.
6. Continue to promote the Conservation Easement Program for open and agricultural lands.
7. Protect the rural character of the Town by changing/increasing zoning in rural agricultural areas, and limiting the use of PDDs, unless it can be demonstrated that there is a major benefit to the Town.
8. Maintain and improve surface water quality by the continued requirement of sediment and erosion control plans for proposed subdivisions, minimal disturbance of stream-bed and banks, and best management practices for the applications of fertilizers and pesticides. The Town will review the annual Stormwater Management Report prepared by the Town per the new Phase II SPEDES permit, and will begin to develop the use of a Watercourse Management District to formally identify critical streams and outline protection criteria.
9. Control runoff from new development through the use of stormwater management plans in accordance with the new Federal, State and local regulations.
10. Identify view-sheds and develop land use guidelines to protect the important views within the Town.
11. Develop a natural wildlife corridor study to identify local wildlife.
12. Protect and enhance the Drummond Creek and Kayaderoseras Creek corridors.
13. Develop a community tree program through urban forestry management plans and street tree ordinance, to regulate removal, pruning, and planting of trees within the public right-of-way.
14. Pursue public access to natural resources during the planning and development stages.
15. Coordinate the Parks and Recreation Department and Planning Department in the planning and development stages.



Land Use

Business and Employment

Recreation/Open Space

Transportation

Housing

Community Services

Cultural Resources

Public Utilities

Natural Resources

I. RECREATION/OPEN SPACE

Goals

- **Goal 1:** Provide sufficient, well-balanced, active and passive recreational opportunities for Town residents, businesses and employees.
- **Goal 2:** Provide for a range of recreational programs, services, and well located facilities to address the needs and interests of the current and future population of the Town of Malta and Village of Round Lake, and coordinate with neighboring Towns and groups.
- **Goal 3:** Utilize the classification of outdoor recreation resources and strive to provide recreational opportunities in each of the six classifications and promote the expansion of indoor recreation facilities.
- **Goal 4:** Contribute to the personal, social, economic, and environmental well-being of our residents.

Objectives

1. Require residential and commercial projects to incorporate provisions for sufficient recreational opportunities for residents or employees of these new developments. The recreational needs of adults, children and seniors should be addressed.
2. Fees should be collected for the development of community wide recreational facilities and open space acquisition from proposed residential and commercial development.
3. Encourage new programs and facilities to be provided by for-profit and not-for-profit groups and organizations.
4. Utilize the Recreation and Open Space Needs Assessment Report to prioritize facility needs, and develop a plan to systematically provide these additional recreational facilities. Fees collected from developers, state or other funding, and Town monies can be utilized to develop these facilities
5. Encourage expansion of the Community Center property to incorporate indoor and outdoor recreational facilities.
6. Identify future locations for Town parks and facilities.
7. Continue to work with the County, other municipalities and private groups to develop the multi-use pedestrian trail that follows the D&H Railroad bed.
8. Explore other opportunities to develop additional multi-use trails.
9. Encourage the preservation of open space and parkland by conservation easements, transfer of development rights, purchase of development rights, creative site design, land acquisition, zoning, and local, state and federal regulations through State, Federal and local land trust agencies.
10. Develop environmentally sensitive lands for nature study and educational programs.
11. Continue to enhance connectivity between the Towns of Malta, Milton, Ballston, and the Village of Ballston Spa, through multi-use trails, sidewalks or expanded shoulders on existing roadways as identified in the Linkage Study.
12. Explore the development of the abandoned trolley line for equestrian uses.
13. Develop nature trails in appropriate scenic areas.
14. Provide sufficient ball fields for the Town's growing residential and commercial development.
15. Develop existing parkland in accordance with the Town's Recreation and Open Space Needs Assessment Report from 2004.
16. Encourage inter-municipal and private organization cooperation in the development of recreational opportunities that will benefit neighboring municipalities and school districts.
17. Encourage cooperation between developers and the Town of Malta to gain access to the Kayaderosseras Creek, Saratoga Lake, Round Lake, other creeks, streams and wildlife corridors.
18. Encourage the inclusion of passive parks, dog parks, and trail connections in projects proposed by developers.
19. Encourage an open space and trail network connecting parks, preserves, open spaces, facilities, and community resources.
20. Encourage the development of a trail system along the Kayaderosseras Creek.
21. Consult the Director of Parks and Recreation during the planning and development stages.

CLASSIFICATION OF OUTDOOR RECREATION RESOURCES *

Class I – High Density Recreation Areas

Areas intensively developed and managed for mass use.

Class II – General Outdoor Recreation Areas

Areas subject to substantial development for a wide variety of specific recreation uses.

Class III – Natural Environment Area

Various types of areas that are suitable for recreation in a natural environment and usually in combination with other uses.

Class IV – Unique Natural Areas

Areas of outstanding scenic splendor, natural wonder, or scientific importance.

Class V – Primitive Areas

Undisturbed roadless areas, characterized by natural, Wild conditions, including “wilderness areas.”

Class VI – Historic and Cultural Sites

Sites of major historic or cultural significance, either local, regional, or national.



Comprehensive Vision and Plan

A. Introduction

There is one universal rule in planning:

"A Town will never be greater than the vision that guides it."

A Town's comprehensive plan shapes how it functions as a community and reveals the community's collective aspirations, values and vision for the future. The overall vision for the Town of Malta will ultimately guide the growth within the Town. The Town of Malta envisions itself as a place

"where people can raise a family and take pride in their community - its beauty, appearance, businesses, services and natural resources."

- Town of Malta



However, due to the growth of the Town, a sharper more distinct focus will be necessary to encourage compliance with the greater vision.

In order to focus on the Town's vision, goals and objectives, the Comprehensive Plan Committee divided the Town into 13 neighborhoods based on common use such as residential, commercial, downtown, agricultural or rural areas. With the Town's overall vision, goals and objectives in mind, more specific visions were developed for each neighborhood. These visions consider the development pattern, physical features and potential land use for each district. A plan was then crafted for each neighborhood to fulfill its corresponding vision.

These visions are graphically presented on the Future Land Use Plan (Figure III-1). Future development should adhere to the fabric of these neighborhood visions. The recommendations outlined in the Comprehensive Plan Summary should be incorporated into the individual neighborhoods when applicable. Incorporating our overall goals such as the creation of a downtown, protecting open space, providing recreational opportunities, promoting the Town as a location for the high technology industry, and alternate transportation initiatives such as mass transit stops, an additional exit on the Northway and the Round Lake bypass into the neighborhoods will all contribute to, and make our vision a reality.

Town of Malta

Comprehensive Plan Update

Saratoga County, New York

DRAFT

- Rural Density or cluster development protects:
- ✓ agricultural land
 - ✓ open space
 - ✓ rural character
 - ✓ wetlands
 - ✓ road system
 - ✓ water quality

- Rural Density or cluster development protects:
- ✓ rural character
 - ✓ open space

- Green space protects:
- ✓ wetlands
 - ✓ wildlife corridor
 - ✓ Drummond Creek Watershed

Neighborhood transition area to protect adjacent residential uses

- Green space protects:
- ✓ Zin Smith Trail
 - ✓ important views
 - ✓ Ballston Creek Corridor
 - ✓ steep slopes

Shenandoah Creek Park

Site of "Stone Arch Bridge" provides access to bike path & park

Dike path

Access to Zin Smith Trail

Landscaping and signage to promote community identity

Neighborhood transition area to protect adjacent residential uses

Redevelop Malta Mall

Identify access to bike path

ROAD CLASSIFICATION

- ⑤ U.S. ROUTE
- NY U.S. ROUTE
- INTERSTATE ROUTE
- COUNTY ROUTE
- APPROVED UNCONSTRUCTED ROAD
- PRIVATE ROADS

- Work with Round Lake to identify potential bypass route:
- ✓ protect Victorian atmosphere
 - ✓ protect & enhance traffic movement & safety
 - ✓ protect adjacent land uses

- Rural Density protects:
- ✓ ground & surface water resources
 - ✓ road system
 - ✓ rural character

Saratoga Lake

- Rural Density or cluster development protects:
- ✓ open space
 - ✓ important physical features
 - ✓ rural character
 - ✓ no utility bonuses!!

Potential future public access

Protect views to & from lake

Saratoga Lake

- Green space protects:
- ✓ wetlands
 - ✓ wildlife corridor
 - ✓ water quality of Saratoga Lake

Potential future public access

Malta Community Park

Boundary to remain a horse farm. If developed, uses to include: golf course, low impact office with equestrian theme, or other special uses that protect the visual appeal. Adjacent residential use protected through buffers, plantings & setbacks

- Green space protects:
- ✓ groundwater resources
 - ✓ water quality of Round Lake

Potential alternative access

Legend

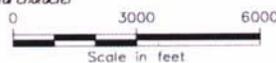
- Scenic Vista
- Open Space
- Rural
- Agricultural District
- Downtown
- Mixed Use
- Corporate Office
- Special Development Area w/ Equestrian Theme
- Lakefront Residential
- Research & Development/ Light Industrial
- Suburban-density Residential

Future Land Use Map

Figure M-1



In association with CHA





B. Malta's 13 Neighborhoods

Neighborhood 1 - Exit 11.....The character of this area can be described as suburban-residential. Housing consists of approximately 550 single-family homes, 1,000 apartments and a senior citizen housing complex. Commercial development is limited to parcels on Round Lake Road, including the Malta Mall, Eckerd and Schultz Construction Company PDD. Uses within PDDs in Neighborhood 1 include, but are not limited to; retail, industrial office, and restaurant. Public and private water and sewer serve the entire district, although some existing development may not be connected to these systems. Vacant land is limited. A portion of the vacant land located north of Carlyle Court is a NYSDEC regulated wetland.



Residential developments located within Neighborhood 1 consist of: Country Knolls, Carlyle Court, Hearthwood, Knolls Eleven, Avendale (portion of) and Burton Meadows.

It is the VISION That

the focus for this area is on maintaining the quality of the residential environment. Commercial development will be concentrated in the redevelopment of existing commercial structures and the infill development of commercial uses along Round Lake Road (Hamlet-Commercial), to serve the immediate residential neighborhood as well as residents of the Village of Round Lake. Destination type commercial uses are not appropriate for this district. Incorporating Transect Zoning here would focus it as a “T-5 neighborhood center” allowing this area to retain its small neighborhood appeal.

.The PLAN - Commercial sites should be developed creatively with special consideration given to landscaping, parking and architectural design, site lighting, sidewalks and signage. The Exit 11 Mini-Master Plan (1993) identifies lots which front Round Lake Road west to Chango Drive as a “Neighborhood Transition” area. The neighborhood transition area will include commercial/retail uses close to Round Lake Road, and lower impact uses (professional business, and low impact commercial) closer to existing residential development. The Town will support the Saratoga Economic Development Corporation (SEDC) in their efforts to market the Malta Mall property and redevelop other vacant commercial properties.



Most of these lands are within existing PDDs. New development and amendments to PDDs will incorporate the following:

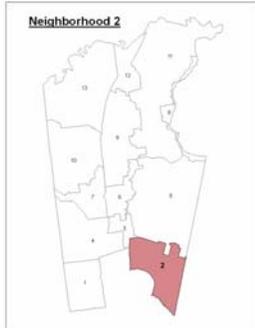
- 1. Landscaping which meets the criteria for “Quality Green” as outlined in Appendix A of this document. Streetscape with trees, sidewalks, and period lighting are recommended per the standards.*
- 2. Parking to the side and rear for new development of commercial businesses in the hamlet commercial area, including Malta Mall, and the reduction and/or conversion of existing parking lot spaces to green space.*
- 3. The architectural style of commercial sites will be of an appropriate scale and location on each site so as to compliment the surrounding residential neighborhood.*
- 4. Signage appropriate to a residential neighborhood will be utilized. Small low-level signs on landscaped berms will be encouraged.*
- 5. Site lighting will avoid light spillage and pollution into adjacent residential areas. Period style lighting is recommended.*
- 6. A connection between commercial development, residential housing (including senior housing), Chango School, and the Village of Round Lake by sidewalk, pathway, or expanded shoulder, to accommodate pedestrian and bicycle traffic.*
- 7. Mass transit accommodations such as enhancements to the Exit 11 Park and Ride, and pedestrian bus shelters.*
- 8. Provide linkage to the Saratoga County Heritage Trail and other trail systems.*

Many of the recommendations for this neighborhood focus on appropriate ways to blend and transition land uses, particularly residential and commercial, and enhancing the character of the area through design. These efforts will likely improve the quality of development and provide amenities that will strengthen the neighborhood. Some additional upfront costs to developers can be expected over current practice, however, the value and quality of the development should be higher.

Short-term impacts related to the redevelopment of the Malta Mall property could include construction noise and increased traffic from construction equipment. Site specific impacts and mitigation would be identified as project plans move forward.



Neighborhood 2 - Maltaville.....The Hamlet of Maltaville was the earliest settlement in the Town. Structures of note included a malt brewery, a woolen mill and a distillery. The Olmstead House c.1845, still stands in the Hamlet. This Planning District remains distinctly rural. Route 67 is an important link between Malta and Mechanicville and points east. However, the rolling hills, steep slopes, poor soils, and the lack of services in this area have limited development along this roadway. Other development constraints include the potential for extensive areas of Federal wetlands, the historical and archaeological sensitivity of the area, as well as potential impacts to Round Lake from increased run-off related to development activities.



This approximate 1,285-acre district is mainly residential with the exception of several active farms and a private airstrip. Approximately 100+ residential structures are currently scattered along the few roadways in this area. Under existing zoning, approximately 433 additional homes could be constructed in this neighborhood.

Round Lake and its tributaries along with its associated NYSDEC regulated wetlands and FEMA regulated floodplains are the dominant physical features. The entire area is underlain by a shallow unconfined aquifer. A highly productive confined aquifer also traverses this area.

Residential developments located within Neighborhood 2 consist of: Lake Ridge, and Lake Meadow Estates.

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this area will remain rural. Surface and groundwater resources including Round Lake shall be protected. Land surrounding the proposed Round Lake Bypass Road should remain protected and remain rural in character with limited access.

.....The PLAN - This plan recommends an overall density of 40,000 square feet and build-out for this district would be approximately 433 additional units (1-acre lot sizes). To protect both the rural character and surface and groundwater resources, including Round Lake, performance standards will be utilized for any development proposals of four or more lots that do not plan to connect to sewer & water. To further protect these physical resources there will be no lot size incentives for the extension of sewer or water services. Open Space development and rural design standards that protect important physical features, historical structures, or other resources is recommended for this neighborhood.

Commercial development is not appropriate for this district. To provide a transition between Route 9 South commercial uses and Maltaville rural uses, buffer zones, setbacks, and landscaping standards will be utilized. If the Round



Neighborhood 3 – Route 9 South.....



Route 9 is a NY State Route providing north/south access to points in and around Malta. Development is varied, ranging from undeveloped to a mix of commercial strip centers and freestanding commercial businesses, as well as residential and home based businesses. Malta Gardens is a large, mixed use PDD containing 300 apartments, 300 mobile homes, 3 stand-alone businesses and a small strip center. There are several large areas of undeveloped land between Route 9 and Interstate 87. This District contains approximately 490 acres. Uses within PDDs in this area include, but are not limited to; offices, retail, restaurant, and personal services. Under existing zoning, approximately 24 additional residential units and 515,150-sq. ft. of commercial space could be constructed. This assumes the 65 acres representing the undeveloped portion of Curry Plaza will be developed in accordance with existing (R-1) zoning.

Residential developments located within Neighborhood 3 consist of: Malta Gardens.

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this district be primarily developed with single family homes for people who might work in the proposed LFTC. It is also the intent of this vision to provide a combination of land uses that will allow for the existing commercial and residential development and include more affordable housing. “Attractive entrances” to single family residential areas with some low traffic businesses, office complexes and light industry that provide convenient access and promote safety while avoiding the strip style development are envisioned here. The entrance to the Highpointe Development would be an example of an attractive entrance in a mixed-use development area along the Route 9 corridor. Potential high technology development from LFTC and NYSEDA may be an opportunity to draw people to this area. Preservation and public access to the Ballston Creek Valley is important. The Round Lake Bypass area shall remain rural without additional access.

.The PLAN - *It is recommended that an overlay district be developed for this area, similar to the Downtown Overlay District, and to expand the 500 foot commercial area to avoid strip development. A mix of land uses will be encouraged in this area at a lower density than the Downtown Overlay District. To realize this vision, a concept plan should be developed to show exactly what the Town envisions for each parcel. Connections to the Saratoga Heritage Trail, the trolley line and the Ballston Creek should be shown on this plan.*

To protect the integrity of the transportation movement and access to Route 9, access management techniques such as shared entrances and access roads must be employed as outlined in the Highway Access Manual of the Linkage Study. Particularly, these techniques must be applied to the large undeveloped parcels west of Route 9. Redevelopment of existing retail businesses to present favorable entrances and fuller use of backlands will be encouraged. Where lots fronting Route 9 are small, the Town will require parking to the rear to emphasize green front yards and attractive landscaped signs. Examples of this can be found at the Town Hall Complex and Fillpoint.

Town of Malta

Comprehensive Plan Update

Neighborhood 3 Route 9 South

Mix-use Residential/Business:

- Shared access and access roads
- Protect viewshed
- Encourage utility extensions
- Develop Route 9 South design standards

Future Sidewalk to continue to Roundabout at Route 9 & 67

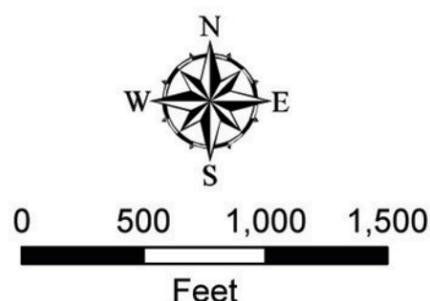
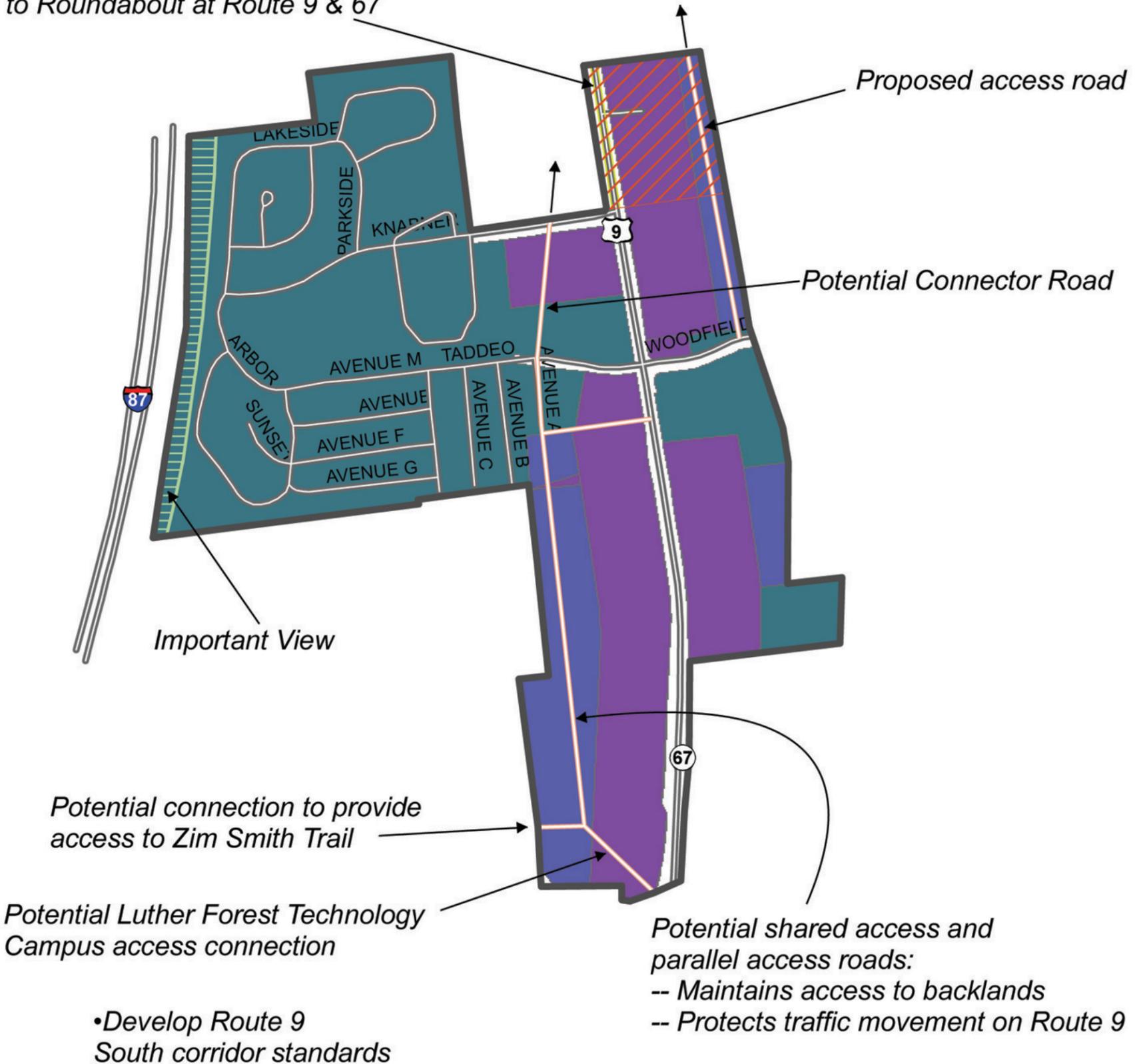


Figure M-5



In association with CHA



To provide a transition between the C-1 and R-1 uses on Route 9, home based businesses will be allowed in both districts and newly constructed businesses fronting Route 9 will be low profile and designed to blend with the residential setting. The southern part of this neighborhood offers important views of Round Lake that will be protected through the use of low profile structures with a residential theme. In addition, properties abutting the Maltaville neighborhood will be required to incorporate buffer zones, setbacks, open space and landscaping standards into site plans. These standards could include maintaining existing vegetation and topography and providing additional vegetation. Vegetation would be of such type as to visually screen the adjacent use and also provide a noise buffer. Berms would be incorporated into site plan, as appropriate. Access to Route 9 properties would be limited to shared access along Route 9.

Development that occurs in this neighborhood can access I-87 via the Route 9 corridor or the proposed Round Lake Bypass. Construction of the bypass should alleviate traffic pressures including truck traffic through the Village of Round Lake. The development pattern of the Village includes historic structures on small lots with porches and steps often located within the street right of way and narrow curvilinear streets. This setting is not conducive to heavy traffic. The Town will work with the Village to protect it from significant increases in traffic volume related to development trends within the Town. The Town will also work with the Village of Round Lake relating to the construction of a Round Lake Bypass and the proposed Exit 11A .

Residential lands between Route 9/67 and I-87 that are not part of the LC zone are envisioned as open space or mixed residential density development which focuses on the open space associated with the LC District. Redevelopment of existing residential units, such as Malta Gardens for single family homes, is encouraged with consideration for diversification of affordability, and redevelopment of existing apartments is desirable with affordable units or a variety therein. Recreational uses that support the use of the abandoned railroad bed as part of the Saratoga County Heritage Trail System, provide access to the Ballston Creek and land conservation zone, and supply a parallel pedestrian route for Malta and Round Lake Village Residents will be encouraged.

Under this plan it is estimated that 140 additional residential structures and 500,000 square feet of non-residential uses could be constructed. As a growth area, there is potential for significant impacts to natural and cultural resources. Some of the impacts, such as the conversion of natural land to a developed state, will be unavoidable and irreversible. However, the Plan is sensitive to site design, character, aesthetics, and natural resources. With these issues in focus during site plan review of future projects, many of the impacts can be mitigated and resources conserved. A step to this end is the preparation of the Town-wide Generic Environmental Impact Statement (GEIS), underway as of the date of this document. The purpose of the GEIS is to evaluate the cumulative impacts of growth and to establish mitigation measures, procedures and thresholds designed to protect the environment, conserve natural resources, protect community character, and further the Master Plan vision.



Neighborhood 4 - East Line/Ruhle Rd..... Land in this district has been developed for rural residential uses; approximately 90% of it remains vacant. Development is scattered or in small subdivisions. There are approximately 1072 acres and 100 single-family homes in this neighborhood. Current zoning would allow up to 559 additional residential units at full build-out. Land Conservation zoning, which follows the Ballston Creek corridor and the abandoned railroad (see Figure III-2), represents much of the land in this district.



Residential developments located within Neighborhood 4 consist of: Avendale (portion of).

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this area include rural residential development and the preservation of areas zoned LC. Preservation of the existing LC area is critical to the vision for this district, and is also critical to the vision for the entire Town. Areas zoned LC will be protected from further development by not allowing zone changes that will result in the development of this area for anything other than uses allowed in the LC district.

.The PLAN - To promote this vision, residential development in this area shall transition from the typical suburban residential setting at Exit 11 to a rural residential environment. This may be accomplished by development of residential uses on 1 acre lots. This would keep the overall density the same as current zoning but will incorporate the following:

1. Mandate the use of performance zoning (Open Space Development, Rural Design Guidelines) to preserve large areas of open space.
2. Promote the development of estate lots on 10+ acres.
3. Discourage the use of PDDs that bring no benefit to the Town or its resources, and result in higher density development or encroach on the LC zone.
4. Transfer of Development Rights (TDR) and incentive zoning initiatives should be explored.

The Town will continue to work with the County and other communities to promote the development of the trail system along the County right of way, as well as other opportunities for trail connections, expanded shoulders, or pathways that may provide connectivity enhancements between communities. The “Zim Smith Trail” will provide access along the County right of way between East Line Road and the Village of Round Lake. The development of the trail system and trolley bed is compatible with the Town’s vision to promote



and protect the area zoned LC through nature study and interpretive areas along the Ballston Creek corridor. Although this trail system was enhanced by the Town providing pedestrian and bicycle access over the Ballston Creek with the addition of an historic lenticular truss bridge on Ruhle Road, opportunities to develop improved shoulders on Ruhle Road North should be explored.

The important view-shed extending east from East Line Road (Figure III-3) will be protected. This view from East Line Road north of Miller Road includes long range views to the east.

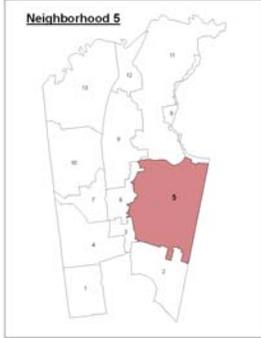
Opportunities to preserve the Rod and Gun Club located adjacent to the Ruhle Road Bridge and Zim Smith Trail should be explored.

The recommendation is to keep the minimum lot size 1-acre. Given that the Town requires property of twenty acres or more to be developed according to the Open Space Subdivision Law, it will allow for the protection of the LC zone, and in turn, preserve the rural character of the area, and the NYSDEC regulated wetlands. The use of open space development can reduce costs associated with large lot development and maintain the rural atmosphere.

Lands in the LC District, including the abandoned railroad and trolley bed, the ravine associated with the Ballston Creek, and the surrounding hillside, amass an important view-shed visible from I-87 extending both to the east and west. Views from I-87 between Exits 11 and 12 are beautiful, particularly in autumn. This view-shed will be protected through the use of performance standards that will address the size, scale, and location of development to avoid potential impacts to the view from various locations on Route 9 and I-87. With the development of the Luther Forest Technology Campus, Exit 11A and the Round Lake Bypass, it is important to protect as much of the view-shed as possible. The Town of Malta and the Village of Round Lake will work closely with the State and other agencies/companies as they are constructing anything that could potentially affect the view-shed, the bike path and the trolley bed.



Neighborhood 5 – Luther Forest..... This 2,800 acre district includes the single largest residential development in the Town. There are over 1,500 residential units in this neighborhood. The physical characteristics of the district (i.e., trees and topography) and the development pattern have resulted in a more rural atmosphere than at Exit 11, which supports similar density residential development. The district is primarily residential, however, with the Luther Forest Technology Campus PDD (LFTC) and NYSERDA’s Saratoga Technology & Energy Park (STEP) Master Plan, the area has the potential to look much different. The LFTC project site contains approximately 1,350 acres located within the Towns of Malta and Stillwater. The PDD allows for a mixture of industrial and commercial uses including up to: four silicon wafer manufacturing facilities, 2-million sq. ft. of ancillary uses, 50 residential homes, and a hotel/conference center. NYSERDA’s Master Plan calls for a 280-acre technology park (STEP), and has designated 1.25 million sq. ft for research, development, and the light manufacturing of clean energy products and processes. Additional residential development is limited to infill and a few parcels along Cramer Road.



Residential developments located within Neighborhood 5 consist of: Luther Forest, Woodfield Estates, Cramer Hills, and Cramer Woods.

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the Luther Forest neighborhood continue in the tradition our forefathers envisioned; a place where families could raise children and work and shop at neighborhood establishments, all within the confines of the forest. A strong system of walking trails was planned. Yet to be realized, the full vision itself is a challenge for the future that Malta should strive toward. As an addendum to the foresight of our past planners, the vision for this neighborhood includes infill residential development and maintenance of the existing residential quality. It also provides for high tech opportunities for the community through the Luther Forest Technology Campus, while providing a cohesive link to the NYSERDA property as an incubator for high technology businesses similar to the one located in Troy at RPI or as a learning institute

.The PLAN - Residential uses shall continue at densities similar to existing residential development. Successful development of LFTC and NYSERDA will require the following:

1. Construction of primary access to the site from Route 9 and Interstate 87.
2. Access management.
3. Lighting standards.
4. Appropriate buffers between the proposed use and existing residential development.
5. Strict landscaping and architectural standards.
6. Successful utilization of mass transportation techniques.



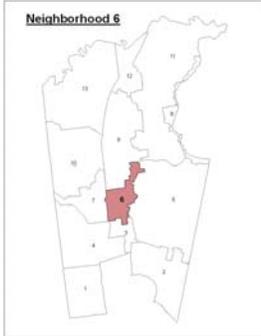
Town of Malta—Comprehensive Plan 2005

Implementing the Luther Forest Technology Campus project and the NYSERDA plan will allow for significant infrastructure changes that will maintain the quality of life residents currently enjoy. LFTC proposes 5.2 million square feet of high tech development and NYSERDA proposes 1.2 million square feet of clean energy technology development. The proposed accesses via the Round Lake Bypass Road and Stonebreak Road associated with the Luther Forest Technology Campus should alleviate potential congestion on Dunning Street. The new Round Lake Bypass access road will also be located and designed to limit impacts to the Village of Round Lake. Construction impacts related to noise and equipment traffic will be temporary. The sixty percent of green space and heavily forested lands of Luther Forest will provide adjacent properties visual screening and aid in noise abatement.

In addition, the Town will pursue lighting and extending the Parade Ground Trail multi-use path in a northerly direction along Plains Road to Route 9P. The trail currently runs from the Malta Community Park on Plains Road to the corner of Partridge Drum and Dunning Street. By implementing the residential component of the Plan, the attractive suburban development pattern in this neighborhood will be maintained and encourage a “walk to work” connection if desired. Additional nature trails might also be provided through the expansion of the Malta Community Park.



Neighborhood 6 – Downtown.....



This area also known as the Downtown Overlay District is centrally located to all parts of Malta and includes the most intensive commercial development within the Town. Centered on Routes 9 & 67, development varies from small businesses in residential structures, to several large office and retail complexes (Shops of Malta, Malta Commons, Parade Ground Village). This district includes a Historic District, the Town Complex, Highway Garage and the Community Center. The entire district is zoned for commercial uses, with the exception of the Kelch Drive area and a large parcel south of Malta Commons. Uses within the PDDs of Neighborhood 6 include but are not limited to; retail, hotels, banks, restaurants, and offices.

The appearance of this district will be impacted by NYSDOT plans to redevelop the Exit 12 interchange. These plans call for five roundabouts on Route 67 to the Route 9 intersection. Other proposed improvements include a landscaped raised median, sidewalks and period lighting along Route 67 east to Route 9. This project will also enhance the linkage from the Parade Ground Trail, thereby encouraging walkability from the Luther Forest Development to the Downtown. The appropriate implementation of the NYSDOT plan is critical to the future appearance of this “entrance” to the Downtown.

The Downtown includes the Hamlet of Dunning Street, which is one of the earliest settlements in the Town. Lands adjacent to Dunning Street were used as a training area or “Parade Ground” for the local militia during the Revolutionary War. Protection and enhancement of this land should be a priority and a public green should be the focus for this area.

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the Downtown be a place where people come and go during the process of every day living. Not just a destination to complete a round of errands, but an attractive, people friendly place that provides a variety of goods, services, employment, housing, and the opportunity to interact with other people in the community. The kind of place where people might come to pass the time on a sunny afternoon. The Parade Ground, gazebo and future streetscape with a landscaped median, period lighting, walkways, trees and greens are at the heart of this vision.

.The PLAN - *To accomplish this vision, a Downtown Overlay District was formed and Downtown Design Standards were put in place. It is important to change some of the R-1 zoning within the Downtown to help create the sense of place the own is striving for. In order to accomplish this worthy goal, the Town should consider expanding the 500 foot commercial line along Route 9 to encompass a portion of the residential property within the commercial lot. The Town must implement a careful course of action to incorporate the ideas in the Overlay District by including the following:*

- 1. Traffic calming techniques such as cross-walks, sidewalks, landscaped medians and landscaping to provide a safe streetscape for pedestrian movement throughout the Downtown and roundabouts.*
- 2. Attractive outdoor eating areas or cafes with streetscapes that include sidewalks, greens, landscaping, and period lighting that is inviting to pedestrians.*
- 3. Buildings placed closer to the road with landscaped front yards attractive to pedestrians, and parking to the rear or interior of the site as outlined in the Downtown Overlay District.*

Town of Malta

Comprehensive Plan Update

Neighborhood 6 Downtown District

Promote Downtown:

- Sidewalks & landscaping along roadways
- Buildings close to roadway with "Quality Green" in front yards with parking to side or rear
- Develop greenspace plan for downtown
- Promote Mass Transit Initiatives
- Incorporate Traffic Calming Mechanisms
- Incorporate Period Lighting

Landscaped sitting area with signage promoting "Parade Ground"

Continue to maintain gazebo area as focus for community events

Future Connector Road To East High St.

Landscaping & signage to promote community identity

Sidewalk & bike path to continue to State Farm entrance

Future road alignment & connector road to Knabner Road



Sidewalk & bike path to Luther Forest trail

Roundabout at Route 9 & 67

Encourage continued community involvement:

- Halloween Parade
- Craft Fairs
- Malta Day activities
- Farmer's market

Access to LFTC & NYSERDA

Proposed Access Road

Maintain Park & Ride in Malta Commons

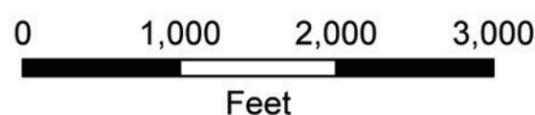
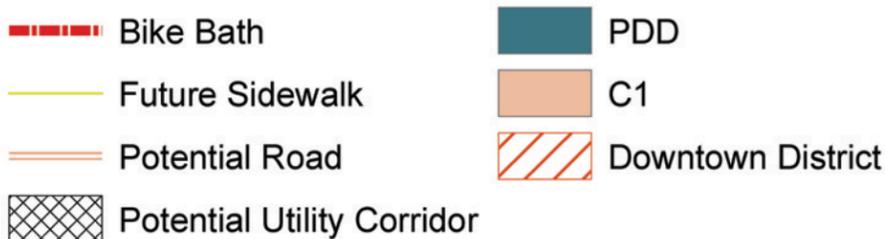


Figure M-4



In association with CHA



4. *Access management techniques including the use of shared driveways, shared parking and access roads as identified in the Highway Access Planning Guide of the Linkage Study.*
5. *Construction of the final loop of the Route 9 & 67 bypass on the northeast quadrant of the intersection which would connect Saratoga Village Boulevard, Hemphill Place and Kendall Way as identified in the Highway Access Planning Guide of the Linkage Study.*
6. *Maintenance of the “green area” by the gazebo and continuation of community events such as concerts and the annual live nativity. Consideration should be given to exercise the Town’s option to assume ownership of the Gazebo and related lands.*
7. *Development of public “quality green space” areas, including sitting areas, to provide visual and physical breaks from the built environment. The Parade Ground provides an excellent opportunity to develop quality green space and to promote this historic resource. The Parade Ground could also be used to promote community events such as lighting a community Christmas tree, and a local farmers market.*
8. *High intensity development should be directed to the Downtown area; this neighborhood should be built out before high intensity fringe development is allowed to occur in the Route 9 South and Route 9 North neighborhoods.*
9. *Development of performance standards for all expansion in this district to ensure that it meets the “vision” of the Town and its residents.*
10. *Financial participation by the Town to attain these goals for sidewalk build-out, which will include pursuing grants and special financing, as well as seed monies and incentives from the general fund, such as the PEDS Program.*
11. *The interconnection of existing utilities buried within the District and the extension of new underground utilities into this area.*
12. *Mass transportation initiatives should be a priority and the Town should be involved whenever possible.*
13. *Garage parking for residential areas that provide 2-car garage units per residential unit. Full screening of all parking lots, with lots located in the rear or in remote areas, is required. Stacking or two tier parking garages are encouraged for commercial developments.*
14. *Sidewalks should be considered as well as extension, connection, and construction of sidewalks as identified in the Shared-Use Trail Guideline and Pedestrian Access Plan of the Linkage Study. Identify costs, grants, responsibilities and financial and institutional strategies for build out of the Downtown sidewalk system.*
15. *The Town should develop a concept plan for green space or revise the Downtown Overlay District, to allow the Planning Board to modify the green space where quality green is provided. Guidelines for quality green shall be developed.*
16. *Opportunities to redesign the Parade Ground and the Shops of Malta should be considered. Creating walkable gathering areas by redesigning the roads and parking area will support the vision for the Downtown.*
17. *Opportunities for locations for public facilities should be explored.*

The Plan, which calls for an additional 940,000 square feet of commercial uses, increased densities, and smaller setbacks, will result in more development than allowed under existing zoning. This will increase service demands and impacts to the roadway system. Requirements related to sidewalks and landscaping may result in higher development costs. This dense development pattern, with an attractive streetscape and pedestrian access, is necessary to create an attractive downtown and is consistent with new urbanism goals. The additional costs incurred to provide these amenities would be offset by the success of Downtown businesses, which will in turn attract additional business to the Downtown. Each successful business will improve the quality of the Downtown add to the economic viability of the Town, and create a place where Malta residents can work and live. Focusing development in the Downtown provides opportunities to conserve open space elsewhere when combined with incentives and other land conservation tools.



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



Route 67 is a State highway and the largest east/west transportation corridor in Malta. 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. The New York State Department of Transportation plans to study and evaluate transportation opportunities on Route 67 from Route 50 to the Exit 12, I-87 interchange. The Exit 12 interchange will also be reconstructed with five traffic calming devices/roundabouts spanning from the east State Farm entrance to the Routes 9 and 67 intersection.

Except for the Double M Western Store and the State Farm Office building at Exit 12, this neighborhood is primarily residential and agricultural. Uses within PDDs in Neighborhood 7 include but are not limited to; office, hotel, and restaurant. There are approximately 89 units in this neighborhood under current zoning, and roughly 149 units could be constructed, the majority of which would be on the Horse Farm property. The 149-acre Bondlyn Horse Farm on the northwestern corner of Exit 12 enhances the rural charm and character of this area of Malta and should be preserved.

Since Route 67 is a heavily traveled arterial, Malta can expect pressure for commercialization along this corridor. The Town must determine which land uses will enhance its image.

Residential developments located within Neighborhood 7 consist of: Marvin Woods.

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the Route 67 corridor consisting of approximately 600 acres is the Town's western gateway, and as such, introduces visitors to Malta and all that it aspires to be. The Town's goal for this area is to create a positive first impression. Preservation of the Horse Farm and its rural atmosphere is the preferred vision for this area. The Town may consider a special project that recognizes and protects the open space and visual appeal of this property and its position as the gateway to Malta. Appropriate uses include a golf course, horse farm, rural residential uses and passive and active recreational facilities. There is also continued opportunity for development within the existing State Farm PDD.

This vision also includes safe access within and to adjacent districts for bicyclists and pedestrians. When the roundabouts are completed, pedestrian accessibility to the Downtown District will be improved, as reflected in the Linkage Study. All future enhancements to Route 67 should include an off-road multi-purpose trail.

.The PLAN - *The initial vision calls for continued development of the State Farm PDD and preservation of the rural image of the Town conveyed by the Horse Farm. To accomplish this, the Town should retain the current rural, agricultural and residential zoning of the area. Any residential subdivisions should be in accordance with the Town's Open Space Development Law, and strict application of the principal of the law. Another option is to work with the Saratoga County Farmland Protection Board to identify and implement programs such as purchase of development rights, transfer of development rights, or conservation easements.*



The improvements to Route 67 and the I-87 Exit 12 interchange provide a significant opportunity for business expansion at the State Farm property. The Horse Farm is located at the “gateway” to Malta and considered prime for development. The Town however desires to protect the openness and visual appeal of this property. Developers will be encouraged to maintain the equestrian theme of the property and include open space development and recreational feature in their plan. Special projects that incorporate these measures will be considered for this property. In order to preserve the character of this area and not add to the traffic congestion of this corridor, the zoning of this property will remain residential since the Town does not envision commercial retail for this corridor. The portions of the horse farm fronting on Raymond Road will be excluded from this district to protect the adjacent Brownell Neighborhood. The western portion of the horse farm has been purchased by the Catholic Diocese of Albany where a church, cemetery and potentially a school will be built.

The plan for the build-out of the State Farm property is based on the approved PDD, the location of the property, availability of utilities, and the fiber optics network. At completion, this PDD will include a hotel/conference center with a maximum of 90,000 square feet, and four more office buildings totaling approximately 565,000 square feet. Multi-tiered parking garages will be encouraged within the State Farm Insurance complex. This site will continue to have little visibility from I-87 or Route 67.

The western side of the Horse Farm, and other properties to the west of the State Farm PDD located within the Route 67 corridor, should transition to residential uses. Churches, home occupations and small professional offices compatible with residential use and with a minimal number of employees and visiting clients would be appropriate for this area. Retail commercial uses or apartment complexes are not suitable for this neighborhood.

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 are encouraged

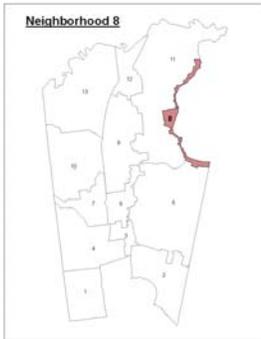
Image is critical for the entire district. The Route 67 corridor development guidelines shall include access management and lighting,, landscaping,, and architectural standards. Protection of existing uses, particularly on Route 67 and adjacent districts, will be achieved through the transition to low density, low impact uses as one approaches the district boundary.

Impacts related to the Route 67 plan include increased traffic from the build-out of the State Farm PDD. The potential to develop the Horse Farm property would also include traffic impacts and the loss of agricultural district lands and open space. The planned NYSDOT improvements to Route 67 and sound site plan design will mitigate traffic increases and move traffic efficiently.

The loss of agricultural lands to development cannot be regained. The incorporation of an equestrian theme, recognition of the important visual appeal of the horse farm, and attractive site layout may help offset the change in visual character. The plan recognizes the importance of this property to the community and encourages opportunities to preserve it in perpetuity.



Neighborhood 8 – Saratoga Lake... this unique neighborhood contains approximately 600 homes on small lots with lake frontage or orientation. Based on current zoning, over 100 additional units could be constructed in this neighborhood. Saratoga Lake is a publicly owned 3,985-acre lake, which is an important recreational resource for swimming, boating and fishing by residents and people in surrounding communities. There is no municipally owned public access to the lake. The area is connected to the Saratoga County Sewer District (SCSD). Water is obtained from individual wells, directly from the lake, or in some cases Saratoga Water Services, Inc.



Residential developments located within Neighborhood 8 consist of: Riley Cove, Silver Beach, China Town, and Manning Cove.

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this area include the maintenance and redevelopment of existing residential structures and protection of the water quality and visual appeal of Saratoga Lake.

.The PLAN - *This area has been analyzed by the Town with regard to lot size, drainage and infrastructure considerations. In this neighborhood, where small paper lots and streets exist, vacant lots should remain as such or be combined with adjacent lots. Where feasible, existing homeowners will annex these lots to enlarge their existing property and thus produce private space for gardening, personal recreation, and interconnecting private drainage systems to enhance stormwater run-off. Non-residential uses will not be considered in this district. The Town will investigate any opportunities for gaining public access or public beach to Saratoga Lake through easement or title.*

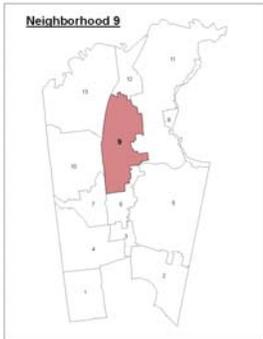
In order to protect the unique character of this district and the lake the following actions will be taken:

- 1. Development of new parcels and expansion of existing structures will not occur until such time that connection can be made to the SCSD.*
- 2. Development will take into consideration impacts to views of the lake and from the lake.*
- 3. Appropriate measures will be required to protect the lake from the effects of run-off (drainage) and soil erosion through the incorporation of stormwater management techniques and erosion control measures into site design and designated SPDES requirements.*
- 4. The Town will look for opportunities to obtain public access along or near the lake, and public facilities on the lake.*

Combining lots and requiring stormwater management controls are necessary to protect Saratoga Lake from the effects of run-off, soil erosion, and pollution. Public access to the lake will require Town expenditures. However, these costs could be recouped through user or recreation fees paid to the Town by developers during the project review process. The public benefit of this lake access may well be worth the expenditure of public monies.



Neighborhood 9 – Route 9 North.....



this neighborhood includes properties on both sides of Route 9 and extends west to I-87. Development consists of a mix of residential and commercial uses interspersed within undeveloped areas. This neighborhood contains the Malta Speedway, Highpointe, the Malta Drive-in, a furniture store, a small industrial park, and two mobile home parks. There are several large undeveloped and/or underutilized properties on both sides of Route 9, including large agricultural parcels and NYSDEC regulated wetlands associated with tributaries of Saratoga Lake. This district also includes Steeplechase and St. Ledgers Woods, a 21 lot subdivision and 250 apartment complex with a Town Nature Preserve, and a 170-unit mobile home park along with approximately 100 single family residences on individual lots. Current zoning would allow for 111 additional units to be built. Approximately 329,045-sq. ft. of additional non-residential uses could also be

constructed. Uses within the PDDs of Neighborhood 9 include, but are not limited to; offices, retail, daycare, banks, and personal service shops.

Residential developments located within this Neighborhood consist of: Highpointe, Travers Meadow, Steeplechase, Malta Mobile Acres, and Northway Mobile Estates.

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this district include a mix of land uses that will allow offices and residential development, providing opportunities for workers to reside close to their place of employment. It is important to protect vital habitat areas, water bodies, wetlands, and significant resources. To protect the integrity of the Downtown District, no additional retail commercial uses on Route 9 will be developed, except for the four corner commercial area on Route 9 and East High Street/Route 9P area. Projects that have high quality entrances to backland uses and green buffers that are visually attractive along Route 9, similar to those at Highpointe, will be given priority by the Town. Strip style development and PDDs inconsistent with the vision will be discouraged. The vision includes residential areas with Traditional Neighborhood Design (TND) that allows people to work and live in Malta.

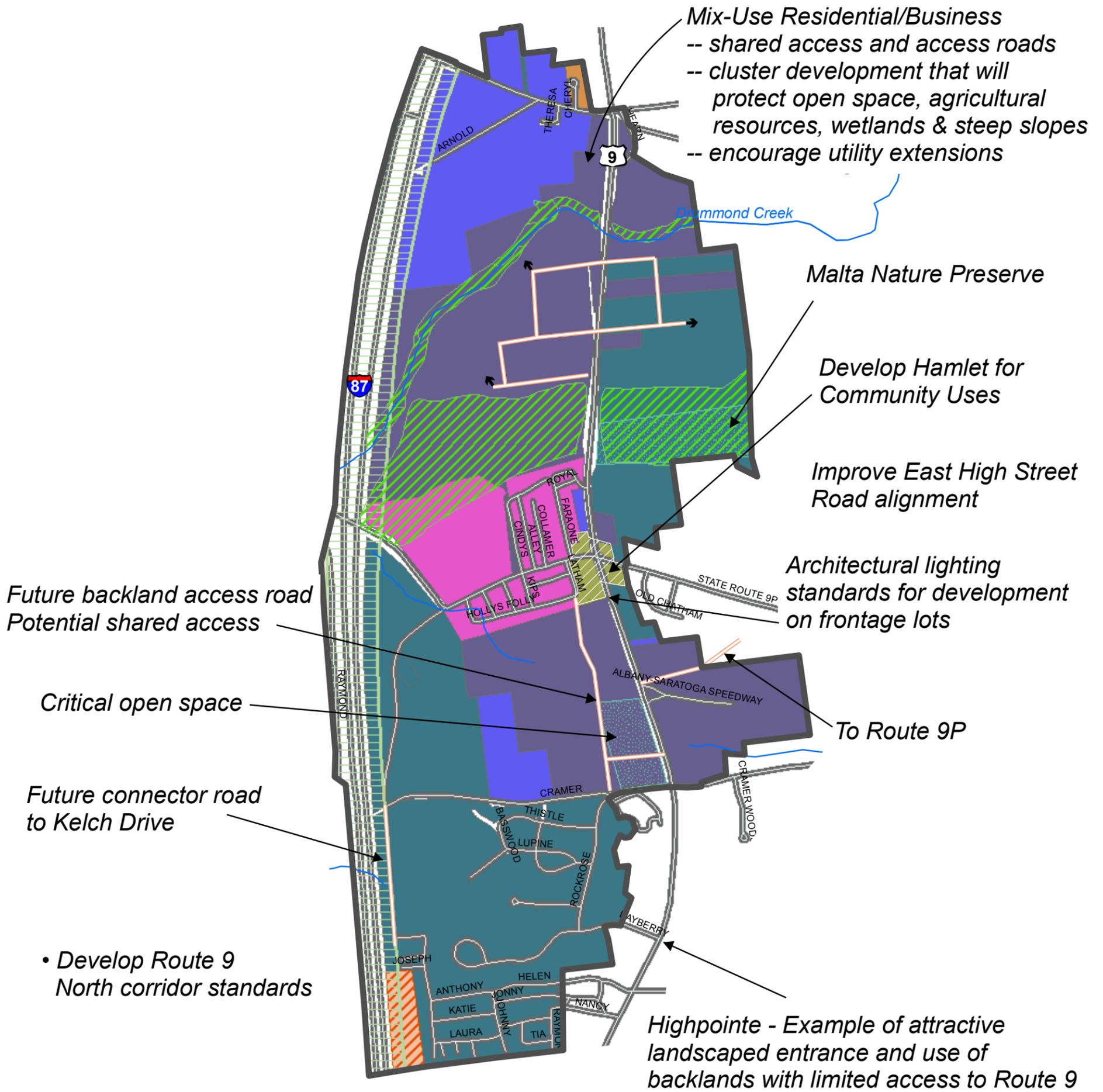
.The PLAN -

As in the Route 9 South District, access to properties in the Route 9 North District is via Route 9. As a result, the implementation of the Highway Access Planning Guide is essential to the success of this vision. Access management techniques, such as shared entrances and parallel access roads, must be employed and are identified in the above mentioned guide.

Town of Malta

Comprehensive Plan Update

Neighborhood 9 Route 9 North



	Drummond Wildlife Corridor		PDD
	300' Northway Buffer		C1
	LC		C4 - Office Commercial North
	R1		C6 - Four Corners Commercial
	R3		C8 - Highway Commercial West
	R8		Downtown District
			Potential Road

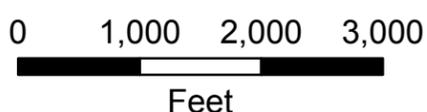


Figure M-6



In association with CHA



The appearance of development on Route 9 is critical to Malta's image. By implementing the following steps in conjunction with access management techniques, the Town can protect and enhance the visual appeal of development on Route 9:

- 1. Landscaping standards at access points with Route 9.*
- 2. Retention of existing vegetation and limited grading as practicable.*
- 3. Develop or use existing rural design standards from a known source.*
- 4. Develop architectural and lighting standards for structures that are visible from Route 9.*
- 5. Landscaped entrances and access roads for properties that do not front Route 9.*
- 6. Encourage the use of open space and landscaped buffers between the various development types, and at the district boundaries to protect different land uses, open space, and physical features.*
- 7. An open space trail network connecting parks, preserves, open spaces, and wildlife corridors is encouraged.*
- 8. Prohibit strip style development and allow PDDs only when they are consistent with the vision.*
- 9. Develop a detailed corridor plan for Route 9 or an official map.*
- 10. Develop site plan standards for the area. Zone for office commercial.*

These techniques will be applied to the large undeveloped parcels on both sides of Route 9. Development in this area must be carefully planned to prohibit high density apartments and strip malls. West of Route 9, larger projects could include a mix of residential, office or business uses. East of Route 9, consideration will be given to lower density projects with appropriate green space and buffers to protect the extensive wetland system and the adjacent Northeast Neighborhood.

An overlay district or design standards are recommended for this area to keep Route 9 open and free of multiple road cuts, business fronts, and signs. Where lots are fronting Route 9, parking to the rear will be required to emphasize green front yards and attractive landscaped signs. A four corner commercial area is envisioned. Redevelopment of existing retail businesses to present favorable entrances and fuller use of backlands will also be encouraged. Examples of the desired landscaping and signage are located at the Town Hall complex and Highpointe. See Appendix C for examples of desirable site layouts.

Backlands developed for residential uses should be encouraged to include variable density residential projects, Traditional Neighborhood Design and should consider including senior citizen housing. Recreational amenities, such as dog parks, sidewalks, and pathways for its residents, that improve the quality of life, are encouraged. The Highpointe and Avendale developments include examples of some of these amenities. It is logical to support the extension of utilities in this area to allow residential projects on lots less than



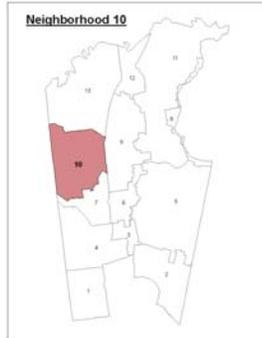
one acre. These extensions should begin at a point closest to the Downtown District and travel north on Route 9.

Implementation of this vision may result in approximately 1,500 additional housing units and 550,000 square feet of non-residential uses. Like the Route 9 South Neighborhood, this is a potential growth area. Development increases the probability for significant impacts to natural and cultural resources, such as the conversion of natural land to a developed state, which will be unavoidable and irreversible. However, the Plan is sensitive to site design, character, aesthetics, and natural resources. With these issues in focus during site plan review of future projects, many of the impacts can be mitigated and resources conserved. A step to this end is the preparation of a Town-wide Generic Environmental Impact Statement (GEIS), underway as of the date of this document. The purpose of the GEIS is to evaluate the cumulative impacts of growth and to establish mitigation measures, procedures, and thresholds designed to protect the environment, conserve natural resources, protect community character, and further the Master Plan vision.

The extensive NYSDEC regulated wetland that traverses this neighborhood is part of a larger system that includes Drummond Creek, Kayaderosseras Creek and Saratoga Lake. This is an important wildlife corridor which provides both habitat and “highway” for deer and other wildlife. These wetlands are an important resource for wildlife as well as a natural filter for Saratoga Lake from the effects of run-off. These wetlands should be zoned LC or protected through performance standards.



Neighborhood 10 – Brownell.....This district is exclusively residential with scattered rural development and several subdivisions. There are approximately 150 existing residential units in this neighborhood located on about 1,620 acres. The Drummond Creek and its associated wetlands bisect this district and provide an important wildlife habitat and corridor linking wildlife areas throughout the Town. There are some parcels zoned for agricultural use in this area as well. Current zoning could result in approximately 256 additional units.



Residential developments located within Neighborhood 10 consist of: Meadow View Estates, and Timber Trace.

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the rural character of this district should be maintained. This is important particularly at its boundary with the Route 67 corridor. Development that occurs on the east side of Raymond Road and along the north side of Route 67 will impact this neighborhood. The Drummond Creek wetlands should be protected through zoning and adherence to NYSDEC and Army Corps of Engineers (ACOE) requirements.

.The PLAN - *To protect the rural character of this district the Town must “step down” the use and intensity of development at the district fringes. The following recommendations are made to accomplish this vision:*

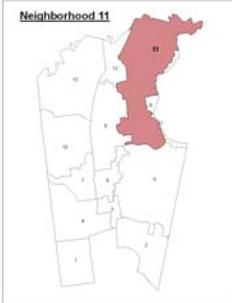
- 1. Prohibit density bonuses based on the extension of sewer and water.*
- 2. Discourage the use of PDDs for the sole purpose of increasing the density allowed by the underlying zoning.*
- 3. The minimum lot size will remain 2 acres which will allow for 320 additional units at full build-out. Promote the use of open space development where possible.*
- 4. Promote and protect agricultural lands through programs sponsored by the Saratoga Farmland Trust.*
- 5. Rezone NYSDEC regulated wetlands to LC.*
- 6. Support farm, rural and home-based businesses compatible with this Neighborhood’s rural character and open space.*
- 7. Support the retention of existing NYS Agricultural Districts and their expansions to other viable farmland and open space areas in the Town.*
- 8. Support the development of equestrian trails.*
- 9. Develop rural design standards.*



The decrease in density may stabilize the value of large lots within this neighborhood, and is consistent with the rural character of the area as well as the development constraints. Open space subdivisions provide a compact and efficient use of land for housing and increase the potential to preserve rural character. Existing parcels that are rezoned to Land Conservancy are constrained and subject to Federal and State jurisdictions which preclude or significantly restrict development potential. The LC zone provides recognition on a local level of the regulatory constraints and environmental significance of these lands. The proposed recommendations are necessary in order to protect the rural character of this neighborhood and the extensive wetlands of the Drummond Creek, and reduce development pressure on agricultural lands.



Neighborhood 11 – Northeast... This district is rural and contains approximately 110 scattered residences and active farmlands. Correspondingly, it provides the largest refuge for wildlife in Malta. Portions of this district extend to Saratoga Lake. Physical characteristics such as the extensive stream system, NYSDEC Wetlands and FEMA 100-year floodplains are limiting factors for development. The Kayaderosseras Creek forms the northern boundary of this district and the Town. This area is adjacent to the Exit 13 neighborhood, and current zoning allows up to 492 units to be constructed here.



Residential developments located within Neighborhood 11 consist of: Saratoga Farms, and Pretty Sky Ranch.

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this area remain rural, and that development that does occur be large-lot residential (single family), and include appropriate stormwater management techniques to protect Saratoga Lake from the effects of siltation and run-off. Land development activities or land use practices that may diminish this refuge for wildlife or endanger the water quality of the lake and its stream system shall be prohibited. Development will focus on the protection of physical resources and wildlife habitat. This area supports farm, rural and home-based businesses compatible with its rural character and open space. This area also supports the retention of existing NYS Agricultural Districts and their expansions to other viable farmland and open space areas in the Town.

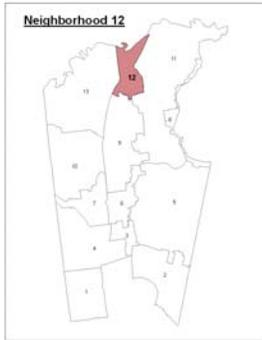
.The PLAN - To further this vision the following steps are recommended:

1. A density bonus shall **not** be given for utility extensions **unless** there are **specific** benefits to the Town such as the protection of wetlands, farmlands, or other important resources.
2. NYSDEC regulated wetlands not already zoned LC should be rezoned as such.
3. Appropriate landscaping and buffer areas will be required for development that is part of the Exit 13 Planning District. This shall include the maintenance of existing vegetation and topography to the maximum extent possible (See Appendix A for the components of quality green and buffer zones).
4. Increase the minimum lot size requirements to 5 acres north of Drummond Creek/Steeplechase development (with 1 acre zoning remaining from Drummond Creek south to the neighborhood 5 border) to protect both the rural atmosphere and ground and surface water resources. Maximum build-out would range from 240 to 600 units.
5. Agricultural resources should be protected through programs promoted by the Saratoga Farmland Trust.
6. Best Management Practices (BMPs) should be utilized for new and existing development to protect the extensive stream network and Saratoga Lake from the potential effects of siltation, run-off and other potential pollutants.
7. Development proposed within the LC district should be reviewed for its potential to provide public access and pathways along the Kayaderosseras Creek.

The proposed decrease in density within this neighborhood will benefit the natural environment and may provide opportunities to preserve rural character through farmland and open space conservation measures and clustering. Less development potential may result in some loss of land value. The plan provides the opportunity to explore open space development options whereby a density bonus can be considered when significant land conservation can be achieved.



Neighborhood 12 – Exit 13... This district centers on the Exit 13 interchange, and includes primarily business, office, and a variety of commercial uses. The PDDs in this area also include, but are not limited to; retail, gas station, and light manufacturing type businesses. There are only five or six housing structures in this district, but it is adjacent to residential neighborhoods such as Cheryl Court, and homes fronting on Malta Avenue and Malta Avenue Extension. Existing zoning could result in 72 additional residential structures and up to 764,297 square feet of commercial property.



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development in this interchange area will focus on non-retail commercial and office uses.

This Neighborhood will be divided into two commercial zones: Exit 13 Westside Commercial and Exit 13 Eastside Commercial.

It is anticipated that the northwest and northeast quadrants will be developed for commercial non-retail uses and the southeast quadrant will be developed for office uses (Figure III-5).

.The PLAN - In order to reach the objectives of this Neighborhood the following is recommended:

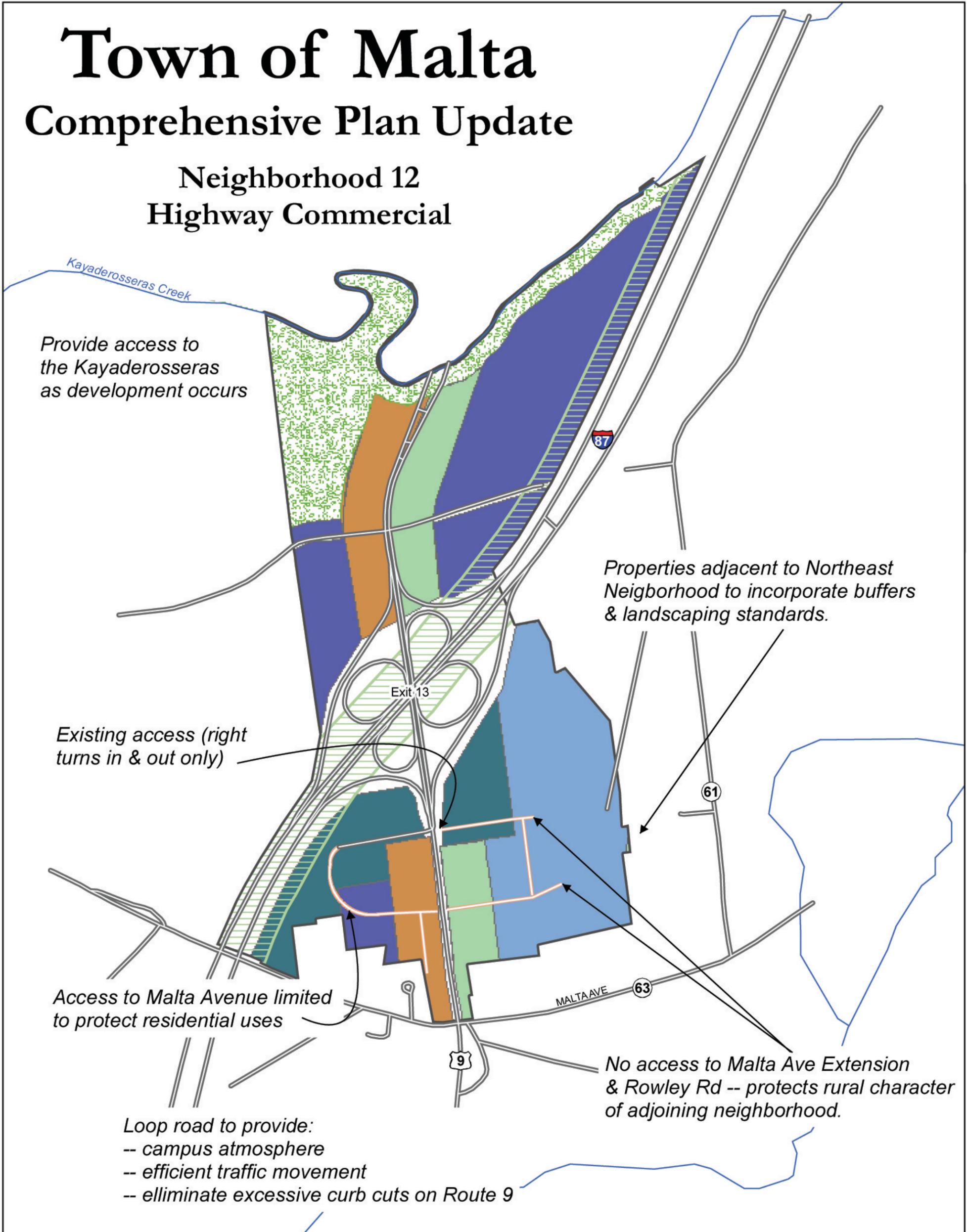
1. *Rezone the entire Exit 13 area to C-7 and C-8.*
2. *Utilize access management techniques described in the Route 9 North and Route 9 South Neighborhoods to maintain traffic flows.*
3. *Develop parallel access roads as described in the Exit 13 Mini-Master Plan (1996) to limit curb cuts on Route 9 and Malta Avenue.*
4. *Utilize landscaping and architectural standards to maintain and improve the visual appeal of the area.*
5. *Locate development with consideration for adjacent residential uses and districts in order to protect them from noise, traffic, and light pollution.*
6. *Utilize performance standards to protect the adjacent residential districts from the above.*
7. *Expand the LC zone to encompass the tip of the neighborhood by roughly 290 feet from the ridge of the Kayaderosseras Creek.*
8. *Review development proposed within the LC district for its potential to provide public access and pathways along the Kayaderosseras Creek.*

Implementation of this Plan would result in approximately 1.4 million square feet of C-7 and C-8 uses and no additional residential structures. Such development could adversely affect the character of adjacent areas. The recommendations in this Plan address these impacts through the use of site design, landscaping and buffers on the Exit 13 properties. These screens and buffers will be specifically designed to mitigate impacts related to increased noise levels and to limit visual impacts. Increased traffic on Route 9 and Malta Avenue could be diminished by using collector roads that would limit access points along Route 9, thereby ensuring safe and efficient traffic movement.

Town of Malta

Comprehensive Plan Update

Neighborhood 12 Highway Commercial



- | | | | |
|--|----------------------|---|------------------------------|
|  | 300' Northway Buffer |  | PDD |
|  | LC |  | C7 - Highway Commercial East |
|  | R1 |  | C8 - Highway Commercial West |
|  | R6 |  | Potential Loop Road |

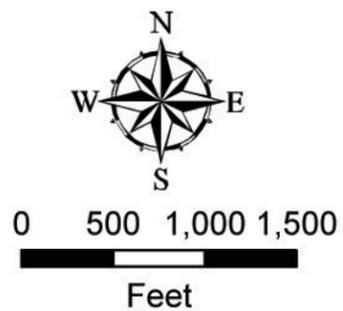


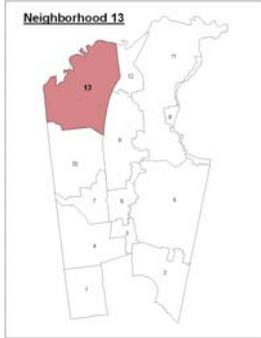
Figure M-7



In association with CHA



Neighborhood 13 – Malta Avenue... This neighborhood is rural and includes several small subdivisions and two large agricultural operations. The northernmost area is part of the LC zone and includes the Kayaderosseras Creek. There are a number of large parcels in this district that are undeveloped. Based on existing zoning, this 2,329-acre district could accommodate up to 447 additional residential units at full build-out. There are few roadways in this district, and both Malta Avenue and East High Street contain sections of roadway that cannot accommodate high speeds or heavy traffic.



Residential developments located within Neighborhood 13 consist of: Laurel Acres, Brownell Farms, Century Farms, Scott Acres, and Pine North.

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this district remain rural due to the large area zoned for Land Conservation, agricultural operations and the limited roadway system. A minimum density change of 3 acres will maintain the rural feel if public water and sewer are not extended to include Malta Avenue.

.The PLAN - *In order to maintain the rural atmosphere the following actions should be considered:*

- 1. Lot size requirements to remain 1 acre.. Full build-out would result in 447 additional residential units. Prohibiting frontage on existing major roads when developing a large lot subdivision.*
- 2. Protecting farmland through programs promoted by the Saratoga Farmland Trust.*
- 3. Limiting utility extensions into undeveloped areas.*
- 4. Protecting important natural resources with the appropriate use of open space development.*
- 5. Supporting farm, rural and home-based businesses compatible with the rural character and open space.*
- 6. Supporting the retention of existing NYS Agricultural Districts and their expansions to other viable farmland and open space areas in the Town.*
- 7. Promoting rural design standards.*
- 8. Reviewing development proposed within the LC district for its potential to provide public access and pathways along the Kayaderosseras Creek.*

It is necessary to protect the rural atmosphere of this area as well as the function of the roadway system. The proposed decrease in density within this neighborhood will benefit the natural environment and may provide opportunities to preserve rural character through farmland and open space conservation measures and clustering. Decreased development potential may minimize land value; however, the reduction in density is consistent with the rural character of the area and the development constraints.



B. Alternatives

The development of a comprehensive plan involves a process of evaluating alternatives. A plan begins with a vision focused by goals and objectives and refined through the inventory, analysis and evaluation of alternative land uses and development scenarios.

The first alternative encountered during the process of plan development is the “no-action” alternative, represented by the build-out analysis (Section V). A typical component of most plans, the build-out analysis evaluates the impact of permitting development to continue under current land use and zoning regulations. The purpose of this analysis is to identify potential future land uses to be addressed through the preparation of the Comprehensive Plan.

Through the development of goals and objectives and the evaluation of the build-out impacts, alternative development considerations centered on the following issues: residential development densities, the location and density of non-residential development and the preservation of recreation and open space.

Alternative Residential Densities

The Town is currently divided into a number of residential uses ranging from high to low density. In addition, there are currently forty-eight PDDs which often allow higher densities in exchange for the preservation of unique physical features, the preservation of open space (which is otherwise unprotected), offsite improvements, or offer major benefits to the Town.

Alternative discussions included the availability of sewer and water, physical characteristics of the roadway network, the desire to protect open space and agriculture, and the need to provide a variety of housing opportunities. Initial considerations were to continue densities of one and two acres in many of the zoning districts. However, continued discussions regarding development patterns and roadway frontage determined that this does not protect rural character. It was determined that in all low density districts, frontage requirements would be increased to protect the visual integrity of the country roadways. Rural design standards would be promoted in low density and agricultural areas. In addition, it was determined that lot sizes in neighborhoods 2, 4, 11, and 12 would be increased to two to five acres and estate lots encouraged. Furthermore, the Open Space Development Law has been enacted to protect open space for subdivisions of land twenty acres or greater, and allows for quality of life to remain at its highest without being undermined by developers seeking higher densities through the PDD process.

Based on the discussions about sewer services and transportation access, lands in the Downtown Neighborhood are appropriate for medium and high density development.

Future growth should occur from the Town center progressing north and south along Route 9, and not leap frog outwardly. By adopting a Transect Zoning Law the Town will alleviate sprawl.

Andres Duany (Founder of New Urbanism) has identified transect zoning as the overarching and organizing principle of New Urbanism. Transect Zoning is a way of classifying the built and natural environment into a continuum of six sectors or zones, ranging from rural to urban. Each point along the continuum has distinctive unifying characteristics which are reflected in street patterns, designs, building forms, urban design, relationships to the natural world, and public infrastructure. Transect Zoning is valuable in that it serves to locate any given place within a context in which all of the parts will fit together harmoniously.



Alternative Non-Residential Development

It was determined that with the development of additional access to the NYSERDA property and LFTC that the vision for this area would be for high technology with a campus setting. The vision for the property at Exit 12 is for it to remain a horse farm or be used for community recreational use, and as a result the zoning shall remain residential. Existing zoning on Route 9 is a combination of residential and commercial with a number of PDDs and pre-existing uses. In order to protect the integrity of the Downtown and other non-residential nodes, it was determined that the current zoning on Route 9 would incorporate new uses along that corridor, with a Downtown Center, and Route 9 north and south uses that are different from the Downtown. The Route 9 South and Route 9 North neighborhoods, however, will be encouraged to develop outwardly from the Town Center, and as discussed in the Vision and Plan section of this Comprehensive Plan, with a recommendation to develop a Route 9 north and south corridor plan that would have specific standards.

Open Space and Recreational Alternatives

Areas adjacent to the northern Town boundary and along the Ballston Creek corridor are currently zoned LC. Other wetland systems including those associated with Drummond Creek, Saratoga Lake and the Northeast neighborhood are currently zoned for residential uses. Discussions centered on leaving the zoning in these NYSDEC regulated wetlands as is or affording them additional protection through the LC zone. It was determined that these resources are important for a number of reasons including recreation, wildlife habitat, aesthetics, water quality and green space considerations. As a result, this plan recommends that these areas be rezoned to LC (See Open Space Map).

Public access to Round Lake and Saratoga Lake was also discussed. Although there are no existing opportunities to develop public access facilities, recommendations have been made in the Plan to monitor future prospects.

The review of the build-out alternative, along with those discussed above, assisted in the formulation of the vision, goals and objectives for this Comprehensive Plan. The 13 Neighborhood Visions identify future land uses throughout the Town. In order to evaluate the impact of the development projected in the Comprehensive Plan, growth potential based on existing zoning was compared to that in the proposed plan. This comparison is shown in Table V-3 and discussed in Section V, Growth Potential.



4

Implementation

The Town’s vision, goals and objectives have been researched, compiled and formulated into a comprehensive plan.

How do these recommendations become a reality?

Implementation of the Comprehensive Master Plan will be accomplished through an “Action Plan”. The “Action Plan” establishes a program for implementing the components of the Plan. The strategies discussed below will address both general land use issues that impact the entire Town and specific issues that may affect a small area of the Town. It is important to realize that even those strategies that impact small areas link together to form the overall land use and development or “Comprehensive Master Plan” of the Town. General provisions include:

1. **Adopt the Comprehensive Master Plan (short term)** - The Town Board should adopt the Comprehensive Master Plan. The Comprehensive Plan becomes the official land use document of the Town. This will require the completion of the SEQRA process including a Statement of Findings. The Draft and Final Environmental Impact Statement will be completed within the framework of the Comprehensive Master Plan.
2. **Update the Zoning Ordinance** to conform to the recommendations of the Comprehensive Master Plan.
3. **Review the Site Plan, Subdivision Regulations and other Town regulations** to ensure agreement with the Comprehensive Master Plan.

Implementation of the Comprehensive Master Plan will be accomplished through an “Action Plan”.
The “Action Plan” establishes a program for implementing the components of the Plan.



Within the framework of the above listed general provisions, a number of specific implementation measures are necessary to accomplish the vision, goals, and objectives of the Plan and are outlined in the following:

A. ZONING AND LAND USE

- 1. Consistent with NYSDEC regulations, rezone wetlands associated with Saratoga Lake, Kayaderosseras Creek, Ballston Creek, Round Lake and Drummond Creek to Land Conservation.* These lands represent important wildlife habitat and wildlife corridors. Wetlands reduce potential flooding in areas by intercepting stormwater runoff, and improve water quality by removing nutrients and toxic materials from water flowing through them. Wetlands also have aesthetic value; people simply enjoy the solitude and potential wildlife viewing a wetland can provide. A 100-200 foot setback requirement should be placed within the wetland area to compliment the MS4/SPEDES requirements.
- 2. Allow the use of PDDs in appropriate locations and for projects which provide something “extra” either on site or off site.* The intent of PDD legislation is to encourage developments with innovative design features, to provide protection for important resources, or to acquire significant community benefits. PDDs *should not* be used as a method to increase density or circumvent zoning. PDDs can be an asset to the community in certain instances. Examples include: The State Farm Complex and the LFTC, the Luther Forest residential development with its network of trails and common open space, and the Highpointe Development which provided land for a much needed community center for the entire Town as well as recreational amenities for its residents, and senior citizen apartments. Planning tools such as overlay districts, and design, architectural, rural design, and lighting standards are the necessary tools in the planning toolbox to allow the Town to use zoning that has been established instead of PDDs.
- 3. Establish procedures to review visual impacts.* Site plan review requirements could be revised to include recommendations for the preservation of visual resources to and from Saratoga and Round Lakes, the Ballston Creek, the Kayaderosseras Creek Corridor and views from East Line Road. This can be accomplished through the use of an overlay district.
- 4. Adjust lot sizes to meet the goals of the Comprehensive Plan.* Lot size requirements should be increased in neighborhoods that have been identified as rural (northeast quadrant of the Town). Open space development and rural design guidelines should be utilized in the outer areas of the Town (Neighborhoods 2, 4, 10, 13) to more fully protect the rural atmosphere. In addition, frontage requirements on existing roadways should be increased to protect the rural feel of the area. Subdivisions should be constructed on new roadways, preferably utilizing open space rural design techniques to allow greater amounts of open space to remain. Structures built in this type of subdivision would not be subject to the increased frontage requirements that are being proposed. Subdivisions that are constructed along existing roadways must include the reservation of adequate land for access to non-frontage properties.

Neighborhoods identified as appropriate for moderate density development include the Luther Forest and Exit 11 neighborhoods. Lot sizes of less than 1-acre can reasonably be considered in these neighborhoods due to the availability of utilities and existing land use patterns and goals. Another area that should be considered for higher density



development or PDDs due to their highway access and connection or proximity to utilities is Neighborhood 6.

Lot sizes of less than 1-acre can also reasonably be considered under these circumstances. This will also allow development while protecting important physical features and limiting “sprawl” in the Route 9 North and Route 9 South neighborhoods.

5. *Create an official map* for the Route 9 corridor including the Downtown, and the north and south corridor. The map shall include areas of wetland and green space dedication locations.
6. *Transfer of Development Rights (TDR)* should be considered when green space is contributed according to the Official Map.
7. *Create guidelines for the neighborhood transition zones on Round Lake Road and Route 67.* The guidelines identified in the Exit 11 mini-master plan should be reviewed, included and expanded as appropriate, and incorporated into the zoning regulations to protect existing businesses and residential structures and future businesses in these corridors.
8. *Construction height of buildings within the Saratoga Lake Neighborhood should be no higher than 30 feet from grade to the roof*

ridge due to health and safety issues for fire and ambulance accessibility.

9. It is encouraged for residents of the Saratoga Lake Neighborhood to *develop a special improvement district to alleviate drainage problems.* Further development of this district should be discouraged until drainage and sewer problems are resolved.
10. *Create a Route 9 North and Route 9 South plan and an official map, which will identify every parcel in the corridor, as well as development guidelines for mixed use development in these neighborhoods.* The plan would include allowable uses, architectural standards, setbacks and bulk regulations normally included in zoning districts, as well as performance standards and development guidelines (shared access, signage and landscaping requirements). Alternatively, the zoning could remain as is, augmented by performance guidelines and standards developed specifically for these neighborhoods.
11. *Create Transect Zones throughout the Town and along the Route 9 corridor.* Generate and apply an official Transect Zoning Map. Create density guidelines for each zone or sector located on Route 9.
12. *Develop overlay standards for the Route 9, 67 and Exit 13 areas.*

B. TRANSPORTATION

1. *Design and complete the parallel access road system at Exit 13.* This plan is outlined in the Exit 13 Mini-Master Plan and the 2003 Linkage Study, and will afford the opportunity for the development of lands within this neighborhood while providing safe access to these lands and maintaining traffic movement on Route 9. The Town could construct these roadways and mitigation measures, including fees, should be considered in future environmental studies the Town may undertake.

2. *Adopt the shared driveway standards from the 2003 Linkage Study* - These design standards would be used in the following neighborhoods: Route 9 North, Route 9 South and Downtown. Shared access will result in fewer curb cuts, more area for attractive entrances, including landscaping and signs, and will serve as future access for the development of backlands.



3. **Complete the final loop of the Route 9/67 bypass.** The construction of this final northeast loop will complete the “Downtown Bypass” envisioned in the Town’s 1987 Master Plan as well as in the Linkage Study completed in 2003. Completion of this loop will improve traffic movement through the Downtown area.
4. **Adopt standards for parallel access roads, identified in the 2003 Linkage Study.** These standards will be applied to Route 9 North and Route 9 South. This will allow for development within these neighborhoods while providing safe access to these lands and maintaining traffic movement on Route 9. Parallel access roads will also protect and improve the visual appeal of the Route 9 corridor by reducing the number of curb cuts and limiting sign locations.
5. **Continue to develop the multi-use trail system** and other alternate forms of transportation. The Town should continue to work with trail groups to identify and develop other trails and linkages.
6. **A transportation center for mass transit needs to be developed with parking for local residents. Coordination with CDTA and developers to create bus shelters throughout Malta is critical.**
7. **Develop access to the NYSERDA property from Route 9.** This is discussed in the Land Use section above. In order to accomplish the vision for this property, access to Route 9 must be developed and Dunning Street must become the secondary access. This access is discussed in both the NYSERDA GEIS traffic study, and the LFTC study.
8. **See Linkage map showing loop road improvements.**
9. **Consider developing a high volume alternate access road along Route 67 east and west.**

C. RECREATION AND COMMUNITY RESOURCES

1. **The Town’s 2004 recreation and open space needs assessment report should be used as a guide** to meet the increased demands on recreation and open space. It is important to explore opportunities to find the appropriate land for facilities to meet the requirements of size, location, and physical characteristics. This assessment report needs to be taken to the next level of detail, which involves the development of a 10 year build plan for recreation facilities.
2. **Continue to require developers to donate land or fees earmarked for recreation uses** - Developments or PDDs should include trails, parks and open spaces in the design. Projects that are too small or do not contain suitable area should pay a fee to the Town in lieu of constructing facilities.
3. **Commercial developments should be required to pay recreation and open space fees.** Employees and employers use Town facilities and employers benefit and want to locate in areas that put an emphasis on recreation and open space.
4. **Review the capacity of existing community-based facilities.** Fire, emergency, police, highway maintenance, and Town offices should be reviewed periodically to determine facility needs. Fire, emergency medical, and police should be encouraged to update the Town on their status annually. Based on these reviews, facility expansions or relocations can be considered.
5. **Identify potential locations for community based facilities.** This will include potential locations for additional fire, emergency, or



police stations and other Town amenities, in the event existing facilities cannot be expanded or reconfigured to meet projected needs. Facilities that are currently unavailable, but that perhaps should be considered for the future, include the potential for a Town library, an elementary school or other educational facilities.

6. *Undertake a review of important open spaces.* The Town should inventory and prioritize important open spaces that should be afforded additional protection through the outright purchase of lands, the purchase or transfer of development rights or conservation easements.
7. *The Town should take the necessary steps and pursue funding for a Recreational and*

Open Space Master Plan, and recommend strategies and actions for meeting those needs. With increased growth, the expectations and demands for expansion and protection of parklands and open spaces also increases. The Recreation and Open Space Needs Assessment Report has identified the recreational needs of the community. A Recreational and Open Space Master Plan will serve as the strategic planning tool necessary for creating parks, open space, and facility and recreational programs that meet the expectations of the Town, and will help to develop vision and action strategies.

D. HISTORIC AND CULTURAL RESOURCES

1. *The Town should continue to encourage and support local preservation activities* by identifying the location and significance of historic sites.
2. *The Town's Historian and Historical Preservation Review Commission,* when appropriate, should jointly participate as advisors in the identification and designation of historic properties and districts on the State and National Register of Historic Places.
3. *A listing of eligible properties* for local, state and national designations should be created.
4. *The Town should pursue the Certified Local Government program* offered by the National Park Services.
5. *The Town should consider a listing of other historical resources within the Town* such as historic roads, bridges, ancient or mature specimen trees, Native American Pre-history/pre-contact artifacts, and historic development patterns and artifacts.

6. *The Town should incorporate discussion of the significance of historic and cultural resources within the planning process.*
7. *The Town's Master Plan for the Dunning Street Historic District should be updated,* adopted, and implemented to serve as the planning tool in the preservation and development of this important civic and historical space.
8. *Design guidelines for the development/redevelopment of historic structures and within historic districts should be created.* The guidelines will assist individual owners in understanding how they can accomplish development goals in a manner compatible with historic, architectural and landscape patterns.
9. *The Town should pursue sources of funding, both private and public,* for historic preservation and planning projects.



5

Growth Analysis

Development in the Town is currently guided and regulated by its zoning and subdivision regulations, Master Plan (Clough Harbour & Associates LLP, 2000), other Town laws, and State and Federal regulations. The existing Zoning Ordinance has been updated in part in accordance with the 2000 Master Plan. Malta has experienced increased growth since that time, and existing development trends suggest that expansion will continue, especially with the approval of the Luther Forest Technology Campus PDD. As a result, the Master Plan must be reviewed and updated to address existing and future development conditions, to ensure that the implementation strategies are consistent with the vision, goals, and objectives of the Town.

This section of the Comprehensive Plan analyzes the growth potential of the Town under existing zoning and identifies associated probable impacts related to this growth. Growth potential is presented as total build-out of the Town's remaining developable area by neighborhood. Clough Harbour & Associates LLP completed a full build-out analysis for the Town based on existing zoning and the proposed vision within the Master Plan. This report has been included as Appendix C. Although build-out may appear unrealistic within the 10-20 year window of this Master Plan, it is important for the Town to understand the level of development that could occur, and the potential impact on community resources if development occurs under existing land use regulations. The results of this analysis were used to help formulate the future land use recommendations by providing a comparison of the Town's goals and objectives to the development potential under the existing regulations.

A. Growth Potential

The first step in this process was to identify build-able land within the Town.

For the purposes of this Plan...

“build-able land” includes those areas of the Town that are not constrained by existing development.....

- New York State regulated wetlands (including the 100 foot buffer),
- steep slopes (in excess of 15%),
- lands currently zoned Land Conservation by the Town, National Wetlands Inventory (NWI) mapped wetlands,
- Hydric (wetland indicator) soils,
- a 50 foot buffer on all streams and lakes,
- existing Town parkland

Existing development does not include development proposals currently before the Planning Board or portions of those approved projects. All development constraints were identified using geographic information systems (GIS) mapping, and sites will need to be field verified during the approval process.

Other limiting factors include soils with poor percolation and the limits of

sewer and water districts and service areas. Most of the Town is included in the SCSD #1, but large areas of the Town are not served nor are they located near service areas. Many areas that do not have sewers also contain poor soils for the operation of septic systems. Water service, with the exception of that provided by the Clifton Park Water Authority, is provided by private water companies or on site wells.



Town of Malta—Comprehensive Plan 2005

**TABLE V-1
AVAILABLE DEVELOPABLE LAND
(with Constraints applied)**

PLANNING DISTRICT	ACREAGE	
	Residential	Commercial
1. Exit 11	78	19
2. Maltaville	515	0
3. Route 9 South	32	60
4. Ruhle/East Line	593	0
5. Luther Forest	208	1,091
6. Downtown	52	173
7. Route 67	278	94
8. Saratoga Lake	32	0
9. Route 9 North	514	42
10. Brownell	625	0
11. Northeast	1,158	0
12. Exit 13	130	80
13. Malta Avenue	532	0

Agricultural lands were not discounted as un-developable. The Agricultural Districts Law discourages non-agricultural development but does not exclude it. Current zoning of lands in the Agricultural District allows residential uses. A PDD could propose a variety of uses. Therefore, it is important to recognize that these lands are vulnerable to development, and have been under increasing pressure to be developed as the resident farmers near retirement age.

Based on the assumptions discussed above, approximately 6,000 acres of land are available for development. Table V-1 shows land that could be developed in each neighborhood.

Development within each planning district was reviewed and summarized in Table V-2. Full build out was calculated within each neighborhood based on existing zoning, vacant and underutilized developable land reduced by 10%-20% to account for roads, and utilities based on

parcel size. The number of housing units within residential zones were determined based on minimum lot size. Non-residential development was evaluated in terms of gross square feet (gsf) of floor area. Maximum floor area per lot was determined by identifying the maximum building footprint on a per acre basis, as allowed by the zoning district.

Table V-2 also provides population estimates for the residential build-out scenario. These estimates are derived from multipliers provided by the Capital District Regional Planning Commission (CDRPC).

**TABLE V-2
EXISTING DEVELOPMENT AND DEVELOPMENT POTENTIAL**

Planning District	Existing Development (2005)		Existing Zoning (2025)	
	Housing Units/ Commercial sq.ft.	Population	Total Housing Units/Commercial sq.ft.	Population
1. Exit 11	1,560/116,000 ¹	3,942	1,648/196,475	4,038
2. Maltaville	27/0	67	460/0	1,127
3. Rt. 9 South	612/49,000	1,584	636/515,150	1,558
4. Ruhle/East Line	106/0	259	665/0	1,629
5. Luther Forest	1,530/151,000	3,869	1,617/5,695,897 ⁵	3,962
6. Downtown	15/505,000 ²	37	406/2,953,649	995
7. Route 67	36/658,000	89	185/1,214,600	454
8. Saratoga Lake	605/0	1,530	638/0	1,563
9. Rt. 9 North	391/48,000 ³	977	1,086/67,038	2,661
10. Brownell	155/0	385	411/0	1,007
11. Northeast	95/0	239	842/0	2,063
12. Exit 13	5/89,000 ⁴	13	77/764,297	189
13. Malta Ave.	235/0	589	682/0	1,671
TOTAL	5,248/1,616,000	13,580-13,887	9,353/11,407,106	22,917±

¹ Includes 56,000 sq.ft. vacant commercial

² Includes 30,000 sq.ft. vacant commercial

³ Includes 2,500 sq.ft. vacant

Includes 35,000 sq. ft. vacant buildings

The build-out population of 22,917± persons, exceeds the year 2040 population estimate for Malta, as predicted by the CDRPC, by 5,272 people, or approximately 23% of the total population. These population estimates are one more way the Town can compare existing zoning to the vision, goals, and objectives outlined in this Plan.



Town of Malta—Comprehensive Plan 2005

With the potential for a total of 9,353 residential units and 11.4 million gross square feet of non-residential development, it is clear that the Town would undergo significant changes to open space, services, agricultural lands, traffic movement, and many other aspects of the community. Even with only a fraction of this development, there could be significant impacts. The Town must determine if these potential impacts conflict with the vision, goals, and objectives set forth in this Plan. Section B of this chapter evaluates the potential impacts associated with build-out.

B. Impact Analysis

Steep slopes and wetlands would not be significantly impacted by this growth potential since they were excluded from developable areas. Farmland, with the exception of lands that are located in NYSDEC regulated wetlands, would be lost.

Water quality and quantity would be affected due to the increase in impervious area associated with build-out. These additional impervious areas could result in significant increases in stormwater flows. Without soil filtration, direct run-off from parking lots, roads and driveways will carry pollutant loads that could impact stream water quality and drinking water sources. As a result, impacts to Saratoga Lake and Round Lake could be significant. Another critical threat would result from septic systems associated with the new development. Many areas of the Town that are not served by the SCSD contain poor soils for septic systems. Potentially, these systems could discharge into groundwater and surface water thereby compromising its quality.

Available open space would be significantly reduced. Wildlife habitat would be reduced and much of the open space that is currently forested would be lost. Though most wetland areas would be preserved, adjacent upland areas where many species den and nest would be lost. Only species that spend virtually all of their time in wetlands would remain.

Malta would look much different than it does today, with fewer farms and open spaces. Areas currently zoned LC, NYSDEC regulated wetlands, and areas of steep slopes would comprise the open spaces. Businesses would sprawl up and down Route 9 and Route 67, and homes would be spread throughout the residentially zoned areas of the Town. Large numbers of housing units would also interrupt the important view-shed along the Ballston Creek corridor. This development pattern would essentially eat up open space, leaving only insignificant parcels scattered throughout the Town. Furthermore, the projected increase in population would intensify the Town's recreational and open space needs. It would be difficult to find the appropriate land areas for facilities that could meet the requirements of size, location, and physical characteristics. Community services would be significantly impacted, with an increased demand on the New York State Police and Saratoga County Sheriff. Other emergency services such as the fire departments and ambulance corps would need additional manpower and equipment, and may find it necessary to hire paid personnel to provide adequate coverage.

School services would also be impacted. Residential build-out would result in approximately 3,660 school-aged children entering Ballston Spa Schools (CDRPC Fiscal Impact Handbook 1987). This would require the expansion of facilities (including new buildings), the hiring of additional staff, and purchasing extra equipment. The impact to the school system as well as the taxpayers would be considerable.

The significant impacts related to the build-out scenario under current zoning was an important factor in formulating alternative land use policies, which in turn were incorporated in the goals, policies, and vision outlined in this document. Alternative development scenarios are discussed in Section C below and in Section IV, Implementation.



C. Proposed Growth Potential

**TABLE V-3
Development Potential (2025)
Existing Zoning and Proposed Plan**

Existing Zoning (2025)			Proposed Comprehensive Plan (2025)	
Planning District	Housing Units/ Commercial sq.ft.	Population	Total Housing Units/Commercial sq.ft.	Population
Exit 11	1,648/196,475	4,038	1,621/274,000	3,972
Maltaville	460/0	1,127	460/0	1,127
Rt. 9, South	636/515,150	1,558	0/1,150,000	1,584
Ruhle/East Line	665/0	1,629	665/0	1,629
Luther Forest	1,617/5,695,897	3,962	1,597/5,696,000	3,913
Downtown	406/2,953,649	995	321/5,000,000	787
Route 67	185/1,214,600	454	188/1,200,00	461
Saratoga Lake	638/0	1,563	633/0	1,551
Rt. 9 North	1,086/67,038	2,661	829/2,500,000	2,031
Brownell	411/0	1,007	409/0	1,002
Northeast	842/0	2,063	587/0	1,438
Exit 13	77/764,297	189	77/764,000	189
Malta Ave.	682/0	1,671	682/0	1,671
TOTALS	9,353/11,407,10	22,917+	8,000/16,584,000	19,771+

Development in Route 9 North, Downtown and Route 9 South assumes sewer and water connections.

To evaluate the impacts related to the proposed Comprehensive Plan, build-out was calculated for each planning district based on the Comprehensive Plan and compared to build-out based on existing zoning (Table V-3). Build-out under the proposed plan would result in approximately 1,350 fewer residential units and an increase of approximately 11 million square feet of additional various commercial uses, than under existing zoning. The net reduction in housing units occurred primarily due to the proposed increase in lot sizes in Neighborhood 11 and the retargeting of Neighborhood 3 for commercial purposes. Much of the overall reduction was offset by the proposed increase in densities within districts adjacent to Route 9.

Increases in commercial uses over existing zoning are related primarily to the proposed “Downtown District”, and the focus of commercial development along the Route 9 North and South districts. It should be noted that this full build-out differs slightly from the analysis completed by Clough, Harbour and Associates LLP, in January of 2005. The primary difference was the CHA evaluation was based solely on available land and the above analysis takes into consideration the availability of appropriately sized utilities

The proposed plan accomplishes several important goals. It reduces the level of impacts related to growth as compared to existing zoning by retargeting commercial and high density growth in a core along the Route 9 corridor allowing development opportunities to occur in areas that have the adequate service to support a commensurate level of development. Residential development based on this plan will preserve significantly more open space than under existing zoning. This is due to the fact that all residential development, over 20 acres in size required to preserve at least 50% of the developable lands. Issues such as traffic have been addressed to ensure continued safe and efficient travel throughout the Town by focusing development along corridors which have adequate capacity. Emphasis has been placed on visual appeal and consistent site designs (Appendices A, B, and C). The plan promotes that development and services keep pace (i.e., transportation, community and recreation facilities, and fire and ambulance services) with one another. It should be noted that the total commercial build-out is anticipated to be less than the projected ± 22 million square feet due to site specific conditions, and would likely be reduced to approximately 11-15 million square feet.

Impacts related to development under this Comprehensive Plan are significantly less than those related to build-out under existing zoning. The vision, goals, and objectives balance the opportunity for growth with the protection of resources, natural resources which define the character of Malta.



6

Inventory and Analysis

The Town of Malta enjoys many environmental and socioeconomic resources that can be efficiently utilized and protected to ensure their availability for future generations. These resources are described below with a brief discussion of the opportunities and constraints associated therewith. Figure M-8, Opportunities and Constraints illustrates the “map-able resources” of the Town.

A. Physiology & Topography

Inventory

The Town of Malta is located in central Saratoga County. It is bounded to the south by the Towns of Clifton Park and Halfmoon, to the east by Saratoga Lake and the Town of Stillwater, to the north by the City of Saratoga Springs, and to the west by the Towns of Ballston and Milton. Saratoga County is situated within the northern extent of the Hudson-Mohawk Lowlands physiographic region, and the southern extent of the Adirondack Mountains. Malta falls entirely within the Hudson-Mohawk Lowlands.

The topography of the Town is the result of glacial events. Subsequent to these events, surface drainage has incised several areas, thus creating steep slopes. These ravine areas are associated with the Ballston, Kayaderosseras, and the Drummond Creeks, which divide the Town into several plateaus. Malta Ridge is the northernmost plateau, Malta Corners the central, and the southwestern actually being an extension of a plateau lying in the Towns of Ballston and Clifton Park. Generally all streams south of New York State Route 67 and County Route 108 discharge to Round Lake, while streams north of this boundary discharge to Saratoga Lake and the Kayaderosseras Creek. Aside from the above referenced ravine areas the topography of the Town can generally be characterized as rolling.

Opportunities and Constraints

The rolling topography of Malta provides an aesthetically pleasing environment. Projects should be designed in harmony with the topography (limited grading) to reduce the impacts to it and to the visual environment. However, there are some areas with steep slopes that warrant different treatment (See Figure VI-1). In general, the steep slopes within the Town should be developed with heightened caution as they are often associated with the ravine areas of various stream systems, and as such, would be subject to regulatory controls under NYSDEC and FEMA regulations.

Avoiding the development of steep slopes of 15% or greater would better protect lands from the impacts of erosion, provide protection for the stream systems associated with the ravine areas, and preserve open space. Establishment of a Town policy regarding slopes will benefit project sponsors through early understanding of site constraints.



B. Geology & Soils

Inventory

Based on a review of the “Geologic Map of New York- Hudson-Mohawk Sheet” (New York Education Department 1995), the Town of Malta is underlain entirely by Canajoharie Shale. Lying over this formation are the glacial and alluvial deposits left over from the Late Wisconsinan Glaciation, the final glaciation of the Pleistocene age. Within the Town of Malta these consist of till, lacustrine sand, lacustrine silt and clay, and lacustrine delta (“Surficial Geologic Map of New York – Hudson-Mohawk Sheet” New York State Education Department 1987).

Weathering of the surface of the glacial deposits results in the development of soils. The underlying parent material from which it is derived determines soil characteristics. Nearly the entire area of the Town east of Route 9 and south of Route 9P consists of sands and silts with few limitations for septic systems. West of Route 9 soils consist of sand and coarse silt with several smaller areas of sand, silt, and clay. These soils present limitations for the development of individual septic systems.

Soils information has been mapped by the Natural Resource Conservation Service (NRCS) and is available from the Saratoga Cooperative Extension. The properties of each soil type may warrant investigation for site specific developments in order to identify constraints and the required engineering practices to mitigate these constraints. Although the entire Town is included in Saratoga County Sewer District #1, many areas are not connected to this system.

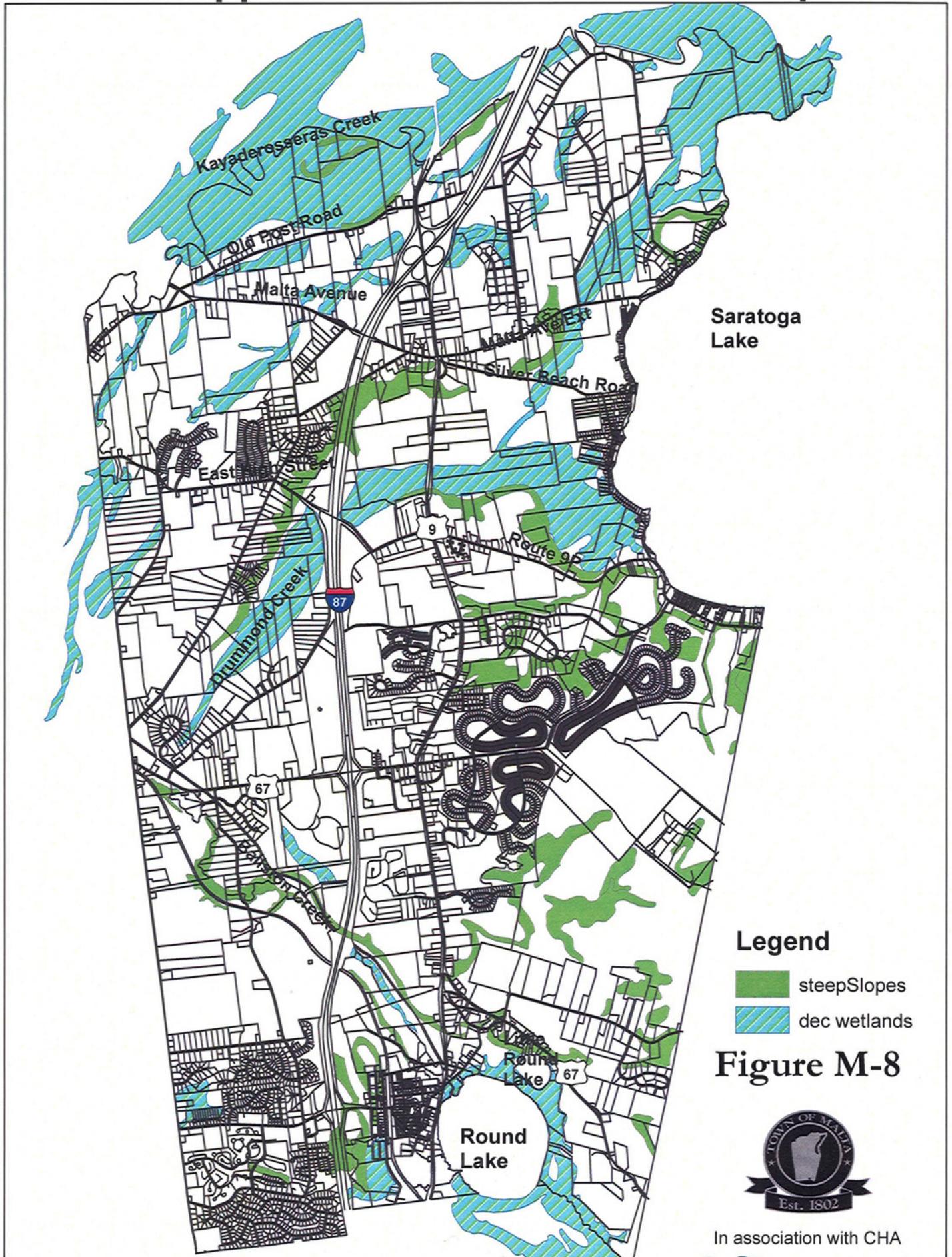
Areas of steep slopes have been reviewed and mapped by the Town’s Conservation Committee, and this information has been included in Figure M-8. Hydric soils, as defined by the National Technical Committee for Hydric Soils (NTCHS), are “a soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part.” (Soil Conservation Service 1989). Anaerobic conditions result in organic soils. A list of hydric soils has been prepared for Saratoga County by the NRCS, and a number of these soils occur within the Town. Projects will need to be reviewed for the presence of hydric soils and the potential presence of Federal jurisdictional wetlands on a case by case basis.

Another soil characteristic to be considered is agricultural productivity. Although farming is no longer a dominant land use in Malta, it is important to recognize the value of these soils, particularly on undeveloped lands. The NRCS, in cooperation with the Cornell University Agricultural Experiment Station, has developed a list of soils that comprise “prime farmland” and soils of “statewide importance”. Based on mapping included in the Agricultural & Farmland Protection Plan for Saratoga County, 1997, the majority of soils in Malta are considered productive agricultural soils.

Prime farmland consists of three characteristics of optimum quality; soil quality, growing season, and moisture supply. Prime farmland, which consists of all three characteristics, can economically sustain high crop yields. Malta contains many areas that have been identified as Prime farmland.

The classification of soils as of “statewide importance” identifies lands that are nearly Prime Farmland. In Saratoga County, the majority of the County’s 70,400 acres of farmland are classified as soils of “statewide importance”, and various soils in Malta meet these criteria. Some soils recognized as Farmland of Statewide Importance have also been identified as hydric soils. In Malta there are approximately 17 farming operations comprising 973.98 acres (Saratoga County Real Property, 2004).

Opportunities & Constraints Map



Legend

-  steepSlopes
-  dec wetlands

Figure M-8



In association with CHA





Opportunities and Constraints

There are many development opportunities throughout the Town of Malta. Areas that are served by sewer and water contain undeveloped parcels for both residential and commercial uses. The “Downtown” area has several large tracts of land as well as a number of infill parcels available for development. Additionally, there is an opportunity for agricultural land use. Although agricultural uses are no longer dominate, a variety of soil types have been identified as Prime Soils, or Soils of Statewide Importance, within Malta’s borders. The existence of these rich soils presents an opportunity for future agricultural use.

Throughout the Town there are soils with characteristics that will cause additional regulatory review and/or permitting for each development project. These soils include hydric soils, wetlands, prime soils, and Farmland of Statewide Importance within Agricultural Districts, and the various soils that cannot support septic systems. Lands that contain these soils will be subject to only certain types of development that can exist and function in harmony with the qualities of the soils and topography.

C. Water Resources

Inventory

The Town of Malta is abundant with surface and groundwater resources. A highly productive sand and gravel aquifer associated with glacial Lake Albany comprises a large part of the eastern portion of the Town. It is separated or confined from the surface water/shallow unconfined groundwater by a thin layer of silt and clay. There are also confined bedrock aquifers occurring in the shale that underlay most of the Town. There are no primary or sole source aquifers located in the Town.

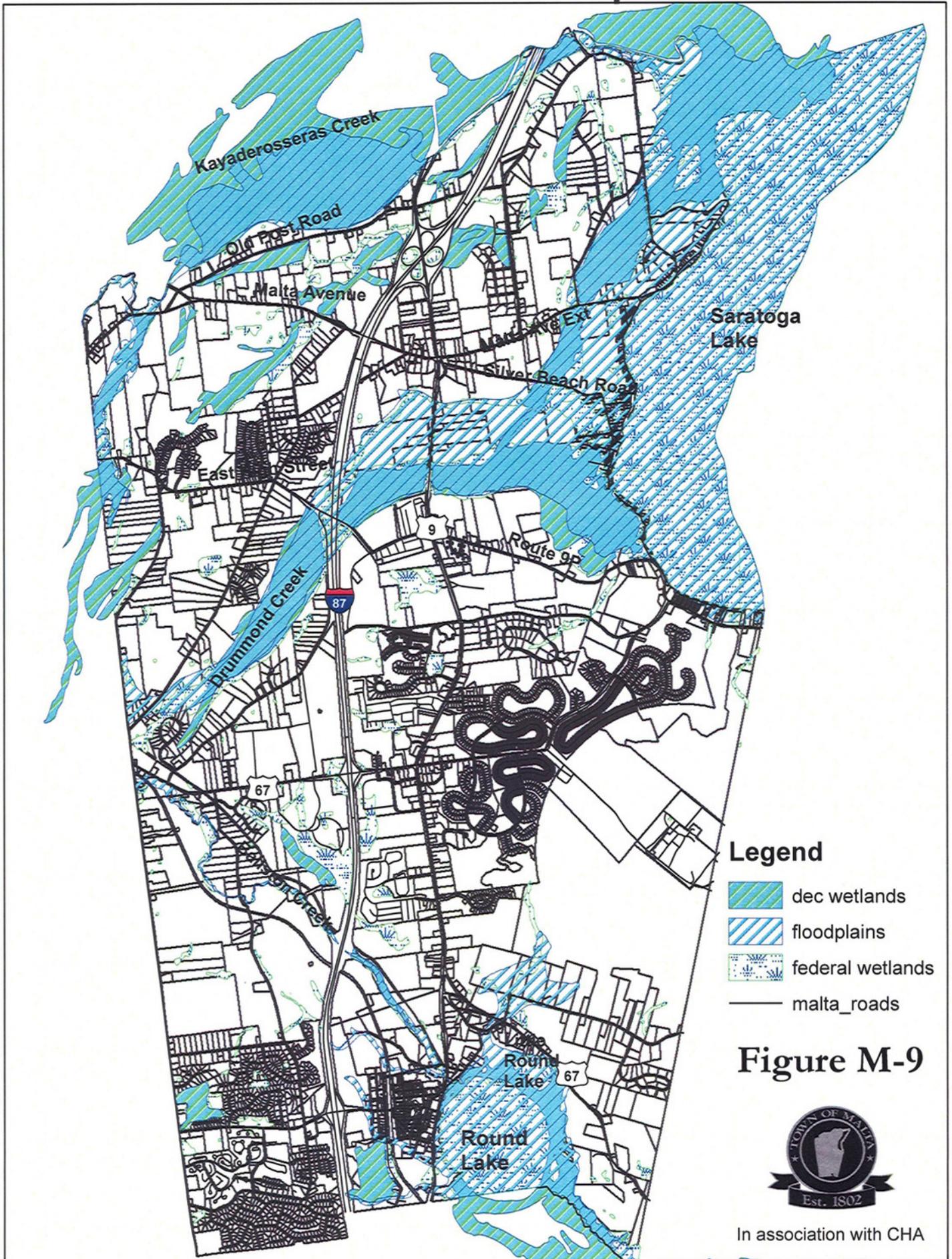
Surface water features include Saratoga Lake, Round Lake, Kayaderosseras Creek, Ballston Creek, Drummond Creek, and numerous tributaries and small ponds.

Opportunities and Constraints

Surface and groundwater are vital resources for any community. The abundance of groundwater in the Town of Malta provides a number of opportunities for developing potable water sources for future development. Surface water resources also provide excellent opportunities for recreation or open space, and provide important wildlife habitat. Streams provide wildlife corridors that allow movement from habitat to habitat without conflicting with humans or the built environment.

The protection and regulation of surface and groundwater resources can result in development constraints and, at times, a lengthy permit process. Surface water features in New York are designated with a water quality classification system for the purpose of regulating discharges into these water bodies in accordance with the State Pollutant Discharge Elimination System (SPDES). Classifications include water supply designations AA-S, A-S, AA, and normal designations ranging from A (suitable for most uses) to D (unsuitable for primary contact). Each water quality classification carries with it a set of discharge limitations designed to protect or improve the water quality. A “T” modifier is used for those streams that have a breeding trout population. Effluent limitations on the demand for oxygen are more stringent, since high oxygen content is essential for trout survival. In addition, streams with the classification of C(T) or better, are protected/regulated pursuant to Article 15 of the NYS Environmental Conservation Law and its implementing regulations (6 NYCRR 608).

Wetlands and Floodplains



Legend

- dec wetlands
- floodplains
- federal wetlands
- malta_roads

Figure M-9



In association with CHA

0 2,150 4,300 8,600 12,900 Feet



Town of Malta—Comprehensive Plan 2005

In addition to State and Local regulations, the U.S. Army Corps of Engineers (Corps) regulates all waters of the United States. Therefore, all streams, ponds, and lakes fall under Federal jurisdiction. The extent of regulatory involvement depends on the position of the water body in the watershed (above or below headwaters or isolated), and its navigability. Section 404 of the Clean Water Act regulates the discharge of dredged or fill materials into all waters of the U.S. Section 401 of the Clean Water Act (Federal program granted to the State) regulates the quality of the discharge regulated under Section 404. Finally, Section 10 of the 1989 Rivers and Harbors Act regulates any activities in navigable waters. There are no navigable waterways subject to Section 10 in the Town of Malta.

C. Floodplains & Storm Drainage

Inventory

Natural run-off is generally divided by State Route 67 and County Route 108. North of these roadways, drainage generally flows to Saratoga Lake and the Kayaderosseras Creek. Streams within this watershed include the Mourning Kill and Drummond Creek. South of these roadways run-off generally flows towards Round Lake. This drainage area includes the Anthony Kill, Ballston Creek, and many unnamed streams that flow into Round Lake and its wetland system. The sandy soils located east of the Northway generally result in better natural drainage than the soils located west of the Northway.

Moderate to steep slopes associated with stream systems keep most of the Town free from flooding problems. Floodplain areas, as defined by the Federal Emergency Management Agency (FEMA) and depicted on the Flood Insurance Rate Maps (FIRM), are associated with the major water features. The 100-year floodplains associated with streams in the Town of Malta are shown on Figure VI-2. Many of the floodplains are located in wetlands as identified by the NYSDEC (See figure M-9). The most extensive areas identified within the 100-year floodplain are lands adjacent to Saratoga Lake, Round Lake, and the Kayaderosseras Creek.

Critical to floodplain management is the identification and protection of the regulatory floodway, which is also mapped by FEMA. Development occurring within the floodway can result in higher flood elevations upstream. Development cannot occur in the regulatory floodway unless a hydraulic analysis shows that the new development will not cause any rise in the 100 year flood elevations within the floodway. In Malta much of the floodway is contained within the banks of many of the stream systems, and as a result has little impact on development potential.

Opportunities and Constraints

Natural soil and drainage conditions in the Town of Malta have resulted in large areas of well drained usable land. However, development without the use of appropriate stormwater management techniques may disturb natural drainage and cause localized flooding problems.

Development within the 100-year floodplain or floodway, as defined by FEMA, is regulated by the Town in accordance with the National Flood Insurance Program. The areas affected by the 100-year floodplain regulations are relatively small, with the exception of the Kayaderosseras Creek, Saratoga Lake, and Round Lake. The impact of the regulations protecting floodways upon future growth within the Town of Malta is also relatively small. The floodway is contained within the banks of most stream systems within the Town of Malta, and will result in few physical restrictions to development overall.

A related issue is the protection of the watersheds from the negative impacts generated by surrounding development. In 1996, the Capital District Regional Planning Commission (CDRPC) published the *Saratoga County Watershed Protection Study*. In this study, the Saratoga Lake and Kayaderosseras Watersheds in Malta



have been identified as having been and will continue to be impacted by development which increases run-off and non-point source pollution to these watersheds. To further protect its water resources Malta should review its stormwater management and erosion control regulations. A short-term recommendation would be to cross reference Chapter 83, Erosion and Sediment Control, of the Code of the Town of Malta with the Chapters relating to the Zoning and Subdivision regulations.

E. Existing Land Use and Zoning

Inventory

Land uses vary from agricultural, rural residential, suburban residential, commercial, industrial, and recreational. Existing land use is mapped on Figure M-1. The base information in Figure M-1 was provided by the Saratoga County Office of Real Property. The largest land use category is residential, and the largest residential development is the Luther Forest PDD, which includes approximately 1,400 homes. There are a number of other residential developments that, over the years, have had a significant impact on the Town's facilities. Most of these developments are PDDs and are primarily located in the south and south central area of the Town. Existing residential uses in the northern areas of the Town are generally single homes on larger lots, fronting the roadways, with vacant lands to the rear of the parcels.

Agricultural land uses are limited in the Town. There appears to be more vacant agricultural land than active farms. However, according to statistics from Saratoga County Real Property, there are 17 active farms comprising 973.98 acres in the Town of Malta. An agricultural operation of note is Bowman's Orchard, located on Van Aernem Road. This parcel is included within agricultural districts as designated by the New York State Department of Agriculture and Markets. Lands that are included in agricultural districts are shown on the Future Land Use Map (Figure M-1).

Commercial and business land uses are scattered throughout the Town, generally along the main arterials. However, the majority are concentrated at the Route 9/Route 67 intersection. These include Malta Commons, Parade Ground Village, and The Shops of Malta. Along Route 67, between the Northway and Route 9, are a number of independent smaller commercial uses. There is another concentration of commercial uses on Route 9, south of the Route 9/Route 67 intersection and west of Exit 11, on Round Lake Road. These commercial uses range from small retail establishments to supermarkets, restaurants, and service oriented businesses. The State Farm Regional Office at Exit 12 and the Stewart's Corporate Office at Exit 13 are two significant area employers.

Industrial and warehouse uses encompass less land area than commercial. Examples of industrial and warehouse uses include: Mathew's Buses near the Exit 13 interchange, and the Malta Industrial Park, located on the eastside of Route 9 near the Malta Drive-in. In east central Malta industrial uses include Racemark and the Luther Forest Industrial Park, as well as operations in the NYSERDA facility. The approved but not built Bishops Square PDD on Round Lake Road west of I-87 Exit 11 offers both light industrial and commercial/office uses.

The Town has developed two community parks to serve the growing population. The Malta Community Park is located on Plains Road and includes pavilions, playground equipment, ball fields, basketball, and tennis courts. It also contains a walking trail that winds its way through the forested undeveloped portion of the Park. To serve the population west of the Northway, the Town has developed the Shenantaha Creek Park, off of East Line Road. This facility also includes pavilions, playground equipment, and tennis and basketball courts. A trail system is planned for the future.

Town of Malta

Existing Zoning

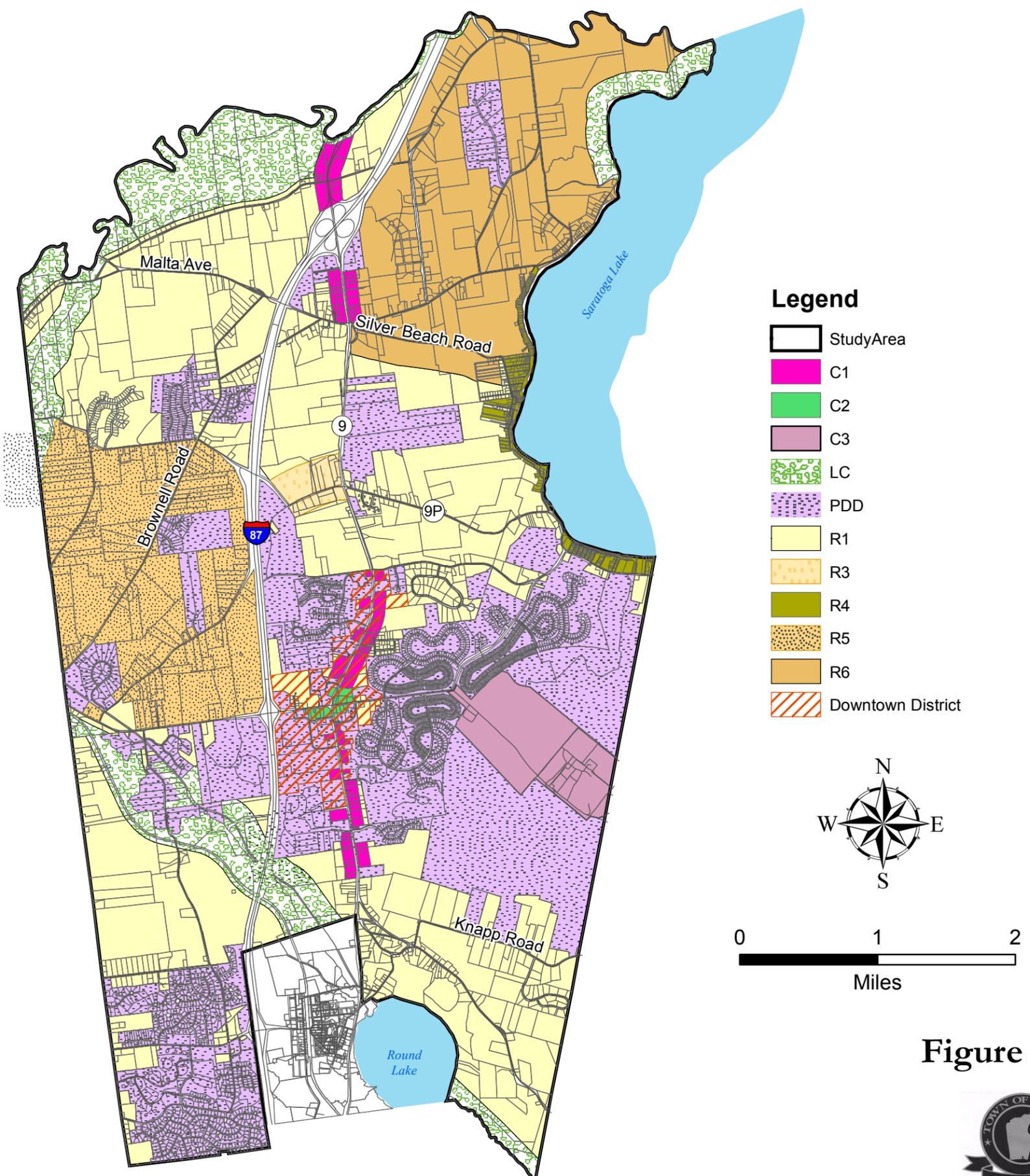


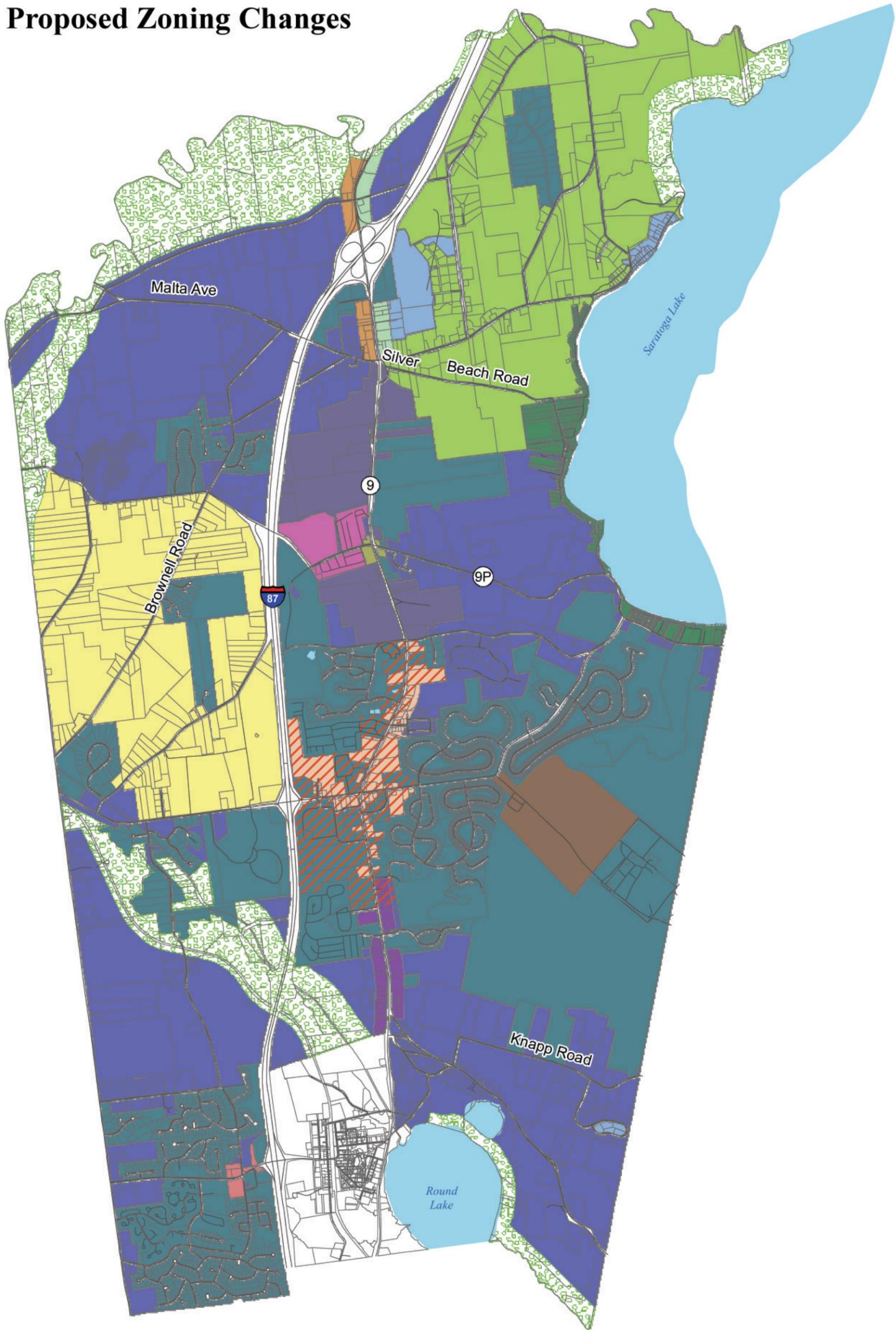
Figure M-2



In association with CHA

Town of Malta

Proposed Zoning Changes



- | | | | | | |
|--|----|--|------------------------------|--|------------------------------|
| | LC | | PDD | | C7 - Highway Commercial East |
| | R1 | | C1 | | C8 - Highway Commercial West |
| | R3 | | C2 - Office Commercial South | | Downtown District |
| | R4 | | C3 - NYSERDA | | |
| | R5 | | C4 - Office Commercial North | | |
| | R6 | | C5 - Hamlet Commercial | | |
| | R8 | | C6 - Four Corners Commercial | | |

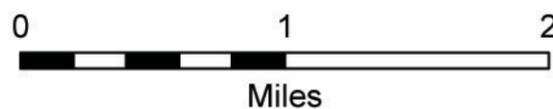


Figure M-3



In association with CHA



Town of Malta—Comprehensive Plan 2005

Other recreational facilities include a play area behind the Malta Town Hall, which includes swings, a sandbox, and a field for games, trails in the Luther Forest PDD, and a bike path which currently begins at East Line Road and connects to the Shenantaha Creek Park and to the Village of Round Lake. This completed section of the bike path is part of the Saratoga County Heritage Trail Plan, sponsored by the County Bikeway/Greenway Committee, and supported by numerous organizations throughout Saratoga County. The goal of this coalition is to provide trails for non-motorized uses that connect many parts of the County and other statewide and regional trails. The Town has also constructed a bike path on Plains Road, which connects the Malta Community Park to its intersection with Partridge Drum.

The development described above has been influenced in part by the Malta Master Plan (1987), the Town of Malta Zoning Ordinance, and the Subdivision and Site Plan Ordinances. Through the application of the Master Plan and accompanying ordinances, the Town of Malta encourages residential development on suitable land, as well as appropriately placed and designed commercial and industrial uses. Since the adoption of the Master Plan in 1988, the Town has seen significant growth in its housing stock and the development of a “Downtown Commercial” area at the crossroads of Routes 9 & 67.

The following is a summary of the permitted land uses for various zoning districts within the Town of Malta:

1. **Residence (R-1)** - One family dwellings, agricultural uses excluding poultry, livestock and fowl. Uses requiring a special permit include - churches [and] rectory, and a public library or museum. Lot sizes start at 1 acre.
2. **Residence District (R-3)** - One family dwellings, mobile home park. Uses requiring a special permit include - churches [and] rectory, public library, temporary mobile homes, and two family dwelling. Lot sizes in this district are 1 acre for a single family home.
3. **Residence District (R-4)** - One family dwellings. Special permit uses include - temporary mobile home. Minimum lot size is 15,000 square feet.
4. **Agricultural Residence (R-5)** - One family dwellings, agricultural except poultry, livestock and fowl. Uses that require a special permit include - agricultural (poultry, livestock and fowl), two family dwellings, churches [and] rectory, and public library or museum. Lot sizes start at 2 acres with 200 feet of frontage.
5. **Agricultural Residence (R-6)** - This district allows the same uses as the R-5, for both allowable uses and special permit uses. Lot sizes are also the same as the R-5 district. Frontage requirements are 300 feet in this district.
6. **Agricultural Residence (R-8)** - This district allows the same uses as R-5 and R-6, however, allowing for poultry, livestock, and fowl with a special use permit. Lot sizes start at 5 acres with frontage requirements of 300 feet in this district.
7. **Commercial (C-1) Downtown** - Allowable uses include - one family dwellings, two family dwellings, municipal buildings, and professional offices. Special permit uses include – business office, wholesale business, hotel/motel, restaurant (no drive thru), drive-thru service establishment, parking garage, retail businesses, gasoline services, medical centers, theaters, grocery stores, drug stores, personal service shops, banks, museums, funeral homes, nursing or convalescent homes/assisted living, churches including rectory, automatic laundries or car washes, recreation hall or indoor recreation facilities, amusement facilities, clubs or lodges, public libraries, animal hospitals, nursery schools or day care centers, home businesses, mixed-use, and conference centers. Lot sizes vary significantly depending on use. Maximum building footprint for retail would be 20,000 square feet.
8. **Commercial (C-2) Route 9 south of Downtown** - Allowable uses include - professional offices, one family dwellings, two family dwellings, and museums. Special permit uses in this district include - wholesale business, light industry, self service storage facilities, technology/research offices, libraries, business offices, laboratories, theaters, church/rectories, nursing or convalescent homes/assisted living,



- schools/colleges/educational facilities, medical centers, golf driving ranges, day care centers, mixed use, fitness center/recreation facilities. Lot size is dependent on the proposed use.
9. **Commercial (C-3)** -This zone directs growth in the 430 acre parcel currently owned by NYSERDA, off of Plains Road. Allowable uses include - municipal building, light industry, professional offices, adult entertainment, research and development, and a school/college/educational facility. Special permit uses include - fitness center/recreation facility, museums, mixed use, conference centers, and a library.
 10. **Commercial (C-4) Route 9 north of Downtown-** Allowable uses include - professional offices, animal hospitals, one family dwellings, two family dwellings, and museums. Special permit uses in this district include- wholesale business, business offices, technology/research offices, laboratories, theaters, churches/rectories, nursing or convalescent homes/assisted living, schools/colleges/educational facilities, medical centers, golf driving ranges, day care centers, mixed use, libraries, fitness center/recreational facilities.
 11. **Commercial (C-5) Exit 11 Hamlet-** Allowable uses include - one family dwellings and municipal buildings. Special permit uses include- business office, convenience stores (no-gas), personal service shops, professional offices, restaurants (no drive-thru), two family dwellings, churches/rectories, mixed use, day care centers, and schools/colleges/educational facilities.
 12. **Commercial (C-6) Four Corner Commercial** -Allowable uses include – municipal building, one family dwellings. Special permit uses in this district include - convenience stores (no gas), personal service shops, professional offices, restaurants (no drive-thru), two family dwellings, mixed use, day care centers, fitness centers/recreation facilities, schools/colleges/educational facilities.
 13. **Commercial (C-7) Highway Commercial (east side of Exit 13)** - Allowable uses include - municipal building, one family dwellings, two family dwellings, restaurants (no drive-thru), professional offices, personal service shops, medical centers, cemeteries. Special use permits in this district include - hotels/motels, churches/rectories, clubs/lodges, business offices, technology/research offices, laboratories, museums, convenience stores-no gas, funeral homes, and banks.
 14. **Commercial (C-8) Highway Commercial (west side of Exit 13)** - Allowable uses include - municipal building, one family dwellings, two family dwellings, personal service shops, and professional offices. Special use permits in this district include - fitness centers/recreational facilities, clubs/lodges business offices, laboratories, funeral homes, mixed uses, day care centers, and gasoline services.
 15. **Land Conservation District (LC)** - Allowable uses include agricultural. Agricultural uses involving poultry or livestock require a special permit.

Opportunities and Constraints

Although the Town has seen significant development in the last 15 years, there is still opportunity for continued growth while maintaining large amounts of open space and providing passive and active recreational opportunities for residents. Constraints related to topography, soils, wetlands, and water resources still leave much opportunity for development. The availability of water and sewer also allow for development in many areas of the Town.

Since the development of the 1988 and 2000 Master Plans, the Town has seen many changes. Development has begun to center at Routes 9 & 67, providing Malta an opportunity to develop a “downtown” or business district. By encouraging commercial uses in this area instead of allowing businesses to leap frog along all of the arterials, the Town can reduce costs for services, provide a Town center, and retain some of its natural features.

Zoning NYSERDA lands for light industrial, research, and development presents an excellent opportunity to develop non-residential uses and a strong business presence in Malta. This area could continue to be developed with very limited visibility from Plains Road or the adjacent Luther Forest residential subdivision. The



Town of Malta—Comprehensive Plan 2005

combination of topography, vegetation, and size of the parcel may make it suitable for a technology or office park. No NYSDEC wetlands or FEMA regulated floodplains have been identified in this area. Soils are Colonie Sand, which do not present significant deterrents to development. Topography is generally moderate; there is adequate land area to develop that would not impact the steep slopes. This property is a superfund site, and as such, the existing on-site wells and the nearby water sources serving residents of the Luther Forest subdivision are monitored by the US Environmental Protection Agency. Additional wells on the NYSERDA lands are prohibited, thus future uses must be connected to off-site wells or a public water supply.

Future development of the NYSERDA site will require a critical review of its impact on local traffic in terms of volume and access. Careful planning will be necessary to accommodate the increase of traffic between this site and the Northway, including intersections with Route 67/Route 9, and traffic entering and exiting the Luther Forest Subdivision, and the businesses in the “Downtown”. Alternative access points to this site from Route 9 could accommodate new growth without compromising the flow of traffic.

There are also various options with respect to expanding recreational parks and trail systems in Malta. The Town continues to work with Saratoga County and other groups to expand the bike trail that links the Shenantaha Creek Park with the County right of way along the abandoned railroad bed from East Line Road to the Village of Round Lake. The County easement and abandoned railroad bed allow for an extensive system of trails that have been designated as part of a regional or County-wide trail system. The large areas of undeveloped land within the Town present opportunities to develop additional recreational facilities, both passive and active, and to maintain significant areas of open recreational space. In order to preserve the rural characteristics that currently define the Town of Malta, incentives to maintain certain rural open space should be included in the zoning regulations. Constraints to developing additional recreational facilities are primarily related to costs. However, the identification of future needs and continued strong fiscal management of the Town should allow for the development of additional facilities as needed.

The current zoning code encourages certain types of development that, if fully realized, would completely alter the environment (natural and cultural) of the Town. Recognizing this, the Town has re-zoned the northeast quadrant of Malta (Neighborhood 11) to accommodate five acre zoning. Changing the zoning to five-acre lots will continue to allow the use of the Open Space Subdivision Law to protect the area from over development while maintaining the rural character. Large sections of the Town are zoned for 80,000 square foot lots. Large-lot zoning may be necessary to accommodate a lack of services (sewer and water), however, at full build-out these areas will not exhibit the rural atmosphere that the Town wishes to maintain. When developing this Plan, the Town discussed changing the zoning in Neighborhood 13 to three acre and Neighborhoods 2 and 4 to two acre. It was decided that the current constraints will ultimately limited the density. Other tools the Town considered when deciding whether to change the zoning to a lower density in these Neighborhoods are; the Open Space Subdivision Law, which is automatically used with parcels over 20 acres, and Rural Design Guidelines which focus on road widths and setbacks. Malta is fortunate to have sizable parcels of undeveloped land, and should take this opportunity to review its land use options.

Zoning, by design, places constraints on development in an attempt to avoid land use conflicts and arrange growth in a manner that is efficient and beneficial to the Town. In some instances zoning conflicts with the landowner’s goals and objectives by precluding certain types of uses. However, without this “plan” for land use the Town will miss many opportunities to promote and attain the balance of land uses necessary to attain its vision.



F. AGRICULTURAL RESOURCES

Inventory

Although agriculture no longer serves a major land use in the Town of Malta it still has an important role in the community, both as an economic and open space resource. According to the Agricultural & Farmland Protection Plan for Saratoga County (December 1997), there are approximately 17 active farms in the Town, encompassing 973.98 acres. These farms include a wide variety of operations such as field crops, dairy, nursery, horses, llamas, orchards, Christmas trees, and aquaculture. Some of these farms are located outside of the agricultural districts. As discussed previously in the section on soils, there is a significant amount of land in Malta that is either Prime Farmland or Farmland of Statewide Importance. Saratoga County is in the process of digitizing its soil information on tax maps, which will simplify efforts to locate and protect these important soils.

Agricultural District Law provides tax relief to farmland, right-to-farm protection, notice of intent requirements, farmland protection programs and requires real estate transfer disclosures. The Saratoga County Farmland Protection Bureau is responsible for the establishment or modification of agricultural districts, review of notices of intent, and the development of County agricultural and farmland protection plans.

Opportunities and Constraints

Farming in Malta has declined steadily over the last several decades. However, as noted above, there were 973.98 acres of land in agricultural production in 1997 (Saratoga County Real Property Parcel Data). There are soils within the Town and the Agricultural District that have been identified as Prime Soils or Farmland of Statewide Importance. The availability of these soils (undeveloped) presents the opportunity to successfully expand agricultural operations within the Town. Promoting farms and agriculture is an important part of the overall tourism appeal of Saratoga County (i.e., “pick your own” farm operations that often include exposure to farm animals, harness track, thoroughbred track). The Town has the opportunity to protect remaining farm operations by participating in programs that provide assistance to farms, including Transfer of Development Rights (TDR), Purchase of Development Rights (PDR), incentive zoning, tax abatement and conservation easements

There are numerous constraints on farming operations. Many of these restrictions are directly related to the economics of farming for a living. Farming practices have changed over the years; farms that prosper often require expensive equipment, specialized operations, and intensive labor practices. Farming is also impacted by suburban expansion that drives up land values and increases taxes. The fact that good farmland soils often have few limitations for residential development further complicates this issue. Often, new homeowners are unfamiliar with farming practices and find them to be unpleasant. In the past, this has resulted in nuisance suits against farmers.

Agricultural activity is generally perceived as inconsistent with suburban residential development. However, the existence of these two land uses can be compatible if coordinated appropriately. Land use tools, such as subdivision and site plan regulations, as well as community support of agriculture land use, can promote and encourage complimentary existence of residential land use and agricultural land use.

To provide additional protection and support to farmers, the Town has adopted a Right to Farm Law. Traditionally these laws recognize “farming practices” and farmers’ rights to conduct such activities as part of normal agricultural operations. A “Right to Farm Law” raises community awareness regarding farming practices and protects farmers from nuisance lawsuits.



G. RECREATIONAL RESOURCES

Inventory

The Town has developed some exceptional recreational resources. However, the growing population coupled with the demand for protected open space and active leisure-time amenities are outpacing the availability of these facilities.

There are recreational resources within the Town for both active and passive use. The Town operates three parks; the Malta Community Park on Plains Road, the Shenantaha Creek Park situated off of East Line Road, and the Collamer Park located at the intersection of Routes 9 and 9P. The Malta Community Park is 22.59 acres and includes tennis and basketball courts, a playground area, two pavilions, a playing field that is primarily used for baseball and softball, and a trail that winds its way through the property. An additional 44.80 acre parcel adjacent to the Park is also available for further recreational development. The Shenantaha Creek Park contains 62.41 acres and includes basketball and tennis courts, a playground area, two pavilions and soccer fields. The Collamer Park is a 1.6 acre park with a small basketball court and picnic facilities. The site contains a circa 1835 historical home that had been in one family for 150 years. In the early 1970's, the building was used for several years as the Malta Town Hall. For the future, the Town envisions a visitor center or museum at this site; a facility that would serve the public.

The Town recently acquired a 187.6 acre parcel on Malta Avenue that is being master planned to serve the recreational needs of the community in both an active and passive manner.

The Malta Community Center is located on 6.5 acres on Bayberry Drive. The structure includes meeting rooms, offices, a kitchen, stage/theater/multi-purpose room and a game room. The Center is the hub for various community activities, such as large group functions, theater presentations, special events, classes and programs designed to service the diverse needs of our youth, families and adults. The current facility does not include any active recreational or outdoor facilities. Therefore, the Town is in the process of deciding how the remaining parcel can be developed to further enhance the uses at that site.

The Town currently has two outdoor trail systems. The Parade Ground Trail, located along Dunning Street and Plains Road, was originally constructed to provide safe access to and from the Malta Community Park. This ten foot paved pathway has become very popular for recreation uses and as non-motorized access to the downtown. The NYS Department of Transportation plans for five roundabouts to link the trail to the downtown by merging into a sidewalk and bicycle system. The Saratoga County Heritage Trail is a multi-use pathway located on an abandoned Delaware and Hudson railroad bed. This trail will ultimately connect 11 villages, Towns, and cities through strong cooperative efforts with other governmental and not-for-profit groups. In 2000 the Town provided non-motorized access between Ruhle Road North and South, by placing a historic 1888 lenticular truss bridge over the Ballston Creek. The bridge, now listed on the National and State Registers of Historic Places, provides a scenic link across the Ballston Creek to provide access to the Saratoga County Heritage Trail and the Shenantaha Creek Park.

Other “public” facilities are limited. The Dominic Pasquarell recreational fields are located in the Village of Round Lake, and include playing fields primarily for baseball. There is some playground equipment located on the “Green” in the Village and behind the Malta Town Hall. In addition, there are fields and a playground at the Chango School, located off of Exit 11.

Town of Malta Resource Map

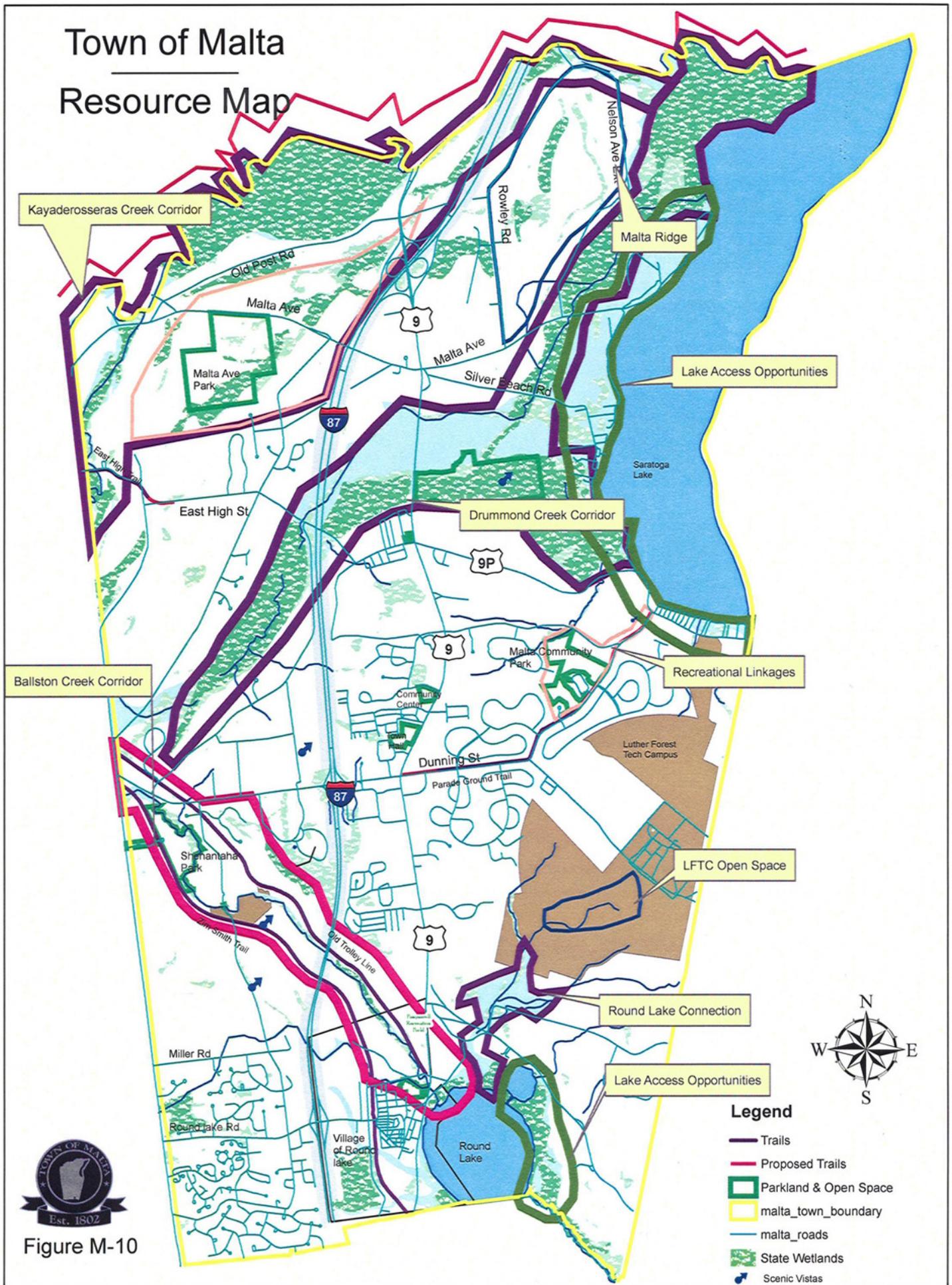


Figure M-10



Town of Malta
Open Space Resource Map

Legend Attribute

Types of Resource

Ballston Creek Corridor

Vistas and view sheds
Active recreation opportunities
Passive recreation opportunities
Historical landmarks
Trail linkages (Zim Smith Trail/Trolley Bed)
Ballston Creek

Drummond Creek Corridor

Watershed for Saratoga Lake
Wildlife habitat and linkage
Passive recreation opportunities

Kayderosseras Creek Corridor

Agriculture resources
Access and connectivity to State & Town Park Land
Passive recreation opportunities
Active recreation opportunities
Wildlife habitat and corridor
Access to Kayderosseras Creek and Saratoga Lake

Malta Ridge

Rural character
View sheds
Agriculture
Non-motorized transportation routes

Recreation Linkages

Active recreation opportunities
Trail linkages
Passive recreation opportunities

Lake Access

Public access to water bodies
View sheds
Water recreation opportunities
Historical significance
Wildlife habitat

Round Lake Connection

Watershed to Round Lake
Wildlife corridor
Historical significance



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Other recreational facilities within the Town are owned by homeowners associations, and as a result are not available to the Town's population as a whole. These include the extensive trail system within the Luther Forest PDD and the fields and trails in the Highpointe PDD.

Opportunities and Constraints

There are a number of opportunities to develop recreational facilities within the Town. The Zim Smith Trail and the Heritage Trail System, once completed, will provide extensive opportunities for walking, hiking, biking, cross country skiing within the Town and connecting to numerous county and regional trail systems. The Town is working in conjunction with developers through the planning process to link the Parade Ground Trail to Route 9P. By utilizing various funding opportunities and obtaining developer agreements, a trail along East High Street is being constructed to serve as an east/west route to and from Ballston Spa. During the legislation process for the Steeplechase Planned Development District located on Route 9, the Town negotiated 141.613 acres of parkland to be used as a nature preserve and wildlife habitat area. An additional 187.6 acres was acquired on Malta Avenue, with open space funds to construct a park.

Although the Town is growing, there are still large areas of undeveloped property that could be acquired and developed for recreational facilities and trails. Lands adjacent to the Kayaderosseras, Ballston and Drummond Creeks could be acquired or protected through easements or zoning, to provide passive recreational opportunities. Much of this land is undeveloped due to wetland-related constraints. Facilities that may be developed on these lands would be regulated by the NYSDEC and the Army Corps of Engineers, similar to housing or other types of development.

The requirement of larger scale developments and PDDs to provide recreational amenities has served the residents in these developments well. However, these facilities do not address the recreational needs of residents who do not live in these developments. When reviewing the land use options for the undeveloped lands within the Town, the Town-wide recreational needs should be considered.

Constraints related to park/trail development are generally due to cost. These costs include the purchase of land, development of facilities, insurance and the loss of tax revenue from the affected parcel. These facilities may cost less than the services demanded by residential uses and should also be viewed within the larger context of "quality of life".

H. COMMUNITY SERVICES

Inventory

1. **Police** - The Saratoga County Sheriff and the New York State Police provide law enforcement in Malta. A substation for the State Police is located at the corner of Hemphill Place and Route 9, and the County Sheriffs' Office is located in Malta Commons.
2. **Fire** - There are two fire companies that service the entire Town of Malta. The Round Lake Fire Department has two stations located at the southern end of Town (Taddeo Dr. and Round Lake Rd.). Their *first response* area is loosely considered south of Route 67/Dunning St. Conversely, the Malta Ridge Fire Company, Inc. operates fire stations on the east side of Route 9 near Malta Avenue Extension, and across from the entrance to the Highpointe development, allowing for quicker first response in the northern portion of the Town. These are all volunteer organizations that participate in mutual aid with other fire companies when necessary.



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3. **Emergency Medical Service** - The Malta Ambulance Corps is located on Route 9 near Parade Ground Village. This agency currently relies on a blend of volunteer and paid staff.
4. **Community Emergency Response Team (CERT)** - These volunteers assist in preventing, mitigating, responding to, and recovering from, emergencies and disasters. Dealing with disasters and potential hazards is an ongoing and complex undertaking. These volunteers provide another resource to the Town to support its emergency service personnel.
5. **Town Hall Complex and Community Center** - The Town Hall Complex houses most Town operations including: Supervisor, Town Clerk, Assessor and Comptroller's offices, the Building and Planning and Highway Departments, the Tax Collector and Historian, meeting rooms, and Town Court.

The Department of Parks, Recreation and Human Services is located at the Community Center, approximately a quarter mile north of the Town Hall. Various community activities are held here for all ages. This structure includes meeting rooms, offices, historical displays, a stage for productions and plays, and a large room for group activities.

6. **Education** The children in Malta attend either the Ballston Spa School District or the Shenendehowa Central Schools, depending on where you reside within the Town. The Exit 11 area (including the Village of Round Lake, Maltaville, Country Knolls North, Knolls Edge, Knolls 11 Apartments, Avendale, Carlyle Court and Burton Meadows) is within the Shenendehowa District. The Chango Elementary School (Shenendehowa district) located off of Round Lake Road is the only school presently located in Malta. For the most part, residents living north of Exit 11 attend the Ballston Spa Schools.

The Ballston Spa School District recently completed an extensive capital improvements program to address the increasing student population. In September 1998, a new high school facility was constructed adjacent to the existing one, which was adapted for use as a middle school. The school complex at Wood Road, which had included the Ballston Spa Middle School as well as the Wood Road and Milton Terrace Elementary Schools, was also reconfigured and renovated.

Two “new schools” were created; the Milton Terrace Primary School, which serves all students from Kindergarten through Grade 2, and Wood Road Intermediate School, which serves grades 3 through 5. Renovations were also completed at the Malta Avenue School, located in the Village of Ballston Spa, for use as a second intermediate school. These extensive upgrades and renovations addressed space and capacity issues within the District.

7. **Waste Disposal** - Waste disposal is provided by refuse haulers that are contracted by individual residences and businesses. Locally, waste is transported to licensed landfills and other facilities such as the Colonie Landfill and Washington County Burn Plant for disposal.

Saratoga County sets recycling policies and residents are expected to participate. The private waste carriers pick up recyclable items as part of their normal service. The level of recycling is dependent on the changing market for items determined to be recyclable. The County operates five recycling centers where a variety of recyclables can be disposed of, including those that are too large for pick-up with regular waste haulers. Saratoga County offers a landfill in the Town of Northumberland. This facility provides municipal solid waste capacity in excess of 20 years for the County.



Opportunities and Constraints

Community services in the Town are generally sufficient to meet existing and future needs. With the growing population, the potential for additional emergency services volunteers will increase. However, in many instances the increased population (more individuals needing help) combined with the growing demand on peoples' time results in a shortage of volunteers to provide critical fire and emergency service. Increased population also places more demand on Saratoga County Sheriff and New York State Police personnel based in Malta. The Town should monitor service demands and periodically evaluate the effectiveness of the delivery of these services. The Town should continue to support these important community-based volunteer groups that are critical to the quality of life in Malta.

The availability and quality of community services in the event of significant future growth will largely depend on the type of development. The Town will support the need for a fire brigade on the site of LFTC as it fully develops. A strong tax base that includes non-residential development will help to ensure sufficient services. An over-abundance of residential development will place a greater burden on services than most non-residential uses.

Waste disposal will continue to be a significant concern to most communities. Saratoga County successfully obtained a NYSDEC permit to construct the County-wide landfill that is currently under construction. Until the first phase of the landfill is completed, waste haulers must continue to utilize out of County disposal sites.

The Town should continue to seek opportunities to develop community-based facilities similar to the Community Center. Malta's growing population would benefit from the operation of a library or other public facilities.

I. UTILITIES

Inventory

Sewer and water services in Malta are generally located in more developed areas of the Town. The entire Town is included in the Saratoga County Sewer District #1 (SCSD#1), although not all areas are connected to the system. At the present time, the Exit 11 neighborhood, Luther Forest development, and portions of the Downtown Neighborhood, including Highpointe, and the Community Center, are linked to the SCSD. State Farm, Marvin Woods, Edgewood Estates and the Avendale residential subdivision, all located west of I-87, and Woodfield Estates and Malta Gardens in the Route 9 South Neighborhood, are all served by the SCSD.

The Town is responsible for the maintenance and operation of the Downtown Sewer District #1 and Sewer District #2 (formerly CK Sanitary System, Inc.)

Saratoga County recently completed improvements to the sewage treatment plant in Mechanicville. In addition, it is currently undertaking a study to determine the capacity of its various facilities throughout the County in order to properly monitor connections and the timing of improvements.

Malta currently operates two municipal sanitary sewer districts. The first is the Town of Malta Sewer District Number 1 and the second is the Town of Malta Sewer District Number 2. Both Sewer Districts were privately owned transportation corporations which were turned over to the Town. Sewer District No. 1 generally services the area bounded by Route 9 to the east, Route 67 to the north, and Saratoga Village Boulevard to the west and south. Sewer District No. 2 by and large services the Exit 11 area. The Town expects to operate these systems until they are accepted by the Saratoga County Sewer District No. 1. Additionally, the Town completed a Route 9 Sewer Feasibility Study (CHA, 2004) to determine and identify the limits of potential sewer service along the Route 9 corridor. This is anticipated to be the growth area for the Town due to its high level of access and



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suitability for development. The study identified that a combined gravity and force main system could be constructed to allow development to the southern side of the Interstate 87 Exit 13 Interchange.

Malta does not currently operate a municipal water system. The Round Lake Public Water System currently serves the population of the Village of Round Lake and also purchases water from the Clifton Park Water Authority (CPWA). Areas within the Exit 11 Neighborhood are currently included in the service area for the CPWA. In addition, the CPWA provides water service to both the State Farm complex and Marvin Woods at Exit 12.

Water service to other areas of the Town is provided by various private water systems. Again, water service is located generally in the more developed areas. However, there are several residential subdivisions in the less developed areas of the Town that have water service.

The largest private water system is the Saratoga Water Services System, Inc. who provides water to the Luther Forest PDD, Woodfield Estates, Highpointe, Northway Estates, the Shops of Malta, and some areas of the Saratoga Lake Neighborhood. The Northwood Water Company serves the Edgewood Estates, Brownell Farms, Laural Acres, Century Farms and Pine North developments. In addition, there are a few small systems providing water to specific developments. A new water system will be developed by Saratoga County that will benefit portions of the County, including Malta, by taking water from the Hudson River and bringing it from the Town of Moreau down to the Town of Malta.

Opportunities and Constraints

Currently the more developed areas of the Town are served by the SCSO #1. Based on the location of existing trunk lines and force mains, opportunities exist to provide sewer service to the infill areas in the Downtown Neighborhood, the Route 9 South/Route 67 Corridors and the Ruhle/East Line Neighborhoods. However, future long-term service to the Route 9 North Neighborhood should be considered, as identified in the 2004 Sewer Study prepared by Clough Harbour & Associates. Provided that the facilities in Malta have the capacity to handle additional flows, the opportunity exists for the Town to increase the number of services connected to the system, and/or expand the locations in which sewer services exist. Knowing the development pressure that comes with the expansion of utilities, the Town must determine which locations make sense for these extensions to occur (see referenced 2004 sewer study). The results of the on-going County capacity study of its facilities will be a valuable tool for determining the timing and location of proposed connections.

There are significant groundwater resources in Malta. As a result, the Town can ensure that all existing and new development will have adequate water supplies, whether through the use of an individual well, a private water system, or a municipal system. The Town has the water resources to significantly increase the number of individuals served by public and private systems.

In the areas where sewer service is not available, the soils vary from few limitations to severe limitations, with respect to the construction and operation of septic tank absorption fields. East of I-87, soils are generally sandy and well drained. West of I-87, soils range from sands to clay. During the review of proposed projects, on-site soils should be evaluated for their compatibility with the proposed development.

The availability of utilities, or the ability to service them, is perhaps one of the strongest indicators of development pressure. Development is either constrained or encouraged by the availability of utilities. The lack of utilities in an area combined with potential constraints related to soils can severely limit the pace and scale of development. For this very reason, future connections and expansion of both water and sewer service must be closely monitored. Expansions should occur in areas that have been identified as growth areas (medium to high density) as identified in the 2004 sewer study. Expansions of the sewer and/or water systems should be discouraged in areas that have been identified as low or rural density.



J. TRANSPORTATION SYSTEM

Inventory

The primary means of transportation in Malta is the private automobile. There are park and ride lots at Exits 11 and 12. However, these lots are rarely at capacity and both of the corresponding bus routes and schedules are limited. Because of the low usage of public transportation, this section will focus on reviewing the existing roadway network, traffic patterns, and transportation needs within the Town.

Malta is serviced by a roadway network that includes interstates, U.S. highways, State highways, County routes and Town roads. The Northway (I-87) serves as the major State highway and bisects the Town in an east-west direction. U.S. Route 9 is a principal arterial, and NYS Route 67 is a minor arterial, while NYS Routes 9P and 823 (Curry Road, Village of Round Lake) are major collectors. Saratoga County routes include 45, 61, 63, 64, 80, 82, and 108. The remaining roadways are Town roads and a limited number of private roads.

County Route	1999	2003
45 (Old Post Road) - east of Route 50*	6,997	6,579
61 (Rowley Road) North of 63**	470	675
63 (Malta Ave) - east of Village	3,832	7,100
- west of Rt. 9*	6,543	7,100
- east of Rt. 9*	1,653	2,100
- east of 64	623	N/A
64 (Nelson Ave)** - north of 63	164	200
- east of I-87	490	N/A
80 (Round Lake Rd)* - east of 82	5,758	5,725
82 (East Line Rd)* - south of 67	4,429	5,250
108 (Dunning St)* - east of Rt. 9	11,056	12,000
- south of 9P	4,400	
* New York State Department of Transportation		
** Saratoga County Department of Public Works		

The Town maintains approximately ±59 miles of paved roadway. As part of on-going maintenance, the Town utilizes a ten-year repaving cycle. Roadway reconstruction, including improvements to roadway profiles and construction or improvement to drainage systems, occurs on an as-needed basis.

Traffic flows vary throughout the Town. The Average Annual Daily Traffic Volumes (AADT) represents the average 24-hour traffic flow during the year and can be found at http://www.dot.state.ny.us/tech_serv/high/counfiles/saratogatvbk.pdf Average Daily Traffic for County roads (1999) is also shown in Table VI-1.

The Northway(I-87) carries the highest volume of traffic on a daily basis. Of the remaining roadways, State Route 67 and U.S. Route 9 carry the largest number of vehicles daily. As noted in Table VI-1, the most heavily traveled County Routes in Malta are Dunning Street (County Route 108) east of Route 9, Old Post Road (County Route 45) and Round Lake Road (County Route 80). These volumes have increased considerably since 1988. A recent traffic study completed for the NYSERDA property indicated that the residential streets of Luther Forest that intersect with County Route 108 are at or near capacity.

In addition to the roadway networks, sidewalks have been installed in several areas of the Downtown Neighborhood by various developers as projects are completed. The Town's goal is to eventually have all of the Downtown sidewalks interconnected.



Opportunities and Constraints

The existing transportation system, in light of the current development patterns, is in good condition. However, the Town will need to review the existing patterns to ensure that traffic continues to operate at acceptable levels, in anticipation of future development encouraged by its Comprehensive Plan.

The NYSDOT improvements to the I-87 Exit 12 interchange and associated streetscape enhancements on Route 67 eastbound to Route 9, are crucial to ensure acceptable traffic movement through the Downtown. In conjunction with this project, the Town will eventually require construction of the final loop of the Downtown bypass connecting Route 9 and Dunning Street. Completion of the sidewalk system within the Downtown is critical to its success.

Other opportunities to ensure efficient traffic movement include the construction of a loop road at the Exit 13 interchange. The goal is to limit the number of driveways on Route 9 by providing access via a loop road to all the commercially zoned properties in the area east and west of Route 9. Access would then be limited to two locations on Route 9. This loop road system will protect adjacent residential properties and provide adequate traffic management as identified in the Highway Access Manual of the Linkage Study. It will also be used as a base to develop a campus style atmosphere at this location.

Providing additional access to the NYSERDA and the LFTC property from Route 9 south of the intersection of Routes 9 and 67, will allow campus style commercial and light industrial development to occur, while limiting significant impacts to County Route 108 and the 9 and 67 intersection. Traffic for this property will be encouraged to utilize Exits 10 or 12 for Northway access rather than Exit 11, which requires traveling through the narrow winding streets of the Village of Round Lake. It should be noted that the Saratoga County Department of Public Works will be constructing an alternate access road (Bypass) around the Village of Round Lake to help reduce the traffic burdens on the Village, to protect its historic integrity, and improve the quality of life for its residents.

Although most roadways currently function adequately in the Town, the impact of new development on the road system must be continually monitored and addressed. In order to provide safe efficient access to the growth areas identified in the Plan, the loop roads and bypass roads identified above must be implemented as part of the development process. Additionally, projects that burden the local road system should not be approved without mitigation of impacts. In areas that the Town identifies as low growth, the local rural roadways should be sufficient and, notwithstanding safety and maintenance issues, these roadways should not undergo improvements such as widening.

K. SOCIOECONOMIC RESOURCES

Inventory

Population - Since the completion of I-87, Saratoga County has experienced rapid growth, especially in those areas with direct access to I-87. Malta has experienced steady and significant growth, particularly since 1980. Although the Town still has large areas of undeveloped lands it is beginning to experience development pressure. There are three exits from I-87 within the Town of Malta with the possibility of another one (exit 11A). Thus, Malta will continue to feel development pressure. It is important that the Town take this opportunity to plan for its future development over the next twenty years.



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According to estimates made by the Capital District Regional Planning Commission (CDRPC), Malta's population in the year 2010 will be 14,183. Based on recent building trends (building permits issued since 1991), this projection appears to be below target with development trends.

According to the 2000 census, there were 6,514 males and 6,491 females living in the Town. The population between the ages of 18 and 64 was 8,888 or 68% of the total population. This significant working age populace makes the availability of good paying jobs within a reasonable commuting distance an important consideration. The average travel time for Malta residents is 20 minutes, indicating that for the most part, jobs are available within a practical commute.

Table VI-2
Population Estimates (1960-2040)

<i>Year</i>	<i>Capital District</i>	<i>Saratoga County</i>	<i>Town of Malta</i>
1960	657,503	89,096	2,223
1970	721,910	121,679	3,813
1980	741,580	153,759	6,968
1990	777,783	181,276	11,709
2000	794,293	200,635	13,005
2010	826,094*	219,391*	14,183*
2020	848,107*	233,633*	15,345*
2030	867,000*	246,647*	16,518*
2040	884,831*	258,305*	17,645*

Source: Capital District Regional Planning Commission (CDRPC) *projections by CDRPC

Town residents are well educated. In 2000 over 93% of the population age 25 or older had obtained a high school diploma, with a significant group (66%) having obtained some type of higher education. This is an important indication of the quality of the Town's labor force. Generally, higher educational attainment will result in higher paying jobs, which will have a beneficial impact on the economic health of the Town.

Historic and projected population trends for the Town are provided in Table VI-2

Housing - Housing pressure is directly linked to the growth in the population. Existing housing stock consists primarily of single family homes (+50%), but there are duplexes, Townhouses, apartments, and mobile homes in the Town.

In 2002, 85 building permits were issued for residential structures. In 2003 building permits issued fell to 74 and climbed again to 105 in 2004. Assuming an issued permit corresponds to a unit constructed and occupied, these figures would represent a population increase of approximately 196 people. The total number of building permits issued for residential units from 1991 through 2004 is approximately 1,038. This represents an annual average of 80 permits and 361 people. In 2003/2004 significant residential projects under

construction included Cramer Hills, Knolls Edge (Autumn Run), Century Farms, Saratoga Farms, and Avendale.



Economics - The relatively high education level of Town residents is reflected in their economic well being. In 1999, the median household income was \$57,037. A breakdown of 1999 income levels is provided in the table below.

**TABLE VI-3
1999 ANNUALHOUSEHOLD INCOME LEVELS**

Income Levels	No. of Households	Income Levels	No. of Households
\$ < 10,000	120	\$50,000-74,000	1,434
\$ 10,000-14,999	154	\$ 75,000-99,999	995
\$ 15,000-24,999	428	\$ 100,000-149,999	538
\$ 25,000-34,999	644	\$150,000-199,999	101
\$ 35,000-49,999	813	\$200,000 +	81

Source: 2000 Demographic Profile, CDRPC

Non-residential construction continues to expand, and is centered in several neighborhoods including Downtown, Exit 13, and the Route 67 corridor. There are a number of smaller non-residential uses located primarily along State and County Routes. These are mainly individual businesses or small strip developments. Non-residential land

uses excluding agriculture represent approximately 1,616,000 square feet in the Town of Malta.

In addition to business and commercial development, there are a number of active agricultural operations in Malta. The sale of agricultural products from these operations along with farming operations in Saratoga County is estimated at \$25 million, with an additional \$14 million annually in sales from the equine industry. This translates into a beneficial impact to the local economy of over \$100 million dollars annually (Agriculture & Farmland Protection Plan for Saratoga County).

Opportunities and Constraints

The population growth in Malta, although fairly rapid, has generally been steady and manageable, and is predicted to continue at a manageable rate.

Linked with the steady population growth is residential development. There remains a large area of undeveloped land in Malta, much of it located in neighborhoods identified as growth areas (Route 9 North and Route 9 South).

There appears to be a number of economic opportunities; development in the Downtown District is strong, and there is interest in the vacant property at Exit 13. Malta Commons has successfully converted from a retail center to a business center. Malta has excellent access to I-87; utilities are available or accessible in many locations, and the Town can also market and preserve its agricultural industry. Assistance could include education, loans, and flexible zoning. The Agricultural & Farmland Protection Plan also provides information on methods such as Transfer and/or Purchase Development Rights, State funding, and conservation easements to assist farmers and towns wishing to preserve their agricultural base.

Constraints to the development of housing are primarily related to physical features (wetlands, floodplains, and topography) and the lack of utilities. In order to protect sensitive lands, development should be directed to areas that currently support utilities and have been identified as appropriate for expansion.

Even with limited development on certain lands, there are still numerous opportunities for a variety of housing styles. Because development prospects are often linked to the economy, the Town can actively identify and promote quality housing projects that offer a range of styles and prices for its residents.



Well-planned development (residential and non-residential) will ensure that Malta continues to be a desirable place to live, thereby increasing development pressure. The Town should balance this pressure with the need to protect open space and other attributes that have made it desirable. The establishment of a land use plan, and development of guidelines and regulations to support this plan are critical to the future of the Town.

L. HISTORICAL AND CULTURAL RESOURCES

Inventory

The Town of Malta was formed from the Town of Stillwater on March 3, 1802, with Samuel Clark serving as the first Supervisor. Settlement of the Town had actually begun in the 18th century by means of the patent system. A portion of Malta fell under the land grant known as the “Saratoga Patent”, which was surveyed and ready for purchase in 1764. The southeastern corner of the Town became the Hamlet of Maltaville, and was the first area to be occupied by members of a Canaan, Connecticut church congregation. With the surveying of the large Kayaderosseras Patent in 1772, the remaining areas of the Town were settled. Locations of the early settlements were along East Line Road, the vicinity of Malta Ridge and Saratoga Lake, and the Hamlet of Dunning Street, now the intersection of Routes 9 and 67. Dunning Street was the focus of community activity during the Revolutionary War. Michael Dunning was the organizer and captain of the local militia, which (along with militias from nearby towns) trained on the public square or “parade ground” set-aside for this purpose from Dunning’s land in 1778. The area of the parade ground has since been recognized for its historic significance, and is documented as such in the Town’s Zoning Ordinance. This area was also intended to be a public gathering place for Malta residents, and has continued to develop into a “Town Center”.

Historically, Malta has been primarily an agricultural Town. Its cultural heritage reflects the settlement patterns and building types of eighteenth and nineteenth century rural America. Malta experienced none of the commercial bustle of the Saratoga County towns located along the Erie and Champlain Canals. Malta was remote from the resort activities of Saratoga Springs and Ballston Spa. However, the Route 9 and Northway corridors impacted Malta’s economic growth and fostered the establishment of service stations, restaurants, and motels. Development consisted primarily of farmhouses, churches, small commercial enterprises and local industries to serve a self-sufficient rural community. Only recently has the character of the Town begun to change with accelerating suburbanization resulting from easier access to the urban centers of the Capital District.

There are several historic structures and sites in Malta as identified on Table VI-4, and a number of these are located on Dunning Street, formerly the military parade ground. Fine examples of early houses remain scattered throughout the Town. Typically, their form is a two-story symmetrical block with center emphasis and horizontal proportions. Architectural details are Federal or Greek revival. Of special note are the cobblestone houses which are only found in areas where glacial deposits provide an abundance of smooth, rounded stones. Their application to building design is recognized as a distinctive tradition of upstate New York architecture. Another example of this is the former stone arch bridge, built circa 1873 from stone quarried in a nearby field. This locally significant structure was washed away by localized flooding in the spring of 1993. A Berlin Lenticular Truss Bridge (1848) from Washington County has been erected in its place.



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Less obvious than historic structures is the potential for archaeological material that may exist in the Town. Long before European settlement, the area was well traveled by Indians who used the Saratoga water trail along the Kayaderosseras Creek in their journeys between the Mohawk and St. Lawrence Valleys. An unnamed land route ran through the center of Town near the present day Route 9 and Interstate 87. The shores of Saratoga Lake and Round Lake have already yielded significant artifacts pointing to the occupation of the area by prehistoric peoples and later Indian tribes. Indian mortars exist along the shores of Shenantaha Creek. It is likely that there are yet, undiscovered artifacts in this area.

The Village of Round Lake is located in the southeastern portion of the Town of Malta. The area was originally established as the Round Lake Camp Meeting Association in 1868 for the purpose of conducting religious meetings. By the turn of the century however, the Association had become a year-round community and was nearly built-out. The community contains impressive Victorian summer homes and institutional buildings testifying to the importance of the religious movement of the post-Civil War era. In 1975, the entire Village was placed on the National Register of Historic Places.

**TABLE VI-4
TOWN OF MALTA HISTORIC SITES AND STRUCTURES**

1.	Alexander Weed Home c.1810, remnants of Dutch oven in basement.
2.	Cobblestone Home c.1845 of Joseph Lockrow, then Phillip Riley, most likely tenant farm house on larger estate.
3.	Zacharia Ramsdale Home c.1850, brick farmhouse.
4.	William Ramsdale Home c.1850, brick farmhouse.
5.	Site of Dean Chase's Malta Ridge Hotel c.1800.
6.	D.N. Collamer Home c.1850.
7.	Joseph Phillips, Jr. Home c.1836, early settler.
8.	Millard/Emigh Home c.1800, pioneer settlers.
9.	Ruins of Morehouse Home c.1800, pioneer settlers, property also includes complex of outbuildings with unusual fireplace in one.
10.	Methodist Episcopal Church 1809, site of New York Annual Conference 1823, after 1870 used as a schoolhouse.
11.	William Marvin Home c.1790, pioneer settlers, 1772 land deed; son William Marvin, Jr. kept tavern on East Line Road c.1833, grandsons James and Thomas Marvin were proprietors of the United States Hotel in Saratoga Springs.
12.	Ruins of 18 th century flaxseed oil mill.
13.	Stone Arch Bridge – built 1873 by Elbin Miller over Ballston Creek (at Ruhle Rd.) – listed on the State and National Register of Historic Places in 1988, but collapsed in 1993. A Berlin lenticular truss bridge (c. 1848) from Washington County was erected in its place, and is listed on the state and national Register of Historic Places
14.	Site of Samuel Clark Home where first court of Common Pleas in Saratoga County held on May 10, 1791 with Judge John Thompson presiding.
16.	Maltaville, earliest settlement in Town, name taken from existence of malt brewery, also contained woolen mill and distillery.
17.	Olmsted House c.1845, cobblestone house operated as restaurant and boarding house c.1900.
18.	Site of early Presbyterian-Congregational Church c.1800.
19.	Hamlet of Dunning Street, early settlement area named for founding Dunning family.
20.	Former Parsonage of Dunning Street Presbyterian Church 1850.
21.	Dunning Street Public Square and Parade Ground, laid out by Michael Dunning, site of early militia training, used during Revolutionary War, War of 1812, and Civil War. Near this site was the birthplace of Colonel Elmer E. Ellsworth, first Union officer to be killed in the Civil War.
22.	Site of Old Cannon House and Armory used by militia.
23.	Dunning Street Presbyterian Church 1845.
24.	Site of Michael Dunning, Jr.'s Tavern Stand, site of first Town meeting April 6, 1802.
26.	Site of Michael Dunning Home, pioneer settler, 1773 land deed.
27.	VanHyning Broom Factory, brooms sold in Saratoga Springs late 1800s, transported from factory by wagon.



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28.	M.R. Vincent/VanHyning Home c.1830, early settlers.
29.	Warren Hill Home c.1820, early schoolmaster.
30.	Wiggins/Collamer Homestead c.1835, early settlers, 150 years in one family.
31.	Crum’s Place. 1882-1890- Restaurant of Potato Chip, George “Crum” Speck.
32.	Silver Beach, on Saratoga Lake- Early summer campers in 1930’s were German immigrant families.
33.	Col. Elmer E. Ellsworth home (c. 1835) – home of Ellsworth (Civil War hero and leader of the Fire Zouaves) from birth to age 3; on Rt. 9 (east side), north of Dunning St. intersection.
34.	Col. Elmer E. Ellsworth Historic Marker (erected 1962) – located at the intersection of Rts. 9 and 67; Ellsworth lived in Malta from 1837 – 1840.
35.	Caldwell-VanAernem house (c. 1840) – on Rt. 67, was a stop on the Underground Railroad in Saratoga County prior to the Civil War.
36.	Horse Farm – the former Saratoga Standardbreds horse farm on Rt. 67 at Exit 12.
37.	Powers-Lent house (c. 1840) – on Old Post Rd., believed to have been a stop on the Underground Railroad; barn on property was once on the site of the old Saratoga (McCarthy) Hospital where it was used as a slaughterhouse
38.	Round Lake – Saratoga Lake – Native American prehistory (pre-Europeans) artifacts dating back to the Woodland Period (500 A.D.) can be found here.
39.	Post-glacial erosional features (resembling Indian mortars) - located at Shenantaha Creek.
40.	Weeks – Ruhle home (c. 1800) – on Ruhle Rd. So., home of James Weeks and Freelove Brundage, pioneer settlers of Malta.
41.	Wiggins-Brown-Nolen house (c. 1840) – 2359 Rt. 9P, vernacular Greek Revival farmhouse of David Wiggins.
42.	Porter-Willison house (built 1857) – 165 Cramer Rd, purchased by writer Katherine Ann Porter in 1941.
43.	Various early 20 th century tourist motels and cabins along Rt. 9.
44.	Kopp-Meager barn (built 1931) by Robert Kopp, a blacksmith, for his farm, on Ruhle Rd. So.
45.	Riley’s Cove – west shore Saratoga Lake development (c. 1900), known as “China Town.”
46.	Malta Ridge Methodist Church – (built 1929) – on the site of the former Methodist Church, which had been built in 1831.
47.	VanHyning-Roerig homestead – (c. 1830) – 60 Round Lake Rd. – home of former Town Historian Ruth Weed Roerig.
48.	Malta Ridge – settled before 1800, Dean Chase’s Tavern was a landmark and a stagecoach stop here.
49.	East Line – settled around 1780, shared by Malta and Ballston; had a Methodist Church, a hotel, a tavern, and was a railroad stop by 1837.
50.	Riley-Reno-Cornthwaite home (c. 1860) – 768 Malta Ave. Ext., home of Dr. Schuyler Cornthwaite and his family.
51.	Ernest and Marion Kunz home (c. 1910) – Riley’s Cove, Saratoga Lake; built by Mr. Austin, President of the Pullman Car Company – and Boathouse (built 1914) – which was used by the Cornell University Rowing Team
52.	Frank V.Corp home (c. 1850) – at Maltaville, Victorian-style home; site of a gas station around 1920.
53.	-Historic Cemeteries– -Abeel Cemetery -Malta Ridge Cemetery -Malta West Ridge Cemetery -Dunning Street Cemetery – 1775 grave of Hannah Dunning -East Line Union Cemetery – grave of Samuel Clark, first Supervisor of Malta and presidential elector in 1792; also the grave of Ruth Weed Roerig, Malta Historian from 1994 to 2004.
54.	Melander’s Apple Orchard (c. 1920’s) – on Malta Ridge, still in operation today as Bowman’s Orchard.
55.	Malta Corners – intersection of Rts. 9 and 67, site of stores and business establishments since the Town’s founding.
56.	Malta Gazebo (built 1996) – on the site of the old Rogers Store at Malta Corners
57.	Round Lake Rod and Gun Club – organized in 1954 on 86 acres on Ruhle Rd., served area sportsmen for over 25 years.
58.	Quonset Hut – large warehouse unit built in World War II, erected at the Town Highway Dept. in 1975.



Opportunities and Constraints

Malta has a rich local history and still contains many fine examples of structures built during the 18th and 19th centuries. Several areas of significance in the Town include the site of the “Parade Ground” and the Village of Round Lake. As the downtown area of Malta continues to develop, the Town has the opportunity to protect and enhance the “Parade Ground” through building style and site planning. Although the Village is a separate political unit, the Town can recognize its significance and geographic relationship with the Town, particularly as it considers land use in the area of Northway Exit 11.

Extensive research on Native American prehistory around Saratoga Lake must be a priority in order to fully understand Malta’s significance as a rare site for Indian artifacts dating before the arrival of the first European and white settlers.

Areas of historical significance should be protected and enhanced whenever possible, even if constraints inhibit development on a particular site. In many instances creative design makes it possible to develop a site and protect any historic resources.

If properly planned, the existing historic resource can be enhanced. To further improve preservation and conservation of historic and cultural resources within the Town, consideration should be given to the creation of design guidelines for historic districts and individual structures, recognizing the development goals of the individual owner and the historic architectural and landscape patterns.



Conclusion

Due to increased development pressures within the Town, a direct result of the approval of Luther Forest Technology Campus (LFTC), as well as the NYS Energy Research Development Authority's (NYSERDA) proposed Saratoga Technology and Energy Park (STEP), the Town has decided to revise and update its 2000 Comprehensive Master Plan. The construction and full build-out of these projects has the potential to transform Malta into a community for high technology businesses, and to provide the Town with many economic and employment opportunities. As both ancillary businesses and potential employees relocate within our area, it is probable that the Town will experience a rate of growth never before seen in its history. However, if allowed to proceed unchecked, this increase in development may have negative impacts that rival its benefits, such as an overburdened transportation infrastructure, incompatible land uses, environmental degradation, or the loss of historic and cultural resources. All of this could result in decreased land values, and an undesirable place in which to live. It is with this in mind, that the task of updating the Town's 2000 Comprehensive Master Plan was undertaken. This was necessary in order to maintain the quality of life Malta residents deserve, with abundant open space and recreational opportunities, quality infrastructure and utilities, and preservation of historic and cultural resources.

Development of LFTC and STEP has the potential to reshape the face of the Town. LFTC, on \pm 1,350 acres, has the capacity to contain up to 4 silicon wafer manufacturing facilities (encompassing 5.2 million square feet), 2 million square feet of ancillary uses, up to 50 residences, and a hotel/conference center. Over a ten to twenty year time period LFTC could employ approximately 10,000 people. The STEP project, encompassing \pm 280 acres, could contain 1.2 million square feet for energy related research and development, and facilities for the light manufacturing of clean energy products. Both projects have the capability of attracting numerous ancillary businesses and their employees to the area. Due to the scope of these developments and their possible impacts, the Town has decided to take a proactive approach and cultivate a pattern of growth that will prove to have positive outcomes for the Town and its citizens. The plan is to encourage new development while enhancing the open spaces, recreational opportunities, historic and cultural resources that match the community's values and vision.

By reworking elements of the 13 neighborhood districts, such as zoning and lot size requirements, the development and inclusion of an open space map, the creation of a Downtown Overlay District, and Downtown Design Standards, the Town has taken measures that will concentrate the most intensive development in the Downtown area. The Downtown Overlay District was created within Neighborhood 6 (Downtown area), which is centrally located to all parts of Malta at the junction of NYS Routes 9 and 67. The purpose of the Overlay District and Design Guidelines is to concentrate high-density development in the Downtown area, thereby creating a central business district within the Town. However, the goal was not to merely create a series of destinations for people to complete errands, but rather an attractive, pedestrian-friendly environment conducive to providing housing, goods, services, and interaction between neighbors. Through the utilization of traffic calming techniques, which include planted sidewalks, street trees, crosswalks, and medians, a pedestrian-safe streetscape will be created. Traditional neighborhood design, period lighting, landscaped public greens, wide walkways, and outdoor eateries, are also envisioned to provide the Downtown area with a unique sense of space and cohesion.



The Master Plan Update proposes the following recommendations for the 13 neighborhoods:

Neighborhood one—located at the southwest portion of the Town, adjacent to Round Lake Road. This area is envisioned as hamlet-commercial along Round Lake Road where existing businesses are located. The hamlet-commercial will provide essential needs to adjacent residents and build a sense of community.

Neighborhood two—is located in Maltaville and Route 67 east. This area will remain one acre zoning, although the LC zone has been extended to provide additional buffering with the LFTC.

Neighborhood three--located in the Route 9 south corridor, is envisioned to become an office commercial area excluding retail uses. This neighborhood will be considered the Route 9 south corridor and development standards are to be created.

Neighborhood four –located north of Miller Road and South of Route 67 and as far west as East Line Road, will continue to be zoned one (1) acre. Residential development pressures have increased along East Line Road in both the Town of Malta and Ballston, making it important that cluster zoning and Rural Design Guidelines be used for further development in this Neighborhood. This important development tool will help to preserve critical open space land and the scenic view-sheds that have been identified in this area.

Neighborhoods 5,6,7,8 10 and 12 are to remain the same.

Neighborhood 9—it is visualized that this neighborhood, located north of the Downtown, will be the Route 9 north corridor, and development standards will be created. There is an existing four corner commercial area here adjacent to Route 9 and East High Street/9P, which will continue to provide essential services for residents in this district and the surrounding neighborhoods.

Neighborhood 11 –is located north of Drummond Creek/Steeplechase, in the northeast quadrant of Town, and is Malta's northern-most border. It is envisioned that the zoning be changed in this neighborhood from two (2) to five (5) acre, which will allow for the preservation of open space, and critical view-sheds. This district provides some of the largest tracts of land as well as the principal wildlife corridor in the Town. There are no utilities, such as sewer and water, and they are not anticipated within this neighborhood. It is crucial that the multiple farms within this neighborhood be preserved and that the development of new farms promoted.

Neighborhood 13 –is located north of East High Street and is the northwestern border of the Town. The zoning here will remain one (1) acre. During the process of updating this Master Plan, the Committee recommended that this area be increased to (3) acre zoning, with a 300 ft. frontage requirement to help to preserve the rural atmosphere. This area does not have utilities (sewer and water) and they are not anticipated within this neighborhood. For that reason it was decided that development of this neighborhood is self-limiting and it would not be necessary to make a zoning change. It is important to utilize Open Space Zoning and Rural Design Guidelines for further development in this Neighborhood to preserve critical open space land and scenic view-sheds that have been identified in this area.

The final proposed changes within the Master Plan are the **commercial zones**. These areas have been revised to include several new uses (see zoning table) as well as defining the commercial areas for the **C-1 Downtown District, C-2 Route 9 south of the Downtown, C-3 NYSEDA, C-4 Route 9 north of the Downtown, C-5 Exit 11 Hamlet Commercial, C-6 Four Corner Commercial, C-7 Highway Commercial (east side of exit 13), and C-8 Highway Commercial (west side of exit 13)**. It is anticipated that the Route 9 north and south commercial area be developed in an appropriate way that mirrors our vision for the Town. Therefore, standards for Route 9 north and south will be developed, similar to the Downtown Design Standards, to show how parcels within these areas will be developed.

Recent occurrences within the Town, and the subsequent increase in development pressures, have generated the need for an updated comprehensive master plan that supports the shared vision and values of the community, while simultaneously allowing for continued growth. Accessory documents such as the Downtown Design Standards, Recreation and Open Space Needs Assessment Report, the Town's Linkage Study (which includes



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the following: Downtown Pedestrian Plan, Sidewalk Standards, Shared-use Trail Guidelines, Highway Access Planning Guide), the Malta’s Agricultural and Open Space Preservation Study, the Exit 13 Area Guide for Development, and Exit 11/Round Lake Road Mini Master Plan, when used in conjunction with this Plan, can provide additional insight to the desired course for future growth within the Town. It is our hope that this Plan incorporates the visions and values of our citizens, businesses and builders, while providing a framework for new development, as well as the redevelopment of areas of this Town. It is recommended that this Plan be updated every 5-10 years, or as development poses the need for an update. Updating the Master Plan regularly and using it as a tool to capture the vision the Town desires is a key component to a successful community!



APPENDIX A

Quality Green



As a guide, all commercial development should achieve the minimum green space goals as outlined in the proposed master plan. The Town will be flexible in determining the amount of green space for commercial projects. The minimum green space goals may be adjusted downward where “quality green” is provided, congestion can be avoided, and adverse visual impacts are minimized. “Quality green” may be accomplished as follows:

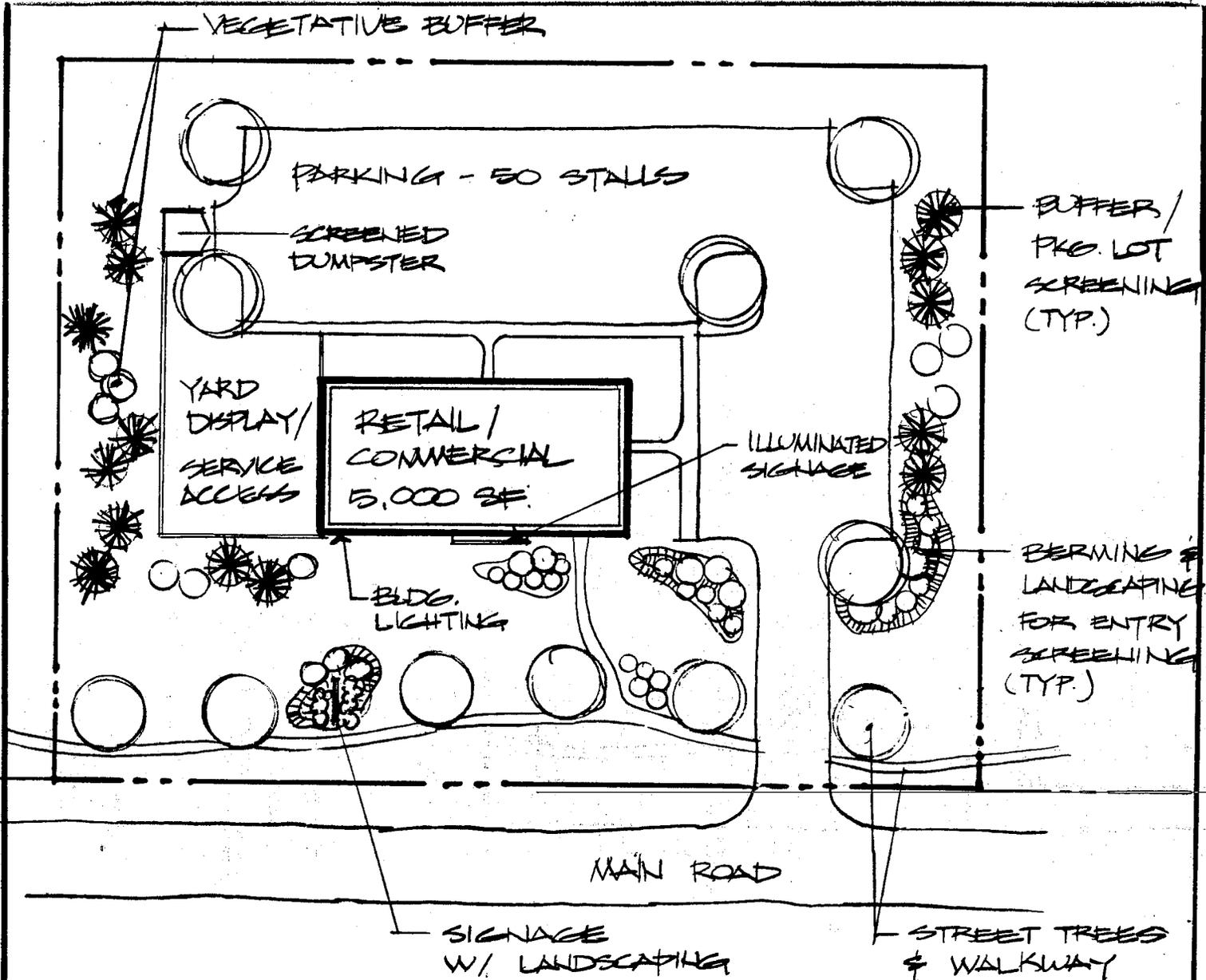
1. The site should be analyzed to determine the best way to improve the given site while addressing the issues of practical site usage, landscape improvements to compliment the proposed building, create desired bufferings and completing a project which is a credit to the Town.
2. Poor landscaping will detract from the usability and visibility of a site. Good landscaping and green area should not hide a business but add to its attractiveness.
3. Buffer areas should be considered to shield the new project from an adjacent site, and to soften the view in both directions. Setbacks should be considered to prevent congestion, create openness and to lessen visual impact and noise.
4. Berming can be an attractive method in total landscaping when used within the context of good design and functional use. If new trees and plant materials are placed on the berm, they must be of such type that they will survive.
5. Quality green space may also include site improvements such as gazebos, stone walls, water features, benches, sitting greens, walking paths, fences, trellises, tasteful interpretive signage, and lighting to complement the building and open area.
6. Quality green space dictates that realistic size and caliper plant and tree stock be installed. A few sizeable improvements will be more aesthetically pleasing than token small stock.
7. A maintenance schedule for the green area should be part of quality green space planning. Spraying, pruning, replacing materials and mowing are a must.
8. Dollars for quality green space improvements should be escrowed until the materials have been installed and a retainer held for one year to assure that all installed materials have survived one growing season.
9. Parking should be located to the side or rear of a project. However, some parking in the front may be appropriate with landscaping, buffering and mounding to soften visual impact.
10. Quality green space may include attractive pedestrian areas and unique architecture within the context of the landscape methods outlined above. In the “downtown” area of Malta, priority will be given to projects designed on a human scale where people can drive and park, and are invited to walk to banks, Town Hall, coffee shops and conduct business; perhaps have a chance encounter with and an old acquaintance.

In conclusion, *effective and attractive open space improvements may not require large areas to implement. No amount of green space and landscaping can hide an unattractive and poorly designed building.*



APPENDIX B

Preferred Site Planning

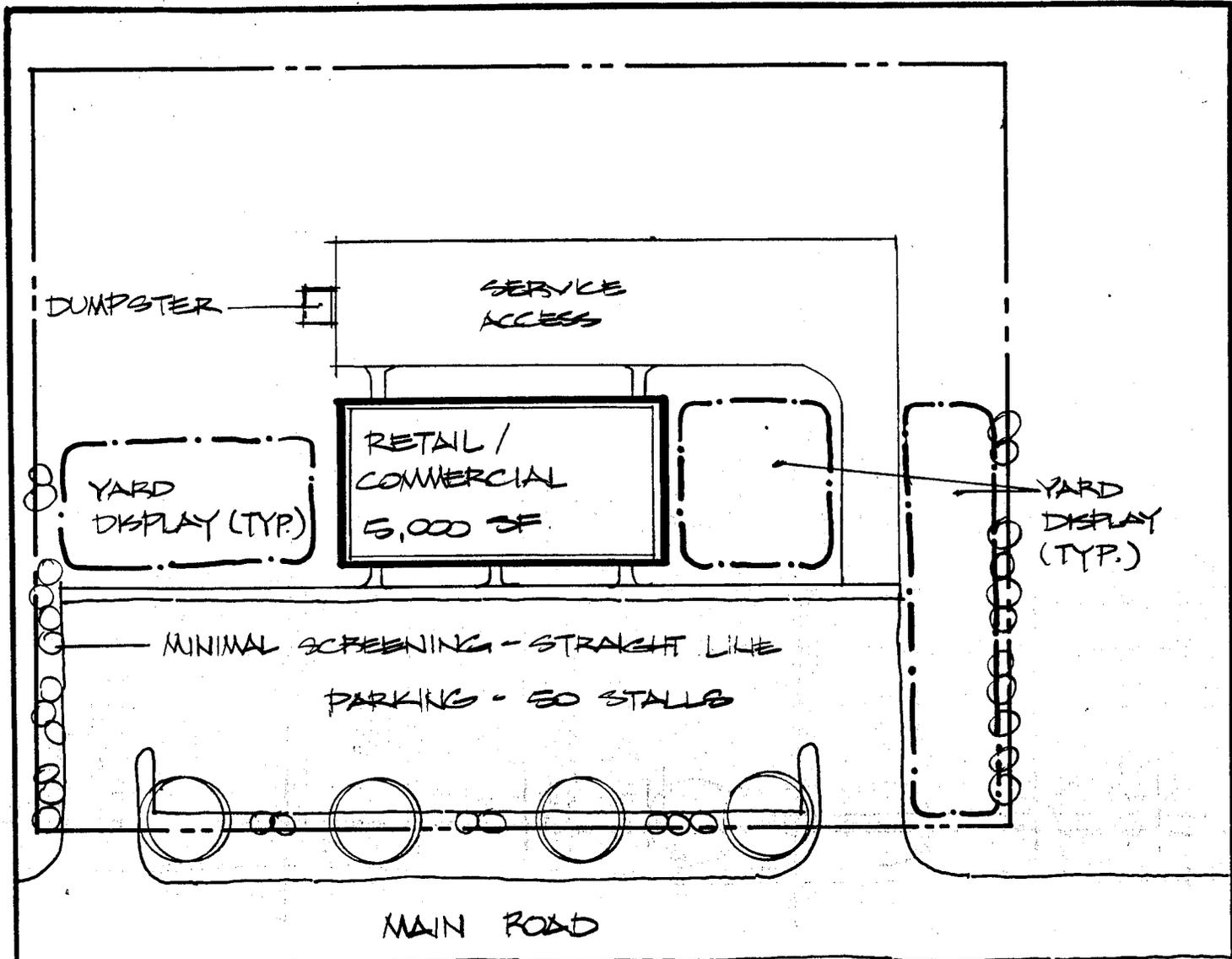


Preferred Site Planning Elements N.T.S.

- PARKING TO THE SIDE & REAR.
- INCREASED BUILDING SETBACK.
- QUALITY GREEN SPACE UP FRONT.
- EFFECTIVE BERMING & LANDSCAPING TO SCREEN PARKING & BREAK UP SITE MASS.
- BUFFERS TO ADJACENT USES
- SCREENED DUMPSTER IN THE REAR.
- SIDEWALKS MEANDERING THROUGH THE SITE.
- QUIET LIGHTING

CHA CLOUGH, HARBOUR & ASSOCIATES
 ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS
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**TOWN OF MALTA COMPREHENSIVE PLAN
 PREFERRED SITE PLANNING ELEMENTS**



Undesirable Site Planning Elements N.T.S.

- ALL PARKING UP FRONT
- MINIMAL QUALITY GREEN AREA
- MINIMAL BUFFERS TO ADJACENT USES
- NO UPFRONT GREEN AREA
- NO BERMING TO BREAK UP SITE MASS
- TWO POINTS OF INGRESS/EGRESS



APPENDIX C

Build-out Analysis

January 19, 2005

Ms. Heather Mallozzi, Building and Planning Coordinator
Town of Malta
2540 Route 9
Malta, New York 12020

RE: Final Report for the Town of Malta Build-out Model and Analysis
CHA File:9005.1054.1101

Dear Heather:

In early December of 2004, Clough Harbour & Associates LLP was authorized to proceed with the Build-out model and analysis for conditions under the existing zoning and for the potential proposed zoning changes that were prepared by the Master Plan Update Committee. The build out model was used to validate the average density of both residential and commercial development for both the existing zoning condition as well as the proposed potential zoning changes, allowing the visions for the different areas of Town to remain consistent those anticipated in the Master Plan Update. The following report outlines the steps that methodology and inputs that were used to prepare the model and the resultant outputs from the model.

Using some of the latest advances in computer technology and capitalizing on the Town's existing GIS database, a significantly more efficient and more accurate build-out analysis was conducted than has been possible for previous Master Plan updates in the past. GIS-based computer programs, were utilized to calculate build-out based on a variety of data input tailored to the study area. Critical input to the model included the following:

- Existing Zoning
- Existing Development and Parcel Size
- Projected Level of Development (square feet of building per acre, number of lots per acre, etc.)
- Presence of Development Constraints

The following is a description of how each factor was applied in the build-out analysis:

Existing Zoning

It was first necessary to establish the existing zoning classifications that covered the study area and determine minimum lot size or maximum density allowed per the zoning regulations. The existing zoning districts (see attached Existing Zoning Map) provide options for the future use of the land. Zoning districts within the Study Area and allowable uses include:

- R-1 Residential – Intended primarily for single family residential and agricultural uses. Permitted uses generally include agriculture, single-family homes, and “cluster” style residential developments. Minimum lot size is 40,000 square feet (1.09 units per acre) with or without water and sewer.
- R-3 Residential – Intended primarily for mobile home parks and single family development. The Permitted uses are similar to R-1. Minimum lot size is 15,000 square feet (2.9 units per acre) per mobile home lot and 40,000 square feet (1.09 units per acre) with water and sewer.

- R-4 Residential – Intended for dense development on the southeastern and southern end of Saratoga Lake. Permitted uses are generally limited to single family residential. Minimum lot size is 15,000 square feet (2.9 units per acre) with sewer and without water.
- R-5 Residential and R-6 – Intended primarily for single family residential and agricultural uses. Permitted uses include agriculture, single-family homes, and “cluster” style residential developments. Minimum lot size is 80,000 square feet (0.54 units per acre) with or without water and sewer.
- R-6 Residential – Intended primarily for single family residential and agricultural uses. Permitted uses generally include agriculture, single-family homes, and “cluster” style residential developments. Minimum lot size is 40,000 square feet (1.09 units per acre) with or without water and sewer.
- C-1 - Permitted uses generally include professional offices, motels, restaurants, drive in establishments and personal service shops. Retail uses are permitted by special permit. Maximum building size is 50% of the site and the minimum is 50% greenspace. Building heights are generally limited to 25-30 feet.
- C-2 - Permitted uses generally include professional offices, motels, restaurants, and personal service shops. Retail uses are permitted by special permit. Maximum building size is 40% of the site and the minimum greenspace is 50%. Building heights are generally limited to 25-30 feet.
- C-3 - Permitted uses generally include light industrial and manufacturing uses. Maximum building size is 40% of the site and the minimum greenspace is 50%. Building heights are limited to 84 feet.
- Land Conservation- Permitted uses are generally limited to low intensity recreational uses to protect and enhance the associated resources. The only permitted use is agricultural.
- Downtown Overlay district - Permitted uses generally include professional offices, motels, restaurants, and personal service shops as well as mixed uses and retail. Maximum building size is 50% of the site and the minimum greenspace is 30%. Building heights are generally limited to 54 feet.
- Planned Development District (PDD) - This zone comprises about one third of the Town and is used for special projects with varying degrees of density and types of development that provide a benefit to the Town

Typically, land that is left to private development will be developed with uses that will provide the best return on the investment. Since build-out is based on current zoning, uses that would involve rezoning, special permit, or a use variance were not considered. Therefore, for the residential zones, it is assumed that single-family homes will be developed. It is assumed that office and other similar approved uses will be developed in the C-1, C-2, C-3 and Downtown Overlay District. The actual approved development for each of the PDD's was used for build-out of the PDD zoned parcels.

Existing Development and Parcel Size

The first step in the process of identifying potentially developable land for build-out was to determine which parcels are currently developed and are unlikely to be developed further. This was accomplished by using land use classifications associated with tax mapping, parcel size data from the Town's GIS system, review of aerial and orthophoto mapping, and consultation with the Town's Building and planning department as well as other members of the Town family.. The parcels which were deemed to be already developed and of not sufficient size to be further developed were subtracted from the total parcel areas.

The following criteria were used to determine which parcels were of sufficient size to accommodate additional development:

- All residential zones – On average, lots less than twice the minimum lot size will not be further subdivided. Vacant lots more than twice the minimum lot size are considered developable.
- There are many commercial parcels within the Study Area that are developed with only a portion of the parcel being actually developed. Therefore, after parcel by parcel review, those developed parcels that are underutilized were considered developable, and adjusted to recognize the percentage of the parcel that is already developed.

Other uses removed from consideration as potentially developable included dedicated open space, and approved but not constructed development projects.

The results of the potentially developable land analysis are shown in the table below and illustrated on the attached map entitled Developable and Non-Developable Land. It should be noted that the study areas does not include the acreage of the Village of Round Lake or the surface area of Saratoga Lake or Round Lake.

Potentially Developable Parcels

Study Area		Potentially Developable Parcels	
Total Area (acres)	Total No. Parcels	Area (acres)	Parcels
16,145	4,501	11,155	797

Of the potential developable parcels within the Study Area, the average lot size is 14 acres. The current acreage was derived for a more detailed evaluation of the Study Area and parcels. This figure (16,145 acres) will be used in all future documentation.

Projected Level of Development

The next step in determining the build-out is to determine typical development densities for each zoning district. The critical purpose of this step is to avoid overstating the build-out potential by not taking into consideration reductions caused by inefficiencies of lot layout, the need for right-of-ways for roads, stormwater management areas, greenspace, etc. The following assumptions were applied for each zoning district:

- R-1 Residential:
 - Any parcel with over 20 acres developable will be subdivided with a Town road and subdivided into 40,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 10% of developable parcel area for roads and stormwater management areas.
 - Any parcel between 5 and 20 acres developable will be subdivided with a Town road and subdivided into 40,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 20% of developable parcel area for roads and stormwater management areas.
 - All other previously identified developable parcels less than five acres will be subdivided with 40,000 square foot average lots and it assumed will be accessed via private drive.

- R-3 Residential:
 - Any parcel within this zone will be subdivided with a Town road and 15,000 square foot average lots. All parcels assumed to have municipal water and sewer. Subtract 15% of developable parcel area for roads and stormwater management areas.
- R-4 Residential:
 - Any parcel with this zone will be subdivided into 15,000 square foot average lots. The network of roadways within this zone is generally complete and it is assumed that only private drive would be necessary to access these parcels. All parcels assumed to have municipal sewer and well water. No deductions were taken on these parcels.
- R-5 and R-6- Residential:
 - Any parcel with over 20 acres developable will be subdivided with a Town road and subdivided into 80,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 10% of developable parcel area for roads and stormwater management areas.
 - Any parcel between 5 and 20 acres developable will be subdivided with a Town road and subdivided into 80,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 20% of developable parcel area for roads and stormwater management areas.
 - All other previously identified developable parcels less than five acres will be subdivided with 80,000 square foot average lots and it assumed will be accessed via private drive.
- C-1 and C-2 Zones:
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 30% would be the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 2 stories.
- C-3 Zone:
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 50% would be dedicated to the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 5 stories.
- Downtown District Zone:
 - Parcels will have a minimum greenspace of 30% of the total site. Of the remaining parcel approximately 30% would be dedicated to the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 4 stories.
- Land Conservation (LC) Zone:
 - Development of this area is not contemplated due to the environmental sensitivity of this zone.

Development Constraints

When designing a project for a given site there are many site conditions that have to be considered. Features such as wetlands, streams, floodplain, steep slopes, high groundwater, significant habitat, and archaeological resources, to name a few, may constrain design or require special site preparation.

Therefore, available mapping was used to generally identify major constraints. The constraints that were identified to be used within the Build-out Model were:

- NYS DEC (State) regulated wetlands and their associated “adjacent areas” (100-foot buffer)
- 50 foot buffer on all stream corridors)
- National Wetland Inventory (NWI) mapped wetlands
- 50 foot buffer on all stream corridors and lakes
- Hydric (wet) soils
- Slopes with gradient greater than 18%
- The Town’s Land Conservation zoning district.
- Existing Town Parkland
- 300 foot Interstate Buffer

With the above referenced constraints applied to the potentially developable lands the resultant developable lands within the Town comprise approximately **6,301 acres**. This is graphically illustrated on the map entitled Development Constraints.

Existing Zoning Build-Out Results

Based on the methodology and assumptions previously discussed, the anticipated build-out potential was identified. The following tables show the full build-out potential based on the existing zoning and constraint scenario. The table has been broken up into neighborhoods so that the analysis of this data and future incorporation within the Master Plan Update would be compatible.

Existing Zoning Build-out Model Results

Neighborhood Number	Residential Units	Commercial Square Footage
1	88	196,475
2	433	0
3	24	515,150
4	559	0
5	87	5,695,897
6	391	2,953,649
7	149	1,214,600
8	33	0
9	695	67,038
10	256	0
11	747	0
12	72	764,297
13	447	0
Total	3,981	11,407,106

Using the software, the attached build-out map entitled Potential Build-out Based on Existing Zoning, illustrates the existing zoning build-out scenario from the tables above.

The following is a summary of the build-out analysis based on existing zoning:

- Approximate area included within the Study Area: **16,145 acres**
- Approximate area of potentially developable land including constraints: **6,301 acres**
- Approximate number of homes that could be built: **3,981 units**
- Approximate amount of commercial space that could be built: **11,407,106 s.f.**

Proposed Zoning

As a result of approximately 6 months of visioning and discussion by the Master Plan Update Committee, potential changes to the existing zoning were prepared to preserve critical areas of the Town and to direct more dense development to those areas which have appropriate access and utilities. The existing zoning was maintained in a number of instances however new areas of potential zoning were identified, defined and densities recommended. The following additional zoning changes were identified within the Study Area and are noted on the attached map entitled Proposed Zoning Changes:

- R-7 Residential – Intended primarily for single family residential and agricultural uses. Permitted uses generally include agriculture, single-family homes, and “cluster” style residential developments. Minimum lot size is 120,000 square feet (0.36 units per acre) with or without water and sewer.
- R-8 Residential – Intended primarily for single family residential and agricultural uses. Permitted uses include agriculture, single-family homes, and “cluster” style residential developments. Minimum lot size is 200,000 square feet (0.22 units per acre) with or without water and sewer.
- Highway Commercial West – Intended primarily for restaurant, office, technology and professional service uses. Maximum building size is 30%-50% of the site and the minimum is 50% greenspace. Building heights are generally limited to 30-50 feet
- Highway Commercial East – Intended primarily for office, technology and professional service uses. Maximum building size is 50% of the site and the minimum is 50% greenspace. Building heights are generally limited to 30-50 feet
- Retail Center Downtown – Intended to be the core shopping and business district within the Town. Primary uses include single family, office, restaurant, retail, professional offices and professional service uses. All uses within this district are by special permit. Minimum lots sizes for residential development are 15,000 square feet. Maximum building size is 50 % of the site and the minimum is 30% greenspace. Building heights are generally limited to 50 feet
- Office Commercial North - Permitted uses generally include professional offices, single family and two family residential and small animal hospital. Maximum building size is 50% of the site and the minimum greenspace is 50%. Building heights are limited to 30-50 feet.
- Office Commercial South - Permitted uses generally include professional offices, single family and two family residential and small animal hospital. Maximum building size is 30%-50% of the site and the minimum greenspace is 50%. Building heights are limited to 30-50 feet.
- NYSERDA - Permitted uses generally include light industrial professional office, research and development and educational facilities. Maximum building size is 50% of the site and the minimum greenspace is 50%. Building heights are limited to 80 feet.
- Hamlet Commercial (Round Lake Road/Ruhle Road/Raylinski Road) – Intended to be a small core shopping area for this portion of the Town. All uses are by special permit and include grocery, convenience shop, professional office and restaurant. Maximum building size is 40%-50% of the site and the minimum is 30% greenspace. Building heights are generally limited to 25-30 feet
- Four Corner Commercial (Route 9/Route9P/East High Street) – Intended to be a small core shopping area for this portion of the Town. All uses are by special permit and include grocery, convenience shop, professional office and restaurant. Maximum building size is 40%-50% of the site and the minimum is 50% greenspace. Building heights are generally limited to 25-30 feet

Projected Level of Development of Proposed Zoning Changes

The next step in determining the build-out for the proposed zoning changes was to determine typical development densities for each of the proposed zoning districts. The critical purpose of this step is to avoid overstating the build-out potential by not taking into consideration reductions caused by inefficiencies of lot layout, the need for right-of-ways for roads, stormwater management areas, greenspace, etc. It should be noted that the level of the development for those zones which did not change remains the same and the following assumptions were applied for each of the proposed zoning districts:

- R-7 Residential:
 - Any parcel with over 20 acres developable will be subdivided with a Town road and subdivided into 120,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 10% of developable parcel area for roads and stormwater management areas.
 - Any parcel between 5 and 20 acres developable will be subdivided with a Town road and subdivided into 120,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 20% of developable parcel area for roads and stormwater management areas.
 - All other previously identified developable parcels less than five acres will be subdivided with 120,000 square foot average lots and it assumed will be accessed via private drive.
- R-8 Residential:
 - Any parcel with over 20 acres developable will be subdivided with a Town road and subdivided into 200,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 10% of developable parcel area for roads and stormwater management areas.
 - Any parcel between 5 and 20 acres developable will be subdivided with a Town road and subdivided into 200,000 square foot average lots. All parcels assumed not to have municipal water and sewer. Subtract 20% of developable parcel area for roads and stormwater management areas.
 - All other previously identified developable parcels less than five acres will not be subdivided and it assumed will be accessed via private drive.
- Highway Commercial East and West Zones:
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 50% would be the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 3 stories.
- Office Commercial East and West Zones:
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 50% would be the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 3 stories.
- Retail Center Downtown Zone:
 - Parcels will have a minimum greenspace of 30% of the total site. Of the remaining parcel approximately 30% would be dedicated to the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 4 stories.

- **NYSERDA Zone:**
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 50% would be the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 5 stories.

- **Hamlet Commercial Zone:**
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 30% would be dedicated to the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 2 stories.

- **Four Corners Commercial Zone:**
 - Parcels will have a minimum greenspace of 50% of the total site. Of the remaining parcel approximately 30% would be dedicated to the building footprint and the remaining land would be dedicated to parking. It should be noted that development in this area is generally limited to 2 stories.

Proposed Build-Out Based on Proposed Potential Zoning Changes

Based on the proposed zoning changes an additional build-out model was developed to create a representative development scenario. This development scenario can be viewed on the attached Build-Out Map entitled Potential Build-out Based on Proposed Zoning Changes. The following table show the full build-out potential based on the potential proposed zoning and the constraint scenario. The table has been broken up into neighborhoods so that the analysis of this data and future incorporation within the Master Plan Update would be compatible.

Potential Proposed Zoning Build-out Model Results

Neighborhood Number	Residential Units	Commercial Square Footage
1	61	273,760
2	227	0
3	0	1,150,958
4	376	680,943
5	67	5,680,000
6	306	5,436,229
7	152	1,200,000
8	28	0
9	438	5,155,921
10	254	0
11	492	0
12	3	3,149,911
13	135	0
Total	2,539	22,727,722

Using the software, the attached build-out map entitled Potential Build-out Based on Proposed zoning Changes, illustrates the potential build-out scenario based on the proposed potential zoning from the tables above.

The following is a summary of the build-out analysis based on proposed potential zoning changes:

- Approximate area included within the Study Area: **16,145 acres**
- Approximate area of potentially developable land including constraints: **6,301 acres**
- Approximate number of homes that could be built: **2,539 units**
- Approximate amount of commercial space that could be built: **22,727,722 s.f.**

The results of the existing and proposed zoning build-out models represent a macro level planning analysis to describe average development densities within the Town. Actual development patterns may emerge more clearly as site specific projects and site level planning analyses are conducted.

Should you have any questions or require anything further, please do not hesitate to contact me at (518) 453-2868.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES LLP

Nicholas J. Schwartz, R.L.A.
Project Manager

NJS:njs

Cc: Town Board
Master Plan Update Committee

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Town of Malta

Existing Zoning

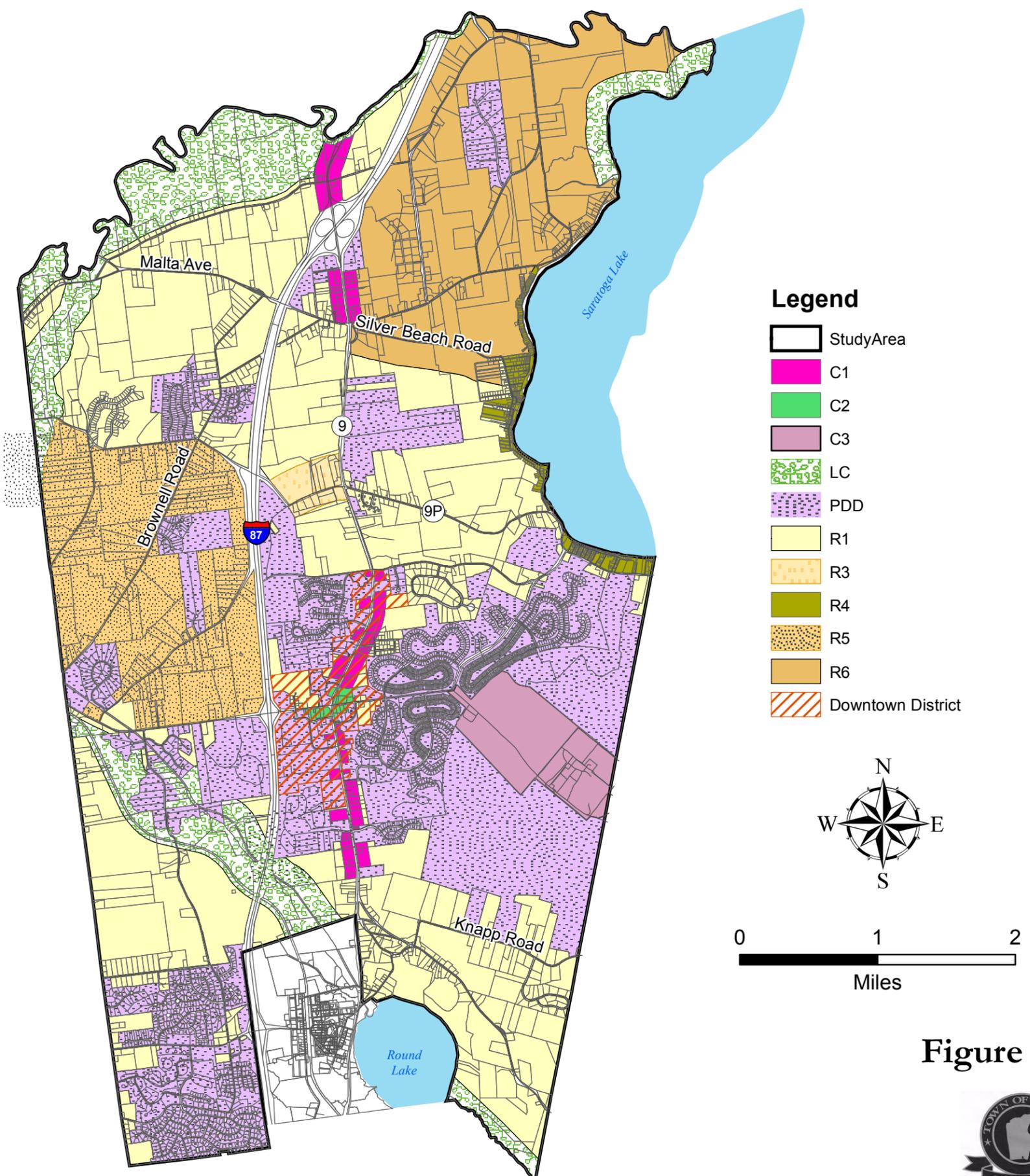


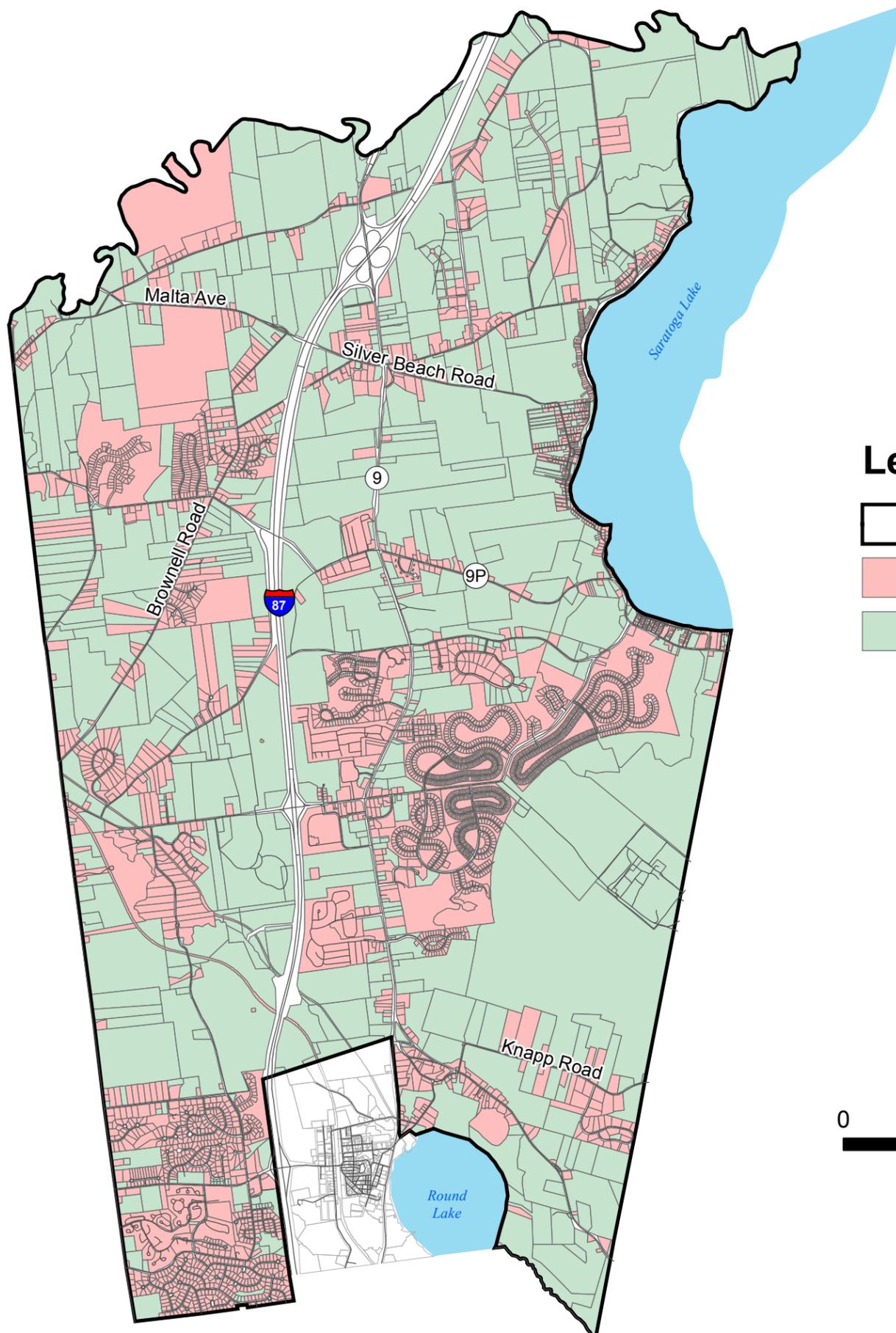
Figure M-2





Town of Malta

Developable and Non Developable Land Prior to Constraints



Legend

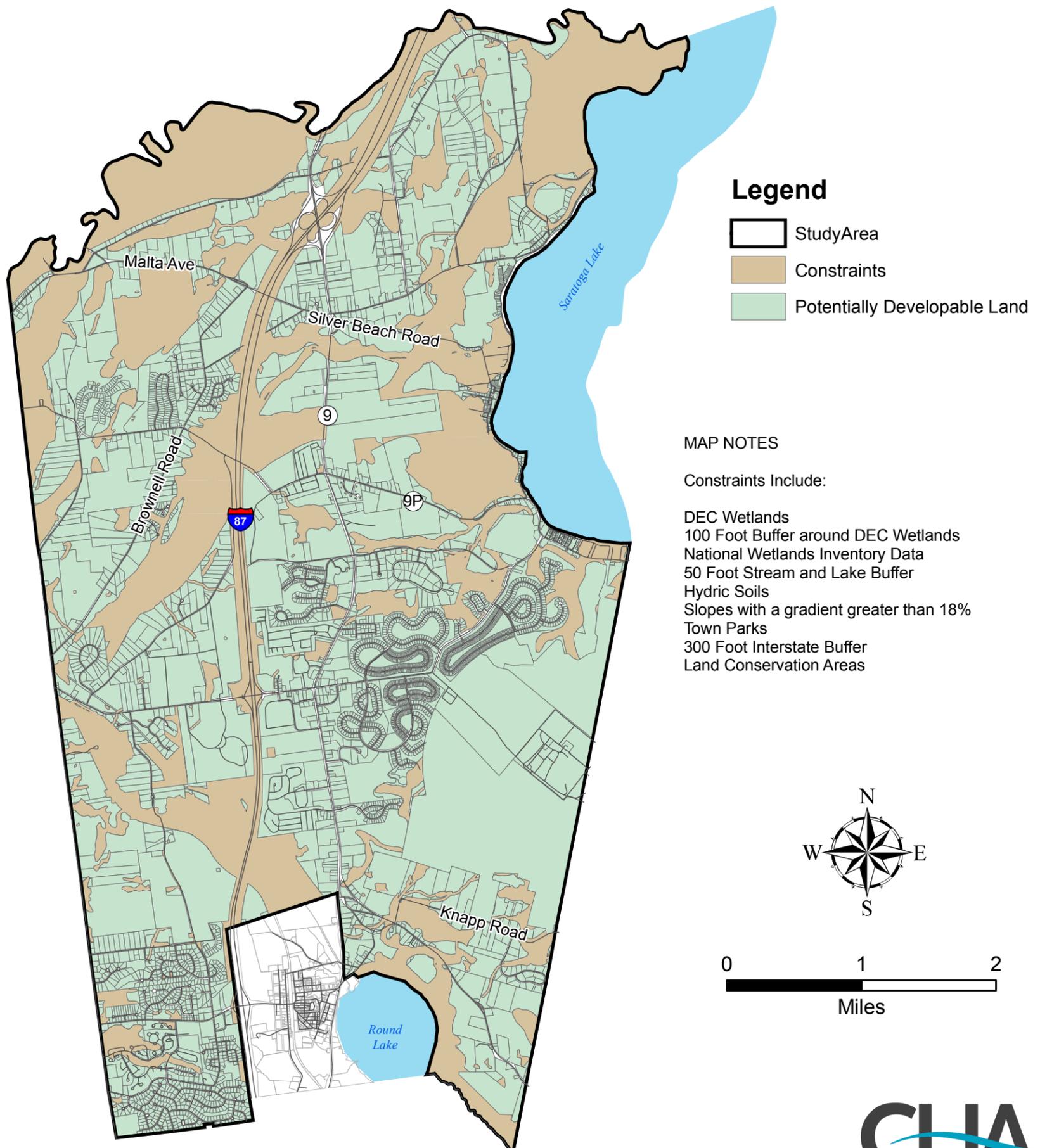
- Study Area
- Non Developable
- Developable





Town of Malta

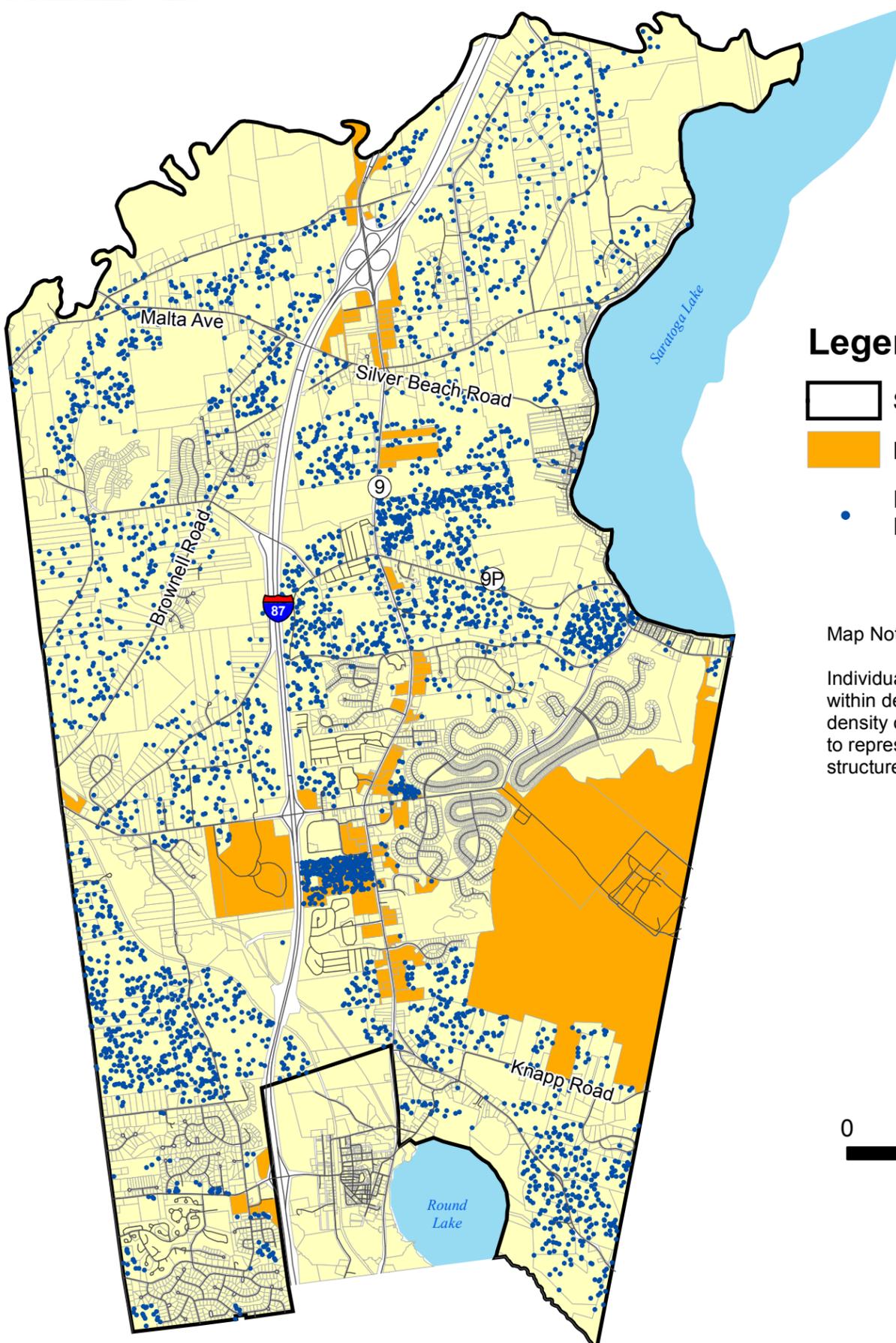
Development Constraints





Town of Malta

Potential Buildout Based on Existing Zoning



Legend

- Study Area
- Potential Commercial Development
- Each Dot Represents One Potential Dwelling Unit

Map Notes:

Individual dots have been placed randomly within developable areas to depict the relative density of development and are not intended to represent the location of actual or proposed structures.



Town of Malta

Proposed Zoning Changes

DRAFT

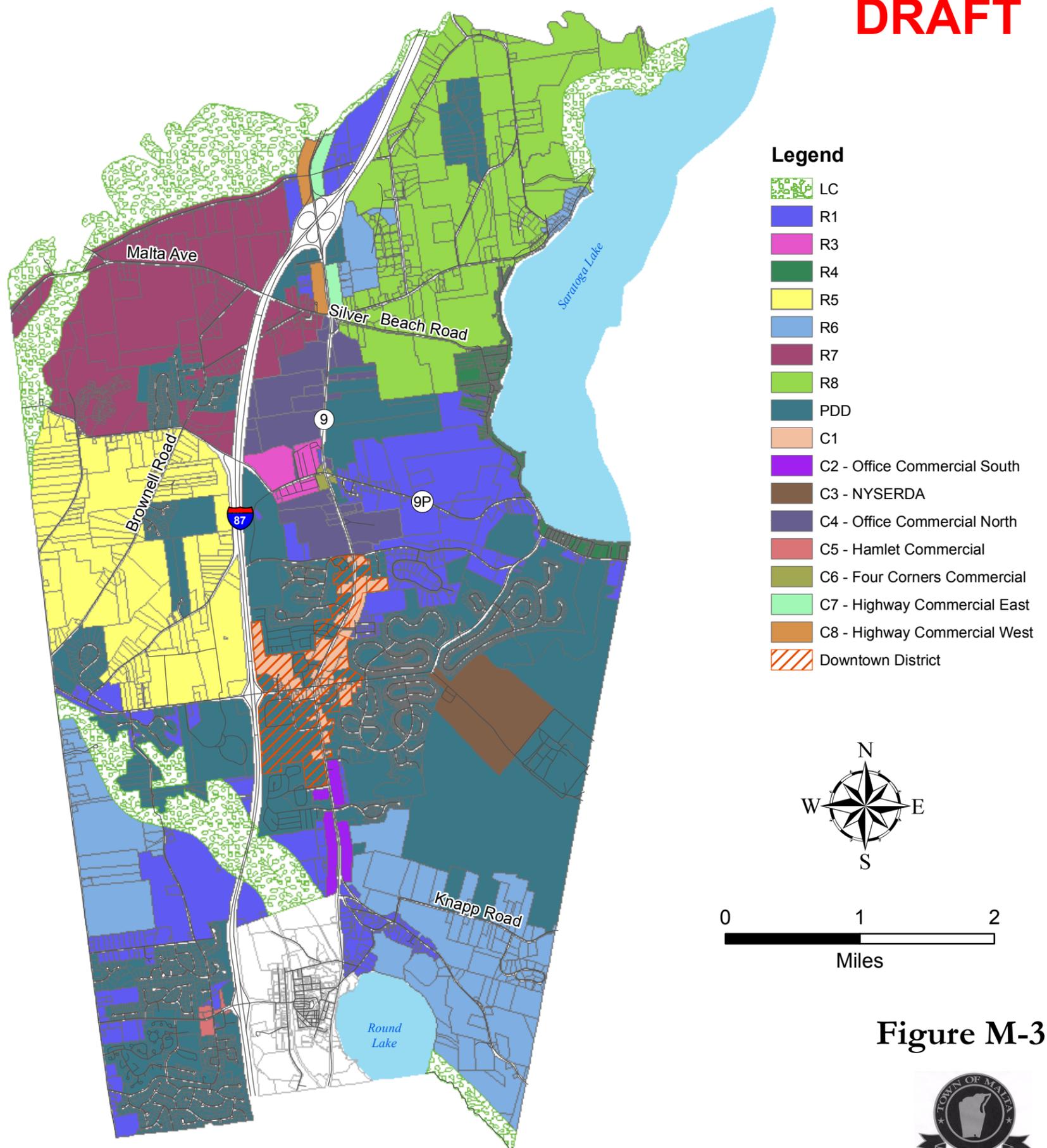


Figure M-3

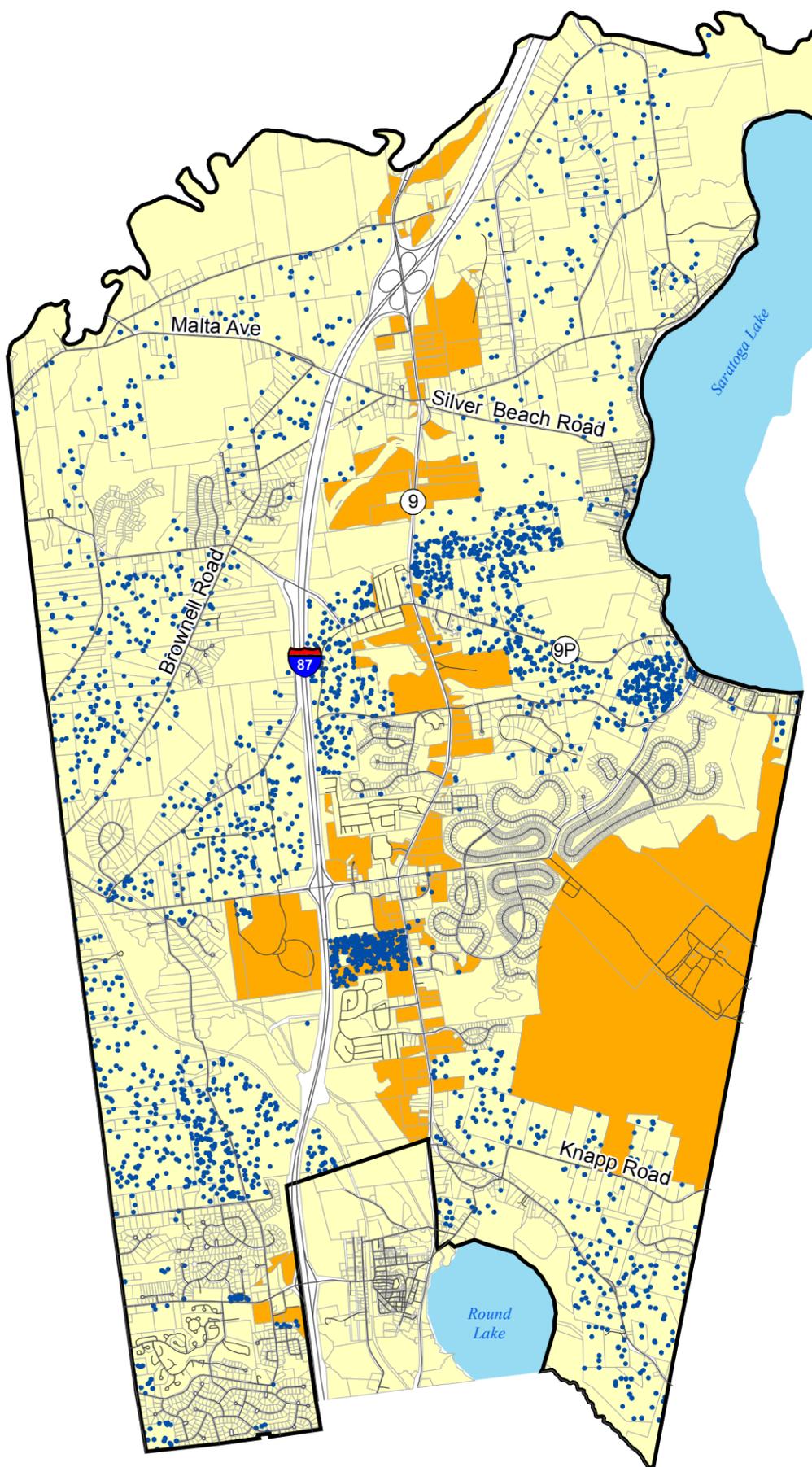




Town of Malta

Potential Buildout Based on Proposed Zoning Changes

DRAFT



Legend

-  Study Area
-  Potential Commercial Development
-  Each Dot Represents One Potential Dwelling Unit

Map Notes:

Individual dots have been placed randomly within developable areas to depict the relative density of development and are not intended to represent the location of actual or proposed structures.

