ROUTE 9
NORTH AND SOUTH CORRIDOR PLAN
TOWN OF MALTA, NY

Prepared for the Capital District Transportation Committee and for the Town of Malta

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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

The Route 9 North and South Corridors will play an important role in defining the character of Malta as it experiences increased development. Located north and south of Malta’s downtown, the study area extends north from Cramer Road to Northway Exit 13 and south from Knabner Road to the Village of Round Lake. These corridors serve as important gateways to Malta. The office, business, and residential development that is expected to occur in these areas will have a significant impact on the Town’s landscape and the functionality of Route 9 and the local road network. This Route 9 North and South Corridor Plan provides a framework to manage this future growth.

The goal of this Plan is to provide development guidelines that will help Malta achieve a balance between preserving landscapes and views, ensuring aesthetically attractive development and maintaining the functionality of Route 9 as a transportation corridor as the area develops. These guidelines reflect the design and planning goals for the area which are to:

- Encourage nodes of mixed-use development, promote workforce and senior housing and preserve the natural landscape;
- Create design standards that require attractive gateways to new developments and enhance the appearance of existing developments; and
- Improve traffic safety, enhance access management, and improve non-vehicular circulation.

In order to realize these goals this Plan analyzes existing conditions in the study area, the Town’s recently updated zoning code, Comprehensive Plan recommendations for the Corridor, and potential future development. It provides a development framework for both the North and South Corridors that calls for a mix of housing, commercial uses and community/institutional facilities, as well as design guidelines that will ensure that future development is compatible with the rural qualities that characterize the area.
1.0 INTRODUCTION

1.1 Background

The Route 9 North and South Corridor Plan Study was initiated by the Town of Malta and the Capital District Transportation Committee (CDTC) to implement the Town’s recently updated Comprehensive Plan’s recommendations for this area. The study area is located north and south of Malta’s downtown, from Cramer Road north to the Northway (I-87) Exit 13 and from Knabner Road south to the Village of Round Lake border. Unused and underutilized parcels are being developed and development patterns are changing, particularly in the Route 9 South area. The Luther Forest Technology Campus (LFTC) and NYSERDA’s Saratoga Technology and Energy Park are the motors of increased development. The Town’s Comprehensive Plan addresses these changes by recommending the development of an overlay district for the Route 9 North and South Corridor that encourages a mix of land uses at an appropriate density and distinguishes the corridor from Malta’s downtown.

1.2 Study Purpose

The purpose of this study is to develop a more detailed plan for the Route 9 North and South Corridors, as recommended in the Comprehensive Plan. to support appropriate development in these areas, as recommended in the Town’s 2005 Comprehensive Plan update. It encourages a greater mix and intensity of land uses and provides pedestrian-friendly design standards to enhance key intersections and circulation within and among parcels. The plan is a guide for future development on underutilized and vacant properties in the study area. It provides for the protection of important woodlands and open spaces with design standards for building facades, parking, landscaping, lighting, signage, and pedestrian amenities. It incorporates the new roadway connections recommended in the 2003 Linkage Study prepared by the Town of Malta and CDTC, provides for additional roadways, bicycle/pedestrian trails, and an open space network. It presents a development framework for the North and South Corridors and proposes a conceptual layout for potential development parcels.
1.3 Community Participation

Two public workshops were held as part of the development of the plan in order to solicit input from the community on existing conditions and gain feedback on a conceptual design for the corridor. Summaries of these workshops are included in this report as Appendices A and B. Both workshops had a presentation by BFJ Planning followed by roundtable discussions. At these workshops participants discussed key issues within small groups and then reported their findings back to all workshop participants. The first public workshop, held on September 22, 2005, focused on identification of the study area’s best features, its challenges, potential improvements and preferred uses and concluded with a discussion of two potential options for an overall design concept for the corridor and the selection of a preferred design concept. At the second workshop, held on December 6, 2005, a refined concept plan was presented and discussed along with an analysis of the parcels in the corridor, proposed design and planning goals, and design guidelines for the study area.
2.0 EXISTING CONDITIONS

2.1 Land Use

Route 9 South

The Route 9 South study area extends for approximately one mile from the Village of Round Lake border north to Knabner Road and includes all properties with frontage on Route 9 for a total of 285 acres. Existing development includes residential and commercial land uses: small businesses, single-family homes, apartments, mobile homes, a recreation center, freestanding commercial buildings (some of which are vacant or in neglected condition), and a small strip commercial center. There are significant woodlands along the road frontage and twelve vacant properties in the area. This corridor includes two major intersections, one at Route 67, which is controlled with a traffic light, and one at Taddeo Road. The speed limit in this area is 55 mph.

The acreage of existing land uses is:

- Residential: 129 acres
- Commercial: 131 acres
- Recreation/Entertainment: 5 acres
- Vacant: 20 acres

According to the Town’s Comprehensive Plan Update, anticipated future development in this area is residential and non-residential, including office, recreational and institutional uses, as well as new housing for Luther Forest Technology Center (LFTC) employees east of Route 9 outside the limits of the study area with access from existing and new side streets. No new retail development is envisioned for the Route 9 South Corridor as the Town would like to concentrate commercial development in its downtown, which lies between the North and South Corridors. The Town’s zoning code currently limits commercial development in this area to within 500 feet of Route 9.
Most parcels in the Route 9 South study area are small, developed properties, but the area also includes several large, deep parcels that are either undeveloped or under-developed. While some of these properties are partially constrained by wetland areas, they present a significant opportunity for new development. As will be discussed in Section 3.3, the two parcels with the largest development potential are located opposite one another to the east and west of Route 9, south of Taddeo Road and total approximately 140 acres.

Route 9 North

The Route 9 North study area extends for two miles from Cramer Road north to Northway/I-87 Exit 13 and includes all properties with frontage on Route 9 for a total of 58 properties and 840 acres. Existing development includes commercial and residential uses and a substantial amount of undeveloped land. Major commercial uses in this area are the Malta Speedway, Malta Drive-In, a large furniture store, a small industrial park, several restaurants, small businesses and office uses. Major residential developments in the vicinity of the study area with access from Route 9 include Highpointe, Travers Meadow, Malta Mobile Acres and Northway Mobile Estates. This study area includes substantial wetlands and floodplains associated with Drummond Creek and the Malta Nature Preserve, which constrain development potential on some parcels. The speed limit along Route 9 in this area is 55 mph and there are two signalized intersections at East High Street/Route 9P (commonly referred to as Four Corners) and Malta Avenue.

Commercial development in this area is concentrated at Four Corners, Malta Avenue and Northway Exit 13. The majority of parcels from Cramer Road to Four Corners are undeveloped and un-wooded, providing for deep views east and west of Route 9. Just north of this area, Steeplechase, a new residential community that will consist of 240 apartments, and St. Ledger’s Woods, a 21 lot single-family subdivision, are currently under construction. The central portion of this area, between Four Corners and Malta Avenue, remains largely undeveloped and is characterized by wooded roadsides punctuated by commercial buildings. North of Malta Avenue to the Northway exit are a number of...
commercial uses on relatively small parcels. The acreage of the parcels in the Route 9 North Corridor by existing land use is:

- Residential: 258 acres
- Commercial: 232 acres
- Community Services: 12 acres
- Recreation/Entertainment: 81 acres
- Industrial: 6 acres
- Vacant: 252 acres

According to the Town’s Comprehensive Plan Update, anticipated future development in this area is also residential and non-residential. It is envisioned that this area will retain its mixed use character and concentration of retail uses at Four Corners and that no additional retail development will occur elsewhere in this corridor. Development must be sensitive to environmentally constrained land with new development concentrated on clearly buildable areas and away from sensitive natural features such as wetlands and their buffers, streams and habitats. Similar to the Route 9 South study area, commercial development here is limited to within 500 feet of Route 9.
2.2 Transportation Features

In order to enhance the Town’s transportation system, Malta often collaborates with the Capital District Transportation Committee (CDTC) and the New York State Department of Transportation (NYS DOT) to achieve its transportation goals. In 2003 the Town of Malta and CDTC prepared a Linkage Study detailing a proposed secondary collector street system for the Town in order to transfer short distance in-town trips away from Route 9 and onto collector streets. The plan detailed proposed linkage roadways in the Route 9 North and South Corridor study area, as shown on Figure 5, as well as the downtown, in order to reduce vehicle miles traveled, decrease congestion, provide alternative routes for short local trips, improve efficiency of movement, reduce through traffic on local residential streets, and improve pedestrian and bicycle access. Determination of the feasibility and placement of these proposed roadways will require further technical analysis and engineering.

The recommendations made in the Linkage Study for the Route 9 North and South Corridor include:

- Continuation of Route 67 across Route 9 to a new north-south connector road that would provide parallel access west of Route 9 from Route 67 to Taddeo and Knabner Roads.

- Bypass roads both east and west of Route 9 south of Four Corners.

- A short connector system across Route 9 between Four Corners and Malta Avenue.

- A longer connector system across Route 9 between Malta Avenue and Northway Exit 13.

In addition, as part of the planning process for the Luther Forest Technology Campus (LFTC), a new east-west road was proposed to connect to Route 67 and link the proposed LFTC to the Zim Smith Trail. This connection, known as the Round Lake Bypass, is currently in the design process.
There are numerous driveways or curb cuts that provide ingress and egress into the developed properties along Route 9. The Route 9 South area has a total of 44 curb cuts and the Route 9 North area has 61 curb cuts. Each developed parcel has at least one curb cut; some have two. While these driveways provide direct access to sites, they also create the potential for conflicting turning movements for entering and exiting cars, which can result in accidents. Left-turn movements can be especially dangerous, as turning motorists must cross a lane of on-coming traffic. Only one traffic signal controls traffic flow in the Route 9 south area and two signals control traffic in the Route 9 North area; all other turns are uncontrolled movements made at curb cuts.

In the Generic Environmental Impact Statement prepared as part of its recently completed Comprehensive Plan Update, the Town has studied several intersections in the project area including the intersections of Route 9 and Malta Avenue, East High Street/Route 9P, Cramer Road, Knabner Road, Taddeo Road and Route 67. Each of these intersections currently functions at a level of service C or better. The GEIS recommends improvements at two of these intersections: Construction of an eastbound right-turn lane onto Malta Avenue from Route 9 and a roundabout at the intersection of Routes 9 and 67 in connection with the Round Lake Bypass.

As shown in Figure 6, average daily traffic volume in the study area is 9,400 vehicles in the south corridor and 12,000 vehicles in the north corridor. Accident data collected by New York State Department of Transportation indicates that between 1999 and 2002 there were 62 accidents in the southern corridor, 22 of which involved injury and one of which was fatal. Of these accidents, one-half occurred at non-signal-controlled intersections, with the highest number of accidents at the intersection of Routes 9 and 67. During this same period there were 102 accidents in the north corridor, 63 of which involved injuries. Forty percent of these accidents occurred at Route 9’s intersections with Malta Avenue and East High Street/Route 9P and 23 percent of accidents occurred at the Northway Exit 13 ramps.

While transportation in the corridor is currently limited to private vehicles, one of the transportation objectives stated in the Town’s Comprehensive Plan Update is to encourage the use of mass transportation, carpooling and transportation management techniques whenever practical. Therefore, while mass transportation does not currently play a significant role in the Corridor, it may do so in the future.
FIGURE 5: TRANSPORTATION FEATURES, SOUTH AND NORTH CORRIDORS

SOURCE: TOWN OF MALTA GIS BASEMAP
FIGURE 6: ACCIDENT DATA, 1999-2002, NORTH AND SOUTH CORRIDORS

Legend:
- Red: Total Number of Non-Intersection Accidents
- Blue: Total Number of Intersection Accidents
- Green: Fatalities

Source: NYS DOT Traffic Volume Report, 2002
2.3Visual Survey

Route 9 South

The photographs in Figure 7 provide an overview of the visual character of the Route 9 South Corridor. They illustrate the scattered, low density development that is interspersed with woodland areas and undeveloped properties in this area. Development in the southern portion of the Route 9 South Corridor consists mainly of single-family housing, while development in the northern portion of the area near Taddeo and Knabner Roads is more commercially oriented and includes automobile-related services and retail uses. Assets in this area include well-maintained buildings and landscaped front yards, stretches of woodland, and open vistas that can be seen from Route 9. Challenges include several unscreened surface parking and paved services areas adjacent to the roadway, the abandoned Curry Plaza building, and overhead utility lines.

Route 9 North

The photographs in Figure 8 illustrate the visual character of the Route 9 North Corridor. This area is generally characterized by a mix of commercial uses including restaurants, small businesses, retail uses, and entertainment. This corridor includes the Malta Speedway on a large parcel to the east side of Route 9 near Cramer Road, the Malta Drive-In, the Malta Ridge Fire House, and the Lutheran Church. Steeplechase, a large residential development that will consist of 240 apartments, and St. Ledgers Wood, a 21-home, single-family subdivision, are currently under construction in this area. Significant portions of this corridor are undeveloped and include extensive woodlands fronting on Route 9. In addition, the Drummond Creek is an important natural feature in this area. The northern portion of this corridor between Malta Avenue and the Northway interchange is largely developed with restaurants, motel uses and commercial businesses such as Stewart’s headquarters. A historic cemetery and landscaped setbacks associated with commercial uses create the greenspace perceived here.
FIGURE 7: VISUAL SURVEY, SOUTH CORRIDOR

Goldfoot Road to Route 67

Route 67 to Knabner Road
FIGURE 8: VISUAL SURVEY, NORTH CORRIDOR

Cramer Road to East High Street

East High Street to I-87
2.4 Environmental Justice

Over the past decade increased attention has been given to the National Environmental Policy Act (NEPA) with respect to the need to balance overall mobility benefits of transportation projects with protection of the quality of life of low-income and minority communities. In 1994 President Clinton issued Executive Order 12898 to bring attention to environmental and human health impacts of low-income and minority communities—often referred to as environmental justice—when projects receive federal funding. The goal of environmental justice (EJ) is to ensure that any adverse human health or environmental effects of a government action, such as a federally supported roadway or transit project, does not disproportionately affect minority or low-income residents of a community or neighborhood.

The study area includes one Traffic Analysis Zone (TAZ) that is identified as an EJ community—TAZ 473E. TAZ 473E has minority and/or low-income populations greater than the national average.
3.0 PARCEL ANALYSIS

The central challenge in developing a plan for the future of the Route 9 North and South Corridors is balancing development with the preservation of landscapes and views, ensuring aesthetically attractive development, and maintaining the functionality of Route 9 as a transportation corridor. The Town’s land use policies as articulated in the 2005 Comprehensive Plan and its zoning ordinance, which was recently updated to reflect recommendations made in that Plan, are its primary tools for achieving this balance in the study area.

3.1 Comprehensive Plan Vision

Route 9 South

Malta’s Comprehensive Plan envisions the Route 9 South Corridor as a mixed residential and business area with unified design standards unique to the corridor and protected views and landscapes. The Plan calls for shared access among the properties fronting on Route 9, new roads that provide access to backland areas east and west of Route 9, as recommended in the 2003 Linkage Study, and utility extensions to serve the rear of deep properties.

Route 9 North

Similar to Route 9 South, the Comprehensive Plan envisions the Route 9 North Corridor as an area of mixed residential and business uses, unified by a set of design standards unique to this corridor. The Plan calls for shared access among properties fronting on Route 9, new roads parallel to Route 9 to provide access to the backland areas to the east and west of the corridor, as recommended in the 2003 Linkage Study, and utility extensions to serve the rear of deep properties. It recommends office and other non-retail commercial uses in order to reduce traffic and support the concentration of retail activity in Malta’s downtown. The Plan’s vision for this area differs from that for the Route 9 South Corridor in its emphasis on the protection of open space, agricultural resources and wetlands. It also recommends the development of a unique set of design standards for the Four Corners area and the realignment of East High Street at the old Thompson Farm.
3.2 Zoning

In the fall of 2005 Malta amended its zoning code, adding several new zones as a first step towards implementing its Comprehensive Plan. The newly adopted commercial and mixed-use zones in the Route 9 North and South Corridors will ensure that new development is compatible with the Comprehensive Plan’s vision for the area.

Route 9 South

The Route 9 South study area includes one commercial zone and two residential zones as well as three planned development districts (see Figure 9). The commercial zone encompasses the majority of properties in this area and is designated as C2: Commercial Route 9 South of Downtown. This zone limits principal permitted uses to one and two family dwellings, professional offices, municipal buildings and museums. Uses allowed by special permit include a variety of light industrial/research uses, community facilities, healthcare and related uses, and recreational facilities. Retail uses are not permitted in this zone. The residential zoning designations in this area are the R1 and R6 zones, which have minimum lot size requirements of one-acre and two-acres respectively.

Thirty-four properties, which account for 80 percent of the total acreage in this corridor, are zoned C2. Of these properties, twelve are split-zoned with C2 zoning at road frontage and R1 or R6 zoning at the rear of the properties 500 feet back from Route 9. Eight additional properties in the corridor are zoned either R1 or R6 in their entirety. Portions of two largely residential planned development districts (PDDs) that extend beyond the study area, Malta Gardens and Woodfield Estates, are located in the Route 9 South Corridor. Another planned development district that is currently utilized by Just For Trucks, a commercial business, is also located in this area.

Route 9 North

The Route 9 North Study area includes four commercial zones and three residential zones as well as five planned development districts (see Figure 10). The majority of properties are within the area’s commercial zones, which include C4 Office Commercial North, C6 Four Corners Commercial District, C7 Highway Commercial East, and C8 Highway Commercial West.

Principal permitted uses in the C4 zone are one and two family dwellings, professional offices, museums, municipal buildings, animal hospitals, and home-based businesses. Uses allowed by special permit are the same as those allowed in the C2 district in the Route 9 South Corridor. Principal permitted uses in the C6 zone include one family dwellings, municipal buildings and home-based businesses. Two-family dwellings, restaurants, personal service shops, day care centers, mixed-use developments, schools, professional offices, convenience stores and recreational facilities are allowed by special permit.

The C7 and C8 zones allow one and two-family dwellings, professional offices, municipal buildings, personal service shops, restaurants, medical centers, cemeteries, and home-based businesses as of right. In the C7 zone on the east side of Route 9, specially permitted uses include hotels and motels, technology and research offices, business offices, churches, day care centers, mixed-use developments, recreational facilities, clubs or lodges, museums, convenience stores, funeral homes, conference centers, gas stations and banks. Specially permitted uses in the C8 zone on the west side of Route 9 are business offices, laboratories, day care centers, mixed-use developments, recreation facilities, clubs or lodges, funeral homes and gas stations.

The residential zoning designations in this area include the R1 and R6 zones, similar to the Route 9 South Corridor, and R3, which allows for mobile home parks.
Twenty-eight properties, which account for 55 percent of the total acreage in this corridor, are zoned C4. The C6 district is a special designation for the Four Corners district at the intersection of Route 9 and East High Street/Route 9P and encompasses four properties. There are a total of 15 properties in the C7 and C8 districts, which replaced previously existing commercial zones that extended from Route 9 back 500 feet from the roadway. They constitute six percent of the total acreage in this study area; the rear portions of some of these parcels are zoned residential. There is one mobile home park in this area, Malta Mobile Acres.

3.3 Potential Future Development

The parcel data spreadsheets in Appendix C provide the property address, owner, owner address, current use, zoning, and acreage for each parcel in the study area. The data indicates that the 44 parcels in the South Corridor total 286 acres. Ten of these parcels, which total twenty acres, are entirely vacant. An additional nineteen parcels are currently partially developed and represent an opportunity for potential future development. The development potential of these parcels, excluding mapped wetland areas, totals 205 acres. The 58 parcels in the North Corridor total 841 acres. Thirteen of these parcels are entirely vacant and total 252 acres. An additional 22 parcels are currently partially developed and represent an opportunity for potential future development. The development potential of these parcels, excluding mapped wetland areas is 225 acres.

The largest potential development parcels in the Route 9 South area are located opposite one another to the east and west of Route 9, south of Taddeo Road, and total 140 acres (see Figure 11). The easterly parcel is currently owned by Curry Development Corporation and the westerly parcel is owned by Marlene Countermine. This area presents a significant opportunity for new mixed-use development in a concentrated area and is sufficiently distant from the Route 67 traffic signal to potentially warrant a new traffic signal or other traffic control system to provide access to the sites.

Site access and internal circulation could be designed along a new east-west roadway. Other large potential development parcels in this area that are in single ownership are 26 acres owned by James Robbins, 20 acres owned by DCG Development Group and 13 acres owned by The Michaels Group. The most significant constraints to development in this area are the irregular shape of some of the southernmost properties and Town Zoning Code’s 500-foot commercial development limit.

The largest vacant parcels in the Route 9 North area are located on the west side of Route 9 between Four Corners and Malta Avenue and total 186 acres (see Figure 12). This area includes three parcels adjacent to one another with significant frontage along Route 9 and some visibility from I-87. These parcels are currently owned by The Sunsmiles Group, 3D Lundy, Ltd., and Richard Medick. Other large undeveloped or underdeveloped parcels in this area that are in single ownership include 80 acres owned by William Esmond, 58 acres owned by Saratoga Stadium, Inc. (the Malta Speedway), and 30 acres owned by Sarto Smaldone. The most significant constraints to development are environmentally sensitive areas, irregularly shaped parcels and the Town Zoning Code’s 500-foot commercial development limit.
FIGURE 9: ZONING: SOUTH CORRIDOR
SOURCE: TOWN OF MALTA COMPREHENSIVE PLAN UPDATE

Legend
- R1: Residential, 1-acre zone
- R6: Residential, 2-acre zone
- C2: Commercial Route 9 South
- PDD: Planned Development District
- Study Area

Route 9: North and South Corridor Plan
FIGURE 10: ZONING: NORTH CORRIDOR
SOURCE: TOWN OF MALTA COMPREHENSIVE PLAN UPDATE

Legend
- R1: Single-Family Residential, 1-acre zone
- R3: Single/Two-Family Residential, 1-acre zone
- R6: Agricultural Residential: 2-acre zone
- C4: Commercial Route 9 North
- C6: Four Corners Commercial
- C7: Highway Commercial East
- C8: Highway Commercial West
- PDD: Planned Development District
- Study Area
FIGURE 11: POTENTIAL DEVELOPMENT PARCELS: SOUTH CORRIDOR

SOURCE: TOWN OF MALTA GIS BASEMAP

Legend
- Partially Developed Parcels
- Vacant Parcels
- Study Area
- Malta Roads
- Commercial Development Limit

Route 9: North and South Corridor Plan
FIGURE 12: POTENTIAL DEVELOPMENT PARCELS: NORTH CORRIDOR

SOURCE: TOWN OF MALTA GIS BASEMAP

Legend
- Partially Developed Parcels
- Vacant Parcels
- Study Area
- Malta Roads
- Commercial Development Limit
4.0 CORRIDOR PROPOSALS

4.1 Design and Planning Goals

Based on the analysis of existing conditions and the specific parcels within the Route 9 North and South Corridors as well as input gathered from the community at the first public workshop, design and planning goals were developed. These form the proposed plans and design guidelines for the North and South Corridors discussed later in this chapter. The goals also acknowledge that the downtown area must be recognized as the Town’s central commercial and community center. The Comprehensive Plan Update noted, for example, that the downtown area should encourage higher density development, a mix of uses and a range of amenities to encourage pedestrian activity.

The goals for the North and South Corridors provide a framework for balancing development with the preservation of landscapes and views, ensuring aesthetically attractive development and maintaining the functionality of Route 9 and its roadway network as follows:

Land Use
- Develop nodes with residential and commercial land uses at a higher density at key intersections to create a varied image and development pattern along the Route 9 Corridor.
- Allow mixed-use development within larger parcels.
- Eliminate existing 500-foot commercial development limit to promote creative and efficient mixed-use development.
- Provide affordable housing and senior citizen units within new residential development.
- Preserve natural landscape features and regulated wetlands.

Design
- Improve overall design image of Route 9, using clear standards for streetscaping, parking lots, buildings, lighting, and signs.
- Create or require attractive gateways at the entries to new mixed-use developments or large single-use developments.
- Improve the appearance of existing commercial development through design standards that can be retrofitted to sites.

Transportation
- Improve traffic safety, especially at key intersections and at left turns and reduce speeds through the planned downtown and small commercial nodes.
- Apply access management techniques such as shared driveways, linked parking lots and consolidated curb cuts.
- Implement the 2003 Linkage Study by requiring right-of-way dedications as properties are developed in order to create new streets.
- Establish a network of convenient shared pathways (for use by pedestrians and cyclists) that link development sites with important open space areas and natural features.

4.2 Preferred Design Concept

At the first public workshop participants discussed two options for an overall concept for the corridor—a Parkway concept and a Contrasting Segments concept. The Parkway concept envisioned Route 9 North and South as a landscaped boulevard serving as bookends to Malta’s downtown. The Contrasting Segments concept divided the corridor into distinct sections, each with its own design treatment (see Figure 13). At the workshop participants clearly favored the Contrasting Segments concept, but expressed the desire for a uniform design treatment along each corridor. The Contrasting Segments concept was then refined to reflect this input and a proposed development framework was developed for the North and South Corridors, including a uniform design treatment with a landscaped median and turning lanes, consistent landscaping, sidewalks, and a bicycle path and distinct commercial nodes at Route 67, Four Corners, and Malta Avenue.
4.3 **South Corridor Proposed Development Framework**

The South Corridor area has 44 parcels with direct frontage onto Route 9. The majority of the smaller parcels (those less than 2 acres) are already developed for single family housing or for small-scale commercial uses. However, the bulk of larger parcels are vacant or are underutilized; an estimated 225 acres exist for future development, excluding the mapped wetlands located on the west side of the study area, south of Taddeo Road. Figure 14 illustrates potential development sites in this area as well as roadway linkages proposed in the 2003 Linkage Study. Figure 14 also illustrates a modern roundabout that is proposed at the intersection of Route 67 and Route 9 and the linkage road recommended to connect northward to Taddeo Road. This intersection was studied as part of the Generic Environmental Impact Statement prepared by the Town as part of its Comprehensive Plan Update. A roundabout at this location would act as a major intersection and helps to establish a gateway and entry point into the Town of Malta from the south.

As stated in the 2003 Linkage Study, the proposed connector roads will provide convenient access to future development areas and help to reduce traffic volumes and congestion on Route 9. Additionally, future development of mass transit opportunities such as bus or shuttle service and carpooling on these roadways will further reduce congestion. Figure 14 illustrates an expanded network of future connector roads that includes and builds upon the Linkage Study proposal. This network provides for a pedestrian and bicycle circulation system parallel to many of the proposed roadways. Determination of the feasibility and exact location of these roadways and pedestrian/bike paths will require further technical analysis and engineering.

The proposed road network is placed within a linear open space system that is designed to maintain the rural character that currently exists in the Town (see Figure 15). These open space corridors also provide opportunities to establish a network of pedestrian and bike routes that will provide links to the existing Zim Smith Trail, the Ballston Creek Corridor, and the major wetland areas that are located adjacent or within the South Corridor area. Widening of these green...
corridors in selected areas could also provide opportunities to create a number of easily accessible public park areas that could accommodate children’s play areas or allow for the conservation of important natural assets such as a woodland areas or particular view corridors.

In summary, the proposed roadways function in a number of important ways:

- By providing a network of collector roads that allow access to large, undeveloped parcels without having to rely solely on access from Route 9.
- By establishing a variety of trails and pathways designed to reduce the use of automobiles for short-distance trips within the area.
- By creating a network of green corridors that will contribute to the area’s existing rural landscape.

The development proposal for vacant land within the South Corridor Study area shown in Figure 16 responds to the recommendations contained in the Town’s Comprehensive Plan Update and includes the following guidelines:

- Sites with frontage on Route 9 should focus on commercial uses.
- Properties in close proximity to Route 9 should provide a mix of housing, commercial uses and community/institutional facilities.
- Residential development should cater to a variety of housing needs such as the elderly, workforce housing, first-time home buyers and moderate income families. Densities of up to 5-7 units per acre may be appropriate for these areas, assuming that suitable set asides are provided for the preservation of open space, including, for example, corridors to accommodate pedestrian and bike pathways. Such densities would also require appropriate design and site layout as well as compliance with the overall vision of this Route 9 North and South Corridor Plan.
- Parcels located further away from Route 9 (i.e. in the east and west sections of the study area) should be developed with lower density housing designed to relate to the scale of existing nearby housing development. A mix of free-standing homes and duplexes is encouraged with densities that could range from 4 to 5 units per acre.
- Commercial uses should focus on low-rise office development and should be concentrated at two key locations: 1) The south gateway defined by the Route 67 intersection and future connection with the proposed Round Lake Bypass; and, 2) to the north, within the area defined by Taddeo and Knabner Roads as indicated in Figure 16. Both of these commercial areas could include a mix of office and small-scale business uses and act as neighborhood-wide centers that provide a focus for surrounding residential development.
- All residential and commercial development proposals should include sidewalks to enhance pedestrian access and connectivity. Such sidewalks must be ADA compliant and should be designed to provide connections to adjacent parcels and maximize access for the disabled.

Priority Should be Given to Renovation and Reuse of Vacant Properties

Route 9: North and South Corridor Plan
* Please Note:
All proposed roadway and trail connections are conceptual and will require additional study and engineering.
FIGURE 15: PROPOSED OPEN SPACE NETWORK: SOUTH CORRIDOR

Legend
- Existing Roads
- Proposed Roads
- Linear Corridors
- Wetlands
- Setback Areas
- Potential Neighborhood Parks
- Anticipated Trail Connections

* Please Note:
All proposed roadways, setback areas, and linear corridors are conceptual and will require additional study and engineering.
* Please Note:
All proposed roadway and trail connections are conceptual and will require additional study and engineering.
4.4 North Corridor Proposed Development Framework

The recommended guidelines for future development of the North Corridor area are similar to those outlined above for the Route 9 South area and are illustrated in Figures 17 through 19. Within the North Corridor study area an estimated 475 acres exist for future development, excluding mapped wetlands. The larger development parcels are clustered into two areas separated by the Drummond Creek Corridor, which is a unique wildlife habitat within Malta. The Town’s Comprehensive Plan Update recognizes the importance of this area and recommends careful protection of this natural resource. Recommendations for future development respect its environmentally sensitive nature by excluding any additional road construction through this area.

Figure 17 illustrates the main development sites for the North Corridor, future road connections that include and build upon those proposed in the 2003 Linkage Study, and a network of pedestrian and bike trails. As in the South Corridor area, these road links provide convenient access to future development parcels and an alternative to access from Route 9, which could reduce traffic volumes and congestion along the Corridor. Future development of mass transit opportunities such as bus or shuttle service and carpooling on these roadways could also help to reduce congestion in this area. Many roads within this network are paralleled by bicycle and pedestrian trails and the circulation system avoids crossing the Drummond Creek Corridor. A roundabout is recommended for Route 9 near Northway Exit 13, providing connections to proposed linkage roads and acting as an entry point to the Town from the north. This intersection was not analyzed as part of the Town’s Generic Environmental Impact Statement for the Comprehensive Plan Update and will require additional study. The locations of proposed roadways and pedestrian/bicycle trails as shown in Figures 17 through 19 are conceptual and determination of the exact location of roads and trails will require further technical analysis and engineering.

The proposed Open Space Network in Figure 18 shows the major open space areas, including the Drummond Creek Corridor, the wetland area located to the south of East High Street, and the proposed green corridors linking the various future development parcels. A number of sites are also indicated as possible locations for small-scale public parks.

The development proposal for vacant land within the North Corridor Study area is consistent with the Comprehensive Plan Update, emphasizing mixed uses and focusing on housing and office development, and includes the following guidelines:

- Development sites adjacent to Route 9 are recommended primarily as mixed-use areas, consistent with the approach used for the South Corridor area.
- Lower density development, focusing on single family housing, is advocated for parcels near the east and west periphery of the study area as shown in Figure 19.
- Future commercial development is proposed within defined areas where retail and commercial uses already exist, including Four Corners, Route 9’s intersection with Malta Avenue, and the Northway Exit 13 intersection.
- Sidewalks are recommended as part of all residential and commercial development proposals. They must be ADA compliant and should be designed to provide connections to adjacent parcels and maximize access for the disabled.
FIGURE 17: PROPOSED ROAD CONNECTIONS: NORTH CORRIDOR

Legend
- - - Proposed Roads
- - - - Proposed Bike/Pedestrian Trails
Existing Roads
Potential Development Parcels
Wetlands

* Please Note:
All proposed roadway and trail connections are conceptual and will require additional study and engineering.
* Please Note:
All proposed roadway, linear corridors, and setback areas are conceptual and will require additional study and engineering.
**Legend**

- **Proposed Roads**
- **Proposed Bike/Pedestrian Trails**
- **Existing Roads**
- **Wetlands**
- **Proposed Open Spaces**
- **Proposed Residential Use**
- **Proposed Mixed Use (PDD): Attached Housing**
- **Proposed Commercial Use**

*Please Note:*
All proposed roadway and trail connections are conceptual and will require additional study and engineering.
4.5 Illustrative Plan

An illustration of the potential application of the planning frameworks described in Sections 4.3 and 4.4 is provided in Figures 20 and 21. These drawings show how the planning concepts for the Route 9 North and South Corridors can be applied to a development site in the study area and the resulting build-out. The selected area covers a portion of the South Corridor study area, located between Route 9 and the Zim Smith trail to the south of Taddeo Road. The illustrative plan has the following elements:

- New public right-of-ways to accommodate the proposed connector roads and adjacent pedestrian/bike trails within linear landscaped corridors.

- Mixed use development on parcels adjacent to Route 9. This could include a variety of housing types as well as office development.

- Single family and duplex homes on parcels located away from Route 9.

- Recreation facilities and a possible, small-scale community park adjacent to the linear open space network.

Recommended building uses and existing development are indicated in Figure 20, with open space and landscape features highlighted in Figure 21.

4.6 Environmental Justice

The CDTC staff has completed a review of civil rights/environmental justice impacts of transportation actions proposed under this study. Based on a review of the latest socioeconomic data available, CDTC staff has determined that there is one target environmental justice population in the study area. In reviewing potential environmental justice impacts, CDTC has determined that the transportation recommendations of this study would provide fair access and do not result in negative impacts to any minority or low-income communities. However, examination of regional equity impacts would be necessary if any transportation action is considered for inclusion in CDTC’s Transportation Improvement Program.

Equitable access to, consideration within, and effects of the design and implementation of federally assisted projects is a key aspect of environmental justice. However, design and construction of any proposed improvements in the study area would be the responsibility of implementing agencies in the region. For projects identified in this study implementing agencies would be either the New York State Department of Transportation or the Town of Malta.
FIGURE 20: ILLUSTRATIVE PLAN: BUILDING USES
**FIGURE 21: ILLUSTRATIVE PLAN: OPEN SPACE AND LANDSCAPE FEATURES**

- **Legend**
  - Landscape Open Space Corridors
  - Public Park Space
  - Private Open Space
  - Bike/Pedestrian Pathway

- **Keyplan**
  - South Corridor

- **Features**
  - Pathway Connection to Public Trail
  - Preserve Existing Wetland
  - Shared Trail for Pedestrians/Cyclists within Linear Park
  - Public Recreation with Access to Trail

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**Route 9: North and South Corridor Plan**
4.7 Design Guidelines

Future development fronting on Route 9 in the North and South Corridors should adhere to the design guidelines below. They will ensure that future development is compatible with the rural qualities that characterize the area, while providing opportunities for the development of new housing and an appropriate mix of commercial uses.

The guidelines are designed to achieve the following broad goals:

- To encourage an overall improvement in design quality that will support existing development and ensure high quality new investment within the Town.

- To provide a design vocabulary that will establish a clear and attractive identity for the corridor.

- To establish criteria that will allow design flexibility and choice and encourage creative and imaginative site layout and design.

- To provide reference to existing, positive examples of development within Malta, thereby recognizing the Town’s existing rural character and heritage.

- To help ensure that traffic safety requirements are met.

The guidelines that follow are illustrated with examples drawn primarily from Malta’s existing environment, and include existing landscape features as well as recent construction. They are grouped into five broad categories as follows:

- Design of Route 9
- Site Design
- Parking and Service Areas
- Streetscape
- Architectural Character
DESIGN OF ROUTE 9

A) Route 9 Median

Today Route 9 in the study area has two traffic lanes in each direction plus a median lane and shoulders on each side. The median lane is not used much since most of the adjacent properties are not developed. This represents an opportunity to install a raised landscaped median for at least some of the sections of Route 9. Left-turn lanes would still be provided at selected locations. This feature will improve the aesthetics of Route 9 and will make it safer by lowering the speeds and introducing a separation between the directional flows (1, 2, 3)*. Pedestrian crossing areas should be identified and designed as part of any Route 9 redesign effort.

B) Shared Access, Site Interconnections and Shared Parking

To reduce the number of conflict points along Route 9 property owners should be required to share driveways. These driveways may straddle the property line or could be located on one or the other of the sharing properties. These shared driveways could become important and highly visible entries (4).

All commercial and mixed-use sites should be required to provide interconnections between adjacent properties. With shared access drives and interconnections between adjacent sites it becomes easy to circulate from one site to another without using Route 9. This improves safety along Route 9 and increases accessibility to the properties along it.

* Numbers in parentheses refer to accompanying photographs

(1) Median on Route 9, Hyde Park

(2) Planted Median on Route 9, Saratoga

(3) Median interrupted for left turns and for pedestrian crossing, Saratoga
The interconnections also allow the sharing of parking facilities whenever we have different uses with separate peak hours. For instance, an office building could share a significant number of parking spaces with a movie theatre next door, assuming that the two sites are well connected for vehicular traffic and pedestrian circulation.

C) Pedestrian and Bicycle Trail

Whereas we expect some more experienced bicyclists to use the shoulders along Route 9, a more attractive and pleasant bicycling experience could be provided by creating a bike path on one side of Route 9. This path should be a shared bicycle-pedestrian trail with a minimum width of 8-10 feet (5, 6).
SITE DESIGN

Both the North and South Corridors contain significant undeveloped land, particularly in areas located between Route 9 and Interstate 87. The Comprehensive Plan notes that the larger parcels provide opportunities for mixed uses, with development set back from Route 9 to allow for generous landscaping along the road frontage. Well planned development within the parcels require careful consideration of preferred building uses, site layout guidelines and landscape provisions.

A) Mixed Uses

Mixed land uses within one development site - for example, residences, offices, businesses, and community facilities - will be encouraged (7). Some of the benefits include: 1) ensuring an attractive blend of building scales, densities, and purposes (and limiting the risk of single-use strip development), 2) encouraging pedestrian safety and friendliness - walking between groups of buildings - and thus removing traffic from Route 9 for short trips, 3) creating the potential for fewer paved areas, since parking spaces can be shared among land uses with different peak parking periods, 4) creating pleasant public spaces, and 5) potentially faster build-out and absorption, with lower carrying costs on undeveloped land, due to diversified uses. Overall, mixed-use development according to design standards will focus more on place-making than project-building, and lead to interesting, safe, and economically viable new development.

B) Layout

- Development should make full use of backland areas of parcels in order to take advantage of the site's development potential and allow for generous open space provision along the Route 9 frontage.

- Open space systems should be integrated with adjacent areas as part of an overall landscape system.

- Where feasible, layouts should allow for the retention of important views of the surroundings landscape that are currently available from Route 9 (8).
Where multiple structures and uses are proposed, buildings should be clustered with access provided by common entrances and internal road systems (9, 10).

Continuous service roads towards the rear of the property should be required for vehicular traffic. Continuous pedestrian connections should be built at the front of buildings. Temporary stub drives should be provided when adjacent parcels are undeveloped.

Site entry points from Route 9 should be emphasized as "gateways" for larger scale developments. These entries should be designed as attractive landscaped features that incorporate an integrated set of signage, lighting and planting elements (11, 12).

Sidewalks should be provided along any proposed roadway within residential and commercial developments to enhance pedestrian access and should be designed to provide access to adjacent parcels. All sidewalks should be constructed to maximize access for the disabled and must be ADA compliant.

C) Landscape Design

Larger undeveloped parcels within the study area include sections of farmland and woodland that form an attractive buffer edge to the highway, in sharp contrast to areas of commercial development (13). Maintaining these buffer edges and ensuring adequate setbacks for parking areas as well as for buildings is an important design goal for the Town. Site planning for new commercial or residential development within the corridor should consider the following:

Open spaces, surface parking lots and landscaping should be designed as an integral part of an overall site design, properly related to buildings and existing natural features.
- Surface parking lots and loading and service areas should be screened from the street by long, open space entranceways, buildings, fencing or landscaping. Setback areas should incorporate shrubs and other plantings, and where feasible, berms should be included to act as an additional buffer to views from a public right-of-way (14).

- Natural landscape elements should be preserved to the maximum degree possible, with re-grading of land kept to a minimum. Maintenance of existing woodland edges along the town's major highways is a particularly important goal (15).

- Landscaping plans should incorporate native species and low maintenance plants so that individual parcels work as part of an overall system carefully linked to the surrounding natural landscape.

**PARKING AND SERVICE AREAS**

Surface parking areas can often represent the largest land use within a business zone. The siting and design of lots therefore are important factors in the overall design upgrade of the corridor, and must be included in design guidelines.

**A) Siting**

To the maximum extent practicable, parking and service areas should be located to the side and/or rear of the primary structure, with no more than ten percent of the parking located as convenience (short-term) parking in front of the primary structure. In general, no lot should be allowed more than one curb cut, in order to encourage connections and coordinated circulation between adjoining internal parking lots. Entranceways to lots should have driveways with open green space on both sides.
B) Landscaping

A coordinated landscape plan is required in order to ensure adequate planting within parking lot interiors and along the perimeter of a lot (16, 17). The following guidelines are recommended:

- Planting islands should be evenly spaced within the parking lot. In order to avoid runoff, soil or mulch should not be mounded. Innovative and attractive ways to address stormwater management, such as rain gardens, should be encouraged. No planting should be less than five feet wide in any dimension.

- Plants should include a mix of shrubs, deciduous trees, evergreen trees, and groundcover.

- Along the perimeter: The landscaped perimeter strip should include a mix of tree and shrub plantings. Lots abutting residentially-zoned land should include densely planted strips of evergreen trees and shrubs.

C) Shared Parking

To the degree that there will be a mix of uses along the Route 9 corridor, there will be an opportunity to share the parking supply and thereby reduce the overall parking surfaces, or increase the amount of development for the same amount of parking. Since the zoning ratios for parking always satisfy the peak parking demand for that particular use - whenever that peak occurs - sharing the same parking spaces becomes possible whenever the peak parking demands of two or more uses do not occur during the same time periods. This should be encouraged whenever a mix of uses on one single parcel or different uses on adjacent parcels occurs. Public parking needs for special events would also be better served through a program of shared parking facilities. Off-site parking should be shared across parcel boundaries.
STREETSCAPE

Streetscape guidelines focus on three specific areas of the corridor (outside the downtown district) that already include some mixed use development and with the potential to generate pedestrian activity. These areas or nodes include:

- The Knabner Road - Taddeo Road section of Route 9 in the South Corridor that includes the Charbonneau Recreation Center and opposite, a small scale shopping plaza.

- The East High Street/Route 9P Intersection area, with the Ripe Tomato Restaurant and Public House businesses and, immediately north, the 220-unit Steeplechase development.

- An area centered on the Malta Avenue intersection, with the adjacent new fire station, restaurant and motel uses.

These areas need sidewalk construction, landscaping and lighting to establish them as special places within the corridor.
A) Sidewalks and Crosswalks

- The main pathway should be minimum of 5'-0" width, of scored concrete. Consideration should be given to adding a grey pigment to the concrete mix.

- Abutting the main pathway there should be a minimum 3'-0" wide grass or paved strip, designed to accommodate street furnishing such as trees, light poles, signage etc. and to provide adequate separation between pedestrians and vehicles on the roadway (19, 20).

- Paving used for the above strip should be bluestone or grey concrete pavers. The use of pavers will ensure adequate moisture reaching tree roots, thus avoiding the need for tree grates or other tree pit treatment.

- Clearly marked crosswalks should be placed at all four sides of the intersection to encourage pedestrian access between the differing uses within these areas (21).

B) Street Trees

Regularly spaced street trees should be planted between roadway and sidewalk in order to provide a sense of protection from traffic for pedestrians. Lines of trees will also help to visually unify the parking lots and buildings that line the roadway. More importantly, tree planting can form an effective screen to parking lots located adjacent to the major roads. Consideration should be given to utilizing ornamental trees in selected areas and encouraging a mix of tree species to create more variety within the Town’s streetscape.
C) Lighting

Existing lighting along the corridor only occurs in a few isolated sites where illumination of parking lots or building entry ways is required. Guidelines for new lighting, therefore, relate primarily to future development sites or at entry points or gateways along the Route 9 corridor.

- Outdoor lighting should be designed to ensure effective shielding in order to eliminate or reduce glare. Lighting for signs, for example, should be top-mounted to project downward on to the signs. Internally lit signs should not be used.

- Reducing the height of light poles will reduce the spread of illumination. Parking lot lights, for example, should be limited to a maximum height of 14 feet.

- The design of fixtures should be carefully related to those of adjoining properties in order to help establish a design vocabulary for the corridor. Existing designs utilized within the downtown area provide a guide for potential fixture selection (22).

- Lighting should be considered for major public shared pathways (i.e. pedestrian and bike routes).

(22) Example of Pedestrian-Scaled Outdoor Lighting Used within the Downtown Area of Malta
D) Signage

Commercial signage plays an important role in determining the visual quality of the Route 9 corridor due to the number of large free-standing signs that compete for the attention of passing motorists. The Downtown Design Standards note that free-standing signs should be small and unobtrusive, and placed so as not to obstruct the view of drivers. The Downtown Standards also state that sign materials should be consistent with those used for the adjacent building. The following additional guidelines related to free standing signs are also proposed for the North and South Corridors of Route 9:

- Signs should have a minimum of information to avoid clutter and confusion. The use of bold, easily recognized symbols, logos and simple illustrations that identify a business or activity is encouraged (23).

- Letters should be carefully formed and properly spaced. Generally, no more than 60% of the total sign area should be occupied by lettering.

- Signs should have dark background colors with light-colored letters since this minimizes the apparent size of signs within the streetscape. The number of colors used in a sign should be limited to three unless used in an illustration (24).

- The siting of free-standing signs should be carefully related to other site landscape features such as landscaped setbacks, trees and plantings (25). They should be designed so that they are informative and visible at the pedestrian scale. Tall pole and pylon signs should be discouraged.

- Grouped signs, for example at commercial plazas, should have a consistent design character and quality in terms of materials, colors and typeface.

- Low, monument-style free-standing signs are recommended over tall pole or pylon signs because ground-based signs can be better integrated with landscaping. At 4 to 7 feet high, they can also be directly seen from the eye level of drivers and are less likely to obstruct views of neighboring properties or the sky (26).
ARCHITECTURAL CHARACTER

Future development within the corridor will be a mix of residential, commercial and community uses. This mix requires careful consideration of siting and building scale. Future building should also reflect the existing rural character of the area with designs that are sympathetic to local architectural themes and the existing natural landscape.

A) Building Form

- Building footprints should be modulated to achieve varied building shape and mass. Varied footprint shapes, for example, create opportunities to provide more complex building shapes with the addition of small-scale wings or additions to the main building form (27, 28).

- Wall and roof heights should be varied in order to break down the scale of building facades, with massing differentiated through the use of wall offsets and setbacks that articulate the horizontal and vertical planes of the buildings. This variety can be achieved, for example, by varying the design of front, side or rear building facades, or by giving special emphasis to the entry façade.

B) Façade Design

- The design of main building facades should reflect the scale of local development through modulation of vertical and horizontal elements such as changes in the predominant wall plane, use of projections, and alignment of cornices (29). When the side of a building fronts on Route 9 it should have the appearance of a front facade.

- Building entries should be emphasized through canopies, awnings and other architectural elements. The use of covered arcades and canopies are encouraged as an architectural feature in façade design and to provide weather protection (30).

- Vertically proportioned window openings are preferred. Small-paned windows divided by muntins are encouraged.
The use of materials having a historic context are encouraged. Materials such as brick, clapboard, shingle and stone materials are preferred. Vinyl, asphalt and other synthetic siding materials that are not consistent with the Town’s Design Standards are discouraged (31).

C) Roofs

Many of Malta’s attractive buildings incorporate pitched roofs with varied forms and features such as dormers and cupolas. Roofscape in new development is therefore an important consideration in building design.

- Main, dominant roofs should be pitched. Attached secondary roofs that are smaller and lower than the main roof ridge line should also be pitched (32).

- Roof designs should incorporate varied roof types and forms. For example, a main pitched roof could be combined with secondary roof types. Large roof expanses should incorporate dormers, cupolas and other features to help reduce the scale of pitched roofs. The number and size of dormers or other features should be in proportion to the roof’s overall size (33).
5.0 RECOMMENDATIONS, OFFICIAL MAP AND IMPLEMENTATION

This plan proposes overall design and planning goals for the study area, development frameworks for both the North and South Corridors, and design guidelines to direct future parcel development. These elements are intended to provide Malta with clear direction on achieving a balance among preserving landscapes and views, ensuring aesthetically attractive development, and maintaining the functionality of the roadway network in the Route 9 North and South Corridor.

The design and planning goals for the area are:

**Land Use**
- Develop nodes
- Encourage mixed-use development
- Promote workforce, first-time homebuyer and senior housing
- Preserve natural landscapes
- Eliminate 500-foot commercial development limit

**Design**
- Create design standards
- Require attractive gateways to new developments
- Enhance appearance of existing development

**Transportation**
- Improve traffic safety
- Apply access management techniques
- Require right-of-way dedications
- Improve non-vehicular circulation
- Encourage mass transit opportunities such as bus/shuttle service and carpooling

To achieve these goals, this plan recommends conceptual development frameworks for the North and South Corridors as described in Chapter 4.3. The Route 9 South Corridor framework calls for a mix of housing, commercial uses and community/institutional facilities and recommends:

- Commercial uses on sites with Route 9 frontage.
- Mixed use development on properties in close proximity to Route 9.
- A mix of free-standing homes and duplexes with densities ranging from 4 to 5 units per acre on parcels located further away from the roadway to the east and west of Route 9.
- Commercial development concentrated at gateway areas, including Route 67 and future connection with the proposed Round Lake Bypass to the south and between Taddeo and Knabner Roads to the north.

Similar to the South Corridor, the Route 9 North Corridor framework calls for a mix of housing, office development and community/institutional facilities and recommends:

- Mixed use development adjacent to Route 9.
- Single family housing further from the roadway to the east and west of Route 9.
- Commercial development within defined areas where such uses already exist, including Four Corners, Malta Avenue and Northway Exit 13.

The Official Map shown in Figure 22 illustrates the recommendations for the Route 9 North and South Corridors, providing an overview of locations for residential, commercial and mixed use districts, as well as proposed roadways, bicycle and pedestrian trails, and open space areas and setbacks. Implementation of these recommendations will assist the Town of Malta in ensuring that land in the Corridor is developed in a functionally and aesthetically appropriate manner, helping to manage growth and control the quality of future development.
In order to ensure that future development in the corridor is consistent with these recommendations, the Town should undertake the following actions:

- Update the Town code to be consistent with Plan recommendations. This will include:
  - Adoption of Design Standards for the Route 9 North and South Corridor based on the Design Guidelines provided in this plan.
  - Requirements for cross access easements between properties as development occurs to allow for shared access between parcels.
  - Requirements for easements for proposed roadways, trails and open space networks as development occurs.

- Work with NYS DOT and CDTC to develop schematic plans for dedicated turn lanes and planted medians along Route 9, and to implement recommendations for proposed roadways to provide and/or improve access to backland areas.
*Please Note: All proposed roadway and trail connections are conceptual and will require additional study and engineering.*
APPENDIX A

PUBLIC WORKSHOP: SEPTEMBER 22, 2005
ROUTE 9 NORTH AND SOUTH CORRIDOR PLAN

TOWN OF MALTA

PUBLIC WORKSHOP

SEPTEMBER 22, 2005
Route 9 North and South Corridor Plan

Public Workshop
September 22, 2005

AGENDA

1) Introduction and Welcome

Study Advisory Committee
Heather Mallozzi, Town of Malta, Building and Planning Coordinator
Deb Stacey, Capital District Transportation Committee
Todd Fabozzi, CDRPC
Peter Klotz, Town of Malta, Planning Board Chairman
Shelley Long, Capital District Transportation Committee
Kevin Novak, NYS Department of Transportation, Region 1
John Zepko, Town of Malta, Assistant Planner

BFJ Planning
Paul Buckhurst, ARIBA, AICP, Principal
Harlan Sexton, AICP, Senior Associate
Melissa Kaplan-Macey, AICP, Senior Planner

2) Presentation

3) Coffee Break

4) Roundtable Discussion

5) Roundtable Summary Session
1. INTRODUCTION

The study area involves two segments of Route 9 within the Town of Malta: the south section from the Village of Round Lake northward to Knabner Road; and the north section from Cramer Road northward to the Northway (Route I-87) at Exit 13.

The planning study will result in a Route 9 North and South Corridor Plan and official map as proposed by the Town in its recent 2005 Master Plan Update. It is funded through the Capital District Transportation Committee’s (CDTC) 2005-6 Community and Transportation linkage Planning Program and the Town of Malta.

The project will include the development of standards for the Route 9 North and South Corridor that will address individual land parcels within the corridor as to acreage, current use, and property owner. The Plan will address whether the current use for each parcel is compatible with the 2005 Master Plan vision. Appropriate setback, height, maximum lot coverage, site layout and green space requirements will be established for the Plan area. Architectural and design standards, landscape standards, lighting standards, and parking standards will be established as part of the Plan. Finally, an official map will be developed showing the above listed items as well as incorporating elements of the 2003 Linkage Study such as alternate access roads, curb cut reductions, proposed collector roads, future traffic signals/roundabouts and future trails and bikeways.

The six-month study program includes two public workshops: the first highlights area issues and problems and reviews alternative design strategies; a second meeting will involve the presentation and discussion of the draft Corridor Plan. This summary report highlights the results of the First Workshop, attended by over 40 Town of Malta residents, business representatives and Town officials.
2. PRESENTATION BY BFJ PLANNING

A powerpoint presentation by the consultants for the study, BFJ Planning, covered the following topics:

- Summary of Existing Conditions

A visual survey of the North and South corridors included a sequence of photographs illustrating the major physical features along the roadway. Transportation elements included notation of existing curb cuts, major road intersection points, and information on traffic accidents for 1999-2002.

- Potential Parcel Development

Maps illustrated key vacant parcels and included information on recommendations for future use based as the recent Comprehensive Plan.

- Issues and Ideas

Specific roadway elements were illustrated that included examples of roadway design, landscape design, alternative driveway/site access options, commercial signage and building design.

- Corridor Design Concepts

Two alternative concepts were presented:

**Concept 1** showed varying treatment to different sections of the corridor, contrasting for example the more urban “downtown” area with a parkway-like design for other portions of Route 9.

**Concept 2** included a more uniform treatment of both north and south sections of the corridor, placing emphasis on continuous landscape treatment to encourage a parkway/boulevard character for the road.

- Next Steps

The future work schedule will include development of an overall design concept and specific design standards. These will be presented at the next workshop meeting to be held in late November.
3. ROUNDTABLE DISCUSSIONS

Five roundtable discussion groups were asked to respond to the following questions/issues:

ROUNDTABLE DISCUSSION QUESTIONS

1. What do you like best about the Route 9 corridor?

2. What don’t you like about the corridor?

3. What would you do to improve the corridor? (For example: improve appearance, pedestrian crossings, landscaping, building design, etc.)

4. Thinking about the two corridor design concepts (the contrasting sections design and the parkway design), what concept do you prefer and why?

5. What types of uses would you like to see on Route 9?

6. What types of uses should be discouraged on Route 9?

7. What should the Town’s priorities/first steps be to improve the corridor?
4. ROUND TABLE SUMMARIES

Responses to the seven questions are summarized below, with comments combined from the five roundtable groups. Numbers following the responses indicate the number of tables where comments were duplicated (e.g. 3 = similar response from 3 tables).

1. What do you like best about the Route 9 corridor?
   - Traffic moves well: good alternative to Northway (4)
   - Mix of land uses (2)
   - Views of open space (2)
   - Rural character
   - Lack of billboards
   - Allows unlimited left turns
   - Few traffic lights
   - Town Hall architecture

2. What don’t you like about the corridor?
   - High speeds (3)
   - Abandoned buildings (3)
   - Unsafe pedestrian and bicycle routes (2)
   - Lack of curbs (2)
   - Lack of consistent design
   - Very poor East-West access
   - Overhead utility lines
   - Roadway too wide
   - Center turn Lane

3. What would you do to improve the corridor?
   - Provide landscaped median (3)
   - Limit curb cuts (single entry for multiple businesses) (3)
   - Shift parking areas to rear of buildings (2)
   - Reduce front setback requirements for commercial buildings
   - Place bikeways/pedestrian paths away from edge of road (2)
   - Lower speed limits (traffic calming) (2)
   - Provide berms at road edge
   - Place traffic light at Malta Gardens
   - Encourage mass transit
   - Bury power lines
   - Vary front setbacks to suit adjacent uses/projects
   - Control size/design of commercial signage
   - Retain open space areas
4. Select preferred concept.
   - Concept Plan 1 (contrasting sections) preferred (4)
   - Allow for “downtown” uses to expand south towards Round Lake, to include community services (library, firehouse, day care, etc.)
   - Encourage traffic calming plans for Concept
   - Provide landscape treatment for major East-West roads
   - Provide well landscaped, separate gateways for major housing and mixed use developments

5. What types of uses would you like to see on Route 9?
   - Library/community services
   - Retail uses at major intersections
   - Affordable housing
   - Additional recreation/sports facilities
   - Research parks in south section
   - Good quality chain restaurants in north section
   - Create civic focal point on speedway site
   - Office development, hotel/motels to north
   - Retain concept of mixed uses

6. What types of uses should be discouraged?
   - Big box development (4)
   - Large scale surface parking lots
   - Drive-thru fast food restaurants
   - Junk yards
   - Self-storage units
   - Manufacturing industries
   - Large scale hotel development

7. What should the Town’s priorities/first steps be to improve the corridor?
   - Eliminating abandoned buildings, eyesores (3)
   - Put in place zoning and Master Plan guidelines (2)
   - Developing attractive commercial center
   - Improving bike and pedestrian access (2)
   - Enforcing lower speed limit
APPENDIX B

PUBLIC WORKSHOP: DECEMBER 6, 2005
ROUTE 9: NORTH AND SOUTH CORRIDOR PLAN
TOWN OF MALTA

PUBLIC WORKSHOP SUMMARY
DECEMBER 6, 2005
AGENDA

1) Introduction and Welcome

Study Advisory Committee
Heather Mallozzi, Town of Malta, Building and Planning Coordinator
Deb Stacey, Capital District Transportation Committee
Todd Fabozzi, CDRPC
Peter Klotz, Town of Malta, Planning Board Chairman
Shelley Long, Capital District Transportation Committee
Kevin Novak, NYS Department of Transportation, Region 1
John Zepko, Town of Malta, Assistant Planner

BFJ Planning
Paul Buckhurst, ARIBA, AICP, Principal
Georges Jacquemart, PE, AICP, Principal
Harlan Sexton, AICP, Senior Associate
Melissa Kaplan-Macey, AICP, Senior Planner

2) Presentation

3) Refreshment Break

4) Roundtable Discussion

5) Reports on Roundtable Discussions
INTRODUCTION

The second of two planned workshops took place on December 6, 2005 at the Municipal Building. Over 30 residents, property owners and Town officials attended the workshop.

The meeting began with a presentation by the consultants for the study, BFJ Planning, which covered the following topics:

1. **Summary of First Workshop Session**
   A brief summary was made of the round table discussions that took place at the September 22, 2005 workshop. This included comments on Route 9 preferred features and uses, existing problems and issues, and suggestions for first steps to improve the image of the corridor.

2. **Parcel Analysis**
   The North and South corridor areas were reviewed in terms of land uses, proposals considered in the current Comprehensive Plan, and potential build-out projections under current zoning.

3. **Design and Planning Goals**
   A list of goals was presented that were grouped under three sets of topics: transportation, land use and design.

4. **Framework Plans**
   A preliminary framework plan was illustrated for each of the two study areas. The concepts illustrated recommendations for road networks (building on the proposals of the 2005 Linkage Study); open space and pedestrian/bike trail networks; and proposed land uses.

5. **Preliminary Design Guidelines**
   These covered guidelines for Route 9, Site Design, Parking Areas, Streetscapes, Signage and Architectural Design.
Public Workshop: December 6, 2005

ROUNDTABLE DISCUSSION QUESTIONS

1. Please comment on Design and Planning Goals (see attached) for:
   a. Transportation
   b. Land use
   c. Design

2. Please comment on the Development Guidelines prepared for the North and South Corridor Study Area (see attached maps) for:
   a. Road and trail networks
   b. Proposed open space networks
   c. Development parcels and land uses

3. Design Guidelines: Please comment on the proposed guidelines (see attached) for:
   a. Route 9
   b. Site design
   c. Parking areas
   d. Streetscapes
   e. Signage
   f. Architecture

4. What should the Town’s next steps be?
ROUND TABLE SUMMARIES

Responses to the discussion points are summarized below, with comments combined from the three roundtable groups.

1. **Design and Planning Goals**
   - General agreement with transportation goals
   - Land use goals: re-word proposed development from “higher density” to “mixed use”
   - Emphasize need for high quality image along Route 9 corridor

2. **Development Guidelines**
   a) **Road and Trail Networks**
      - General agreement on benefits of linkage roads running parallel to Route 9
      - Need to stress conceptual nature of road network – this includes alignments shown in the 2005 Linkage study as well as the extended network shown by BFJ
      - The final report should acknowledge that proposed linkage routes may be revised and that some of the proposed links may never reach implementation phase.
      - Need to add additional information on the design/alignment of the proposed Round Lake Bypass and interchange 11A.
      - It would be helpful to show proposed South entry road leading to LFTC.
   b) **Open Space Network**
      - Need to show 300 feet setback from Northway.
      - Need to define better requirements for wetland areas (generally 100 feet)
      - Should include space for ball fields as well as parkland. Actual locations should be flexible at this stage.
      - Emphasize importance of landscaped setbacks along Route 9. Depth should be varied to create interest and variety.
      - Support for continuous network of linear parks/trails.
• Support for “parkways” alongside linkage roads to accommodate bike and pedestrian trails.

c) Development Parcels and Land Uses
• Division between mixed use areas and residential zones too rigid, e.g. some mixed uses may be appropriate in areas noted as residential only.
• Question whether proposed density of 6-8 units within mixed-use zone is too high.
• General support for lowering densities away from Route 9 corridor.

3. Design Guidelines

a) Route 9 Design
• Strong support for landscaped median.
• Need to maintain openings for left-hand turns to allow for convenient access to development
• Assume that median would be continued through downtown area to maintain consistent design for roadway.
• Provide for well landscaped setbacks on either side of road.

b) Site Design
• Well-designed entry “gateways” is an important design element – like the example shown for Roosevelt Library entrance in Hyde Park.
• Guidelines should include idea of varied setbacks for buildings that front on to Route 9.

c) Parking Areas
• Support for goal of locating parking away from Route 9, behind buildings.
• Guidelines should emphasize need for pedestrian links between shared parking areas.
d) **Streetscapes**
   - Agreement that more pedestrian-scaled streetscape elements are appropriate for commercial nodes (e.g. Four Corners).

e) **Signage**
   - Need for more specific guidelines: e.g. regulating size, height, etc.
   - Avoid neon lighting

f) **Architecture**
   - Guidelines should include good examples of say town-housing and campus-style office development that have been constructed outside immediate area.
   - Emphasize need to avoid “big box” style of architecture, e.g. new Medical Arts buildings attempts to create attractive façade with varied wall treatment, wall openings, etc.
   - Façade design and choice of materials important. Need to relate to Downtown Guidelines.
APPENDIX C

PARCEL DATA

The parcel data provided for each property in the study area includes parcel address, owner name, owner address, current use, zoning, and acreage. Each property has been assigned a numerical identifier, which is shown on the zoning maps for the South and North Corridors in Figures 1 and 2 respectively. This identifier is also shown in the first column of Tables 1 and 2, which provide the information on each parcel, as a reference to the parcel to which the data applies.
APPENDIX C: PARCEL DATA

FIGURE 1: ROUTE 9 SOUTH

Legend
- R1: Residential, 1-acre zone
- R6: Residential, 2-acre zone
- C2: Commercial Route 9 South
- PDD: Planned Development District
- Study Area
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<th>Owner Name</th>
<th>Owner Address</th>
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**TABLE 2: ROUTE 9 NORTH CORRIDOR**

**APPENDIX C: PARCEL DATA**