



TOWN OF MILTON

ROUTE 50 TRANSITION AREA

DRAFT

STRATEGIC PLAN

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TABLE OF CONTENTS

1. Introduction and Background.....	Page 1
a. <i>Route 50 Study Advisory Committee</i>	<i>Page 1</i>
b. <i>Public participation</i>	<i>Page 2</i>
c. <i>Study area description</i>	<i>Page 3</i>
d. <i>Primary issues</i>	<i>Page 4</i>
2. Vision Statement.....	Page 9
3. Land Use Plan.....	Page 11
4. Strategic Recommendations.....	Page 17
a. <i>Roadway traffic and safety</i>	<i>Page 17</i>
b. <i>Aesthetics and design</i>	<i>Page 21</i>
c. <i>Site planning and architecture</i>	<i>Page 23</i>
d. <i>Infrastructure</i>	<i>Page 25</i>
5. Conclusion.....	Page 27
6. Appendix	
a. <i>Land use, Development, and Infrastructure</i>	
b. <i>Business and commercial building inventory</i>	
c. <i>Business survey</i>	
d. <i>Demographic and economic overview</i>	
e. <i>Real estate and commercial developers interviews</i>	
f. <i>Public workshop summary</i>	
g. <i>Image survey results</i>	
h. <i>Maps</i>	
<i>Strategic plan vision map</i>	
<i>Proposed land use pattern</i>	
<i>Existing land use map</i>	
<i>Existing zoning map</i>	
<i>Environmental features and resources</i>	

INTRODUCTION AND BACKGROUND

The focus of this study is a small section of the Town of Milton referred to as the Route 50 Transition Area. The study area's primary feature is a New York State highway that provides a variety of local and regional functions including serving as the main roadway connection between the Village of Ballston Spa and City of Saratoga Springs and a significant commercial strip for the Town of Milton.

This strategic plan is intended to establish a vision for the corridor as well as provide recommendations for land use and zoning regulations, guidance for redevelopment areas, opportunity areas for affordable housing, and concepts for traffic safety and access management, aesthetics, and other site planning components.

The Town of Milton's 2001 Comprehensive Plan – Land Use Element – targeted this area as in immediate need with an overall goal for the area to “promote pedestrian-friendly mixed commercial and residential development with strong connections to the village and surrounding residential areas” (page 41). In 2004, the town applied for and was awarded a planning grant from the New York State Governor's Office for Small Cities (GOSC) to study the Route 50 Transition Area in more detail.

Key opportunities and objectives identified in the GOSC grant application included: economic development; infill and re-development at key vacant sites; increased job opportunities for low- to moderate-income persons; increased affordable housing opportunities; general community revitalization, and promotion of livable communities. The 2001 plan and GOSC grant form the foundation of this report and provide a guide for community outreach and planning efforts.

Route 50 Study Advisory Committee

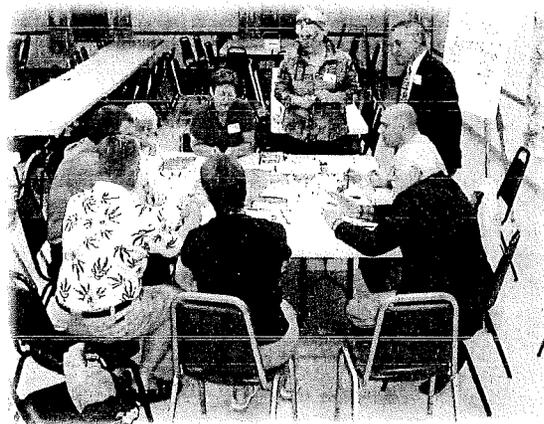
The study officially began with the establishment of the Milton Route 50 Transition Area Advisory Committee. Recognizing the “multi-municipal” and regional importance of the corridor, the advisory committee was made up of a small group of individuals including representatives from the Town of Milton, Village of Ballston Spa, City of Saratoga

Springs, and the Town of Malta. Representatives from New York State Department of Transportation (NYSDOT) as well as the Capital District Transportation Committee (CDTC) were provided regular project updates and contributed through consultation and plan review.

The Route 50 Advisory Committee held regular meetings open to the public through the spring and summer of 2005 coordinating consultant tasks, reviewing draft materials, and considering recommendations, options, and alternatives for the corridor.

Public Participation

In addition to committee work sessions, the community was invited to participate in the process through a hands-on planning workshop and a presentation/question and answer session. The first public workshop was held on June 1st 2005 at the Milton Community Center where residents, businesspeople, and landowners interested in the future of the corridor helped establish an overall vision, land



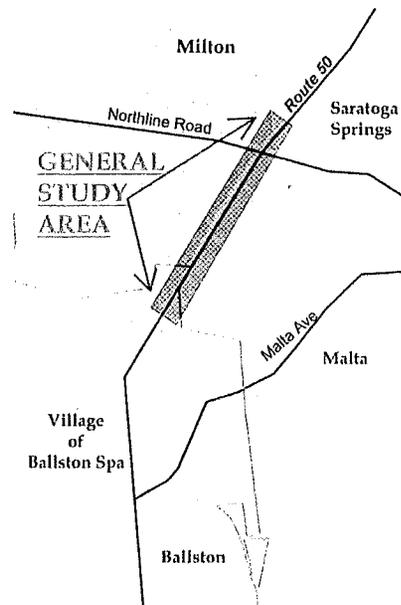
Public Participation: one of the break-out tables at the public workshop held in June, 2005.

use patterns, and initial design recommendations for Route 50 through a series of hands-on group exercises. In an effort to gain broad community participation, the town mailed over 300 postcards announcing the workshop and inviting residents and landowners in and around the corridor to be a part of the event. In addition, the town's consultants met with a number of the local business owners to conduct interviews and surveys and promote the upcoming workshop. The participation and ideas generated at the community event was essential to development of this strategic plan and are integrated throughout (specific comments and details are included in the appendix of this document). A second community event was held on August 16th 2005 where the draft plan was presented to the public. The presentation was followed by a discussion of the

primary plan recommendations and question and answer session. Comments and suggestions from this meeting helped the committee further refine their work and were integrated into the plan.

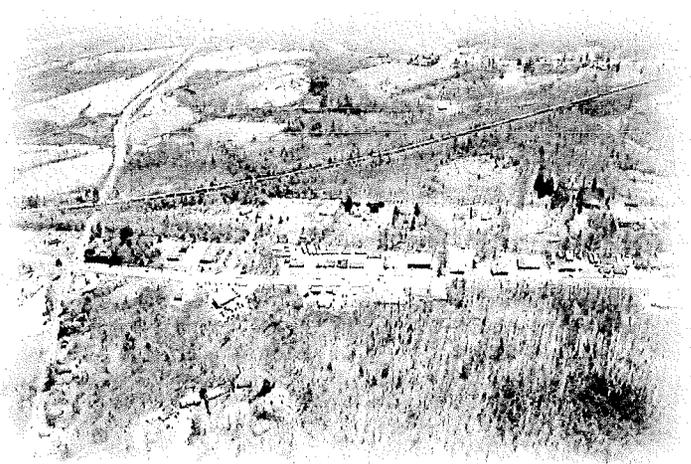
Study Area Description

The study area encompasses a short stretch (less than one mile) of Route 50 within the Town of Milton from the Village of Ballston Spa to the City of Saratoga Springs. However, the study area's southern and northern boundaries were left somewhat flexible, allowing for the committee, consultants, and public to consider issues and opportunities in areas adjacent to municipal borders. In addition to areas directly along Route 50, the committee also studied surrounding lands on both sides of the highway including Saratoga Avenue to the east and the area between the highway and Rowland Street on the west side.



Land Use

The overall land use pattern is auto-oriented, low density commercial along the highway, surrounded by low density residential properties. A number of the properties in the study area are also either vacant, undeveloped or currently not in use, such as the former Grand Union site.



Route 50 Looking East: the general auto-oriented, commercial land use pattern is firmly established throughout the corridor.

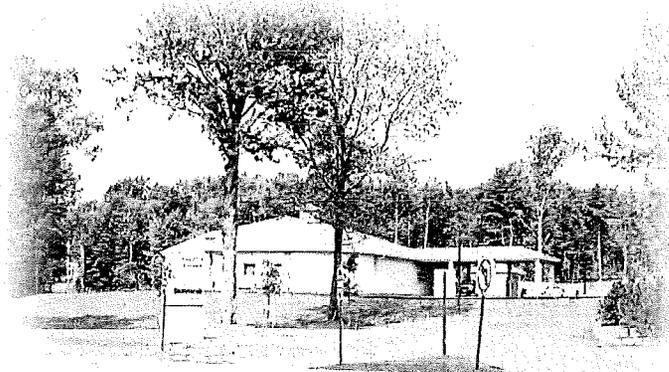
Note: a detailed breakdown of land uses is provided in the appendix. However, along the highway there are only a few

undeveloped parcels with accessible road frontage. With this in mind, it seems likely that any major changes to the look, design, and feel of the corridor will occur slowly over time as the majority of investment would revolve around rehabilitation of individual parcels and structures.

Existing Businesses

There are 38 buildings along the Route 50 corridor study area comprising approximately 185,000 square feet of commercial space including 7 eating and drinking places (total 16,000 square feet); 3 financial institutions (9,000 square feet); 4 auto repair and service stations (occupying 25,000 square feet). Overall, 71.2% of the total commercial space in the corridor is currently occupied.

However, the occupancy rate is skewed due to the vacant 44,300 square foot former Grand Union building. Discounting this parcel, the occupancy rate for the corridor is 94.7% (Please note that the boundaries of the study extend beyond the Town of



Recent addition: Sunmark Bank's new branch at the intersection of Route 50 and Northline Road.

Milton. The former Grand Union building is located within the Village of Ballston Spa).

Note: a detailed building and commercial business survey is provided within the appendix.

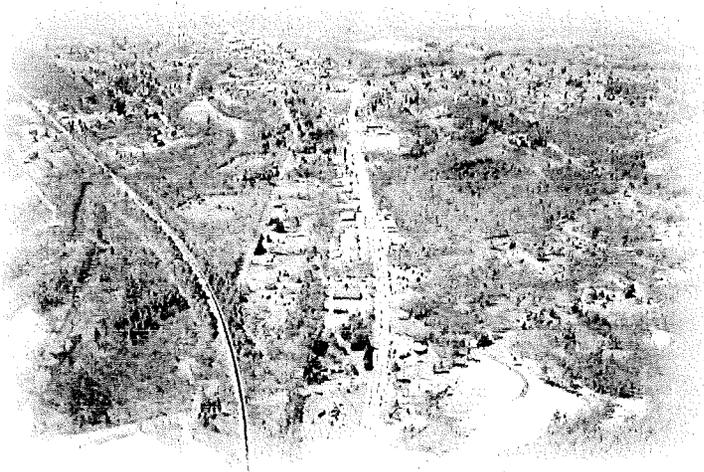
Issues and Opportunities

Primary issues and opportunities were identified through a variety of methods including the public workshop; interviews with staff from the Town of Milton, Saratoga County (Planning, Public Works, etc.), New York State (NYSDOT), real estate professionals, and others; business owner/operator surveys; business customer surveys; and committee/consultant review and analysis of the corridor.

Primary corridor issues relate to the existing developed environment including development patterns, traffic, aesthetics, and infrastructure. Short summaries of these issues are included below.

Development Patterns

For the most part, development of the Route 50 study area can be characterized as “auto-oriented commercial strip.” This pattern is typified by a series of small to medium-sized business operations accessible only (or primarily)



Looking south along Route 50: Limited undeveloped road frontage remains and open areas surrounding the corridor, particularly to the east (left in this image) are significantly constrained due to environmental features (Kaderosseras Creek) and a rail corridor.

by automobile. Along Route 50, this pattern has resulted in a corridor that lacks identity and is generally unpleasant to travel. While the strip is a source of commercial tax base for the town, the lack of coordinated development has led to a fragmented landscape that is suppressing additional expansion and investment. Furthermore, the trade area unfortunately is limited to the east by the railroad corridor and a lack of residential development. Therefore, the climate for existing businesses will not improve until the density in the trade area increases.

Finally, as the corridor is not within a major retail growth area (such as near a highway interchange), and there is very little commercially-zoned vacant land available, it is unlikely that national chains would find this portion of Route 50 attractive for big-box retail. However, it is important to note that there are portions of Route 50 to the south (out of the study area boundary) which have received significant recent attention from

large-scale “big-box” retailers. The town’s Commercial Transition zoning does not restrict or limit such development.

Traffic

At the town’s planning workshop, residents expressed frustration with the amount of peak hour traffic, particularly at the intersection of Northline Road and Route 50. According to New York State Department of Transportation, the corridor had an annual average daily traffic count of 10,700 in December, 2002 with significantly higher numbers typical for summer months (as many as 15,000 cars have passed through the corridor in August). *Note: additional traffic data for the corridor as well as the Route 50 and Northline intersection are provided in the appendix.* Business owners and operators expressed desire take advantage of through traffic and noted that the 45-mile per hour speed limit discouraged customers from patronizing corridor businesses, and caused difficulties entering and exiting the business parking lots.

Route 50 and Northline

As mentioned above, one of the primary traffic and congestion concerns within the study area is found at the Route 50 intersection with Northline Road. While much of the highway north of this intersection is a four-lane road (two lanes in each direction) it narrows to two travel lanes (with a center turning lane) near the study area causing a bit of a slowdown and congestion. In addition, the Route 50 and Northline Road intersection is the first controlled intersection (traffic light) for several miles when coming from the north. Currently, there are no plans to modify the Route 50 portion of the intersection. However, some efforts are planned to improve the Northline portion. Specifically, traffic along Northline Road turning left (north) onto Route 50 will be channeled through a new left-hand turning lane regulated by a turn signal (green arrow). Saratoga County retains a 10’ easement to allow for expansion of the road as the need arises. The need for these improvements will be revisited when all phases of the north-east parcel (location of Sunmark Bank) are completed.

Bicycle and Pedestrian

While there is a bicycle lane marked within the paved shoulder of Route 50, the overall environment for pedestrian and bicycle uses is inadequate and considered a drawback and disincentive to non-motorized travel along the corridor. The study area is anchored by the pedestrian-friendly village atmosphere of Ballston Spa to the south and the rural, open environment of the Woods Hollow Nature Preserve (WHNP) and Saratoga Springs to the



Bike lane: currently, a wide painted shoulder serves for bike and pedestrian roadway users. However, fast roadway speeds, lack of separation between autos and pedestrians, clutter within the lane, and almost continual turning traffic and curb cuts reduce the effectiveness of this resource.

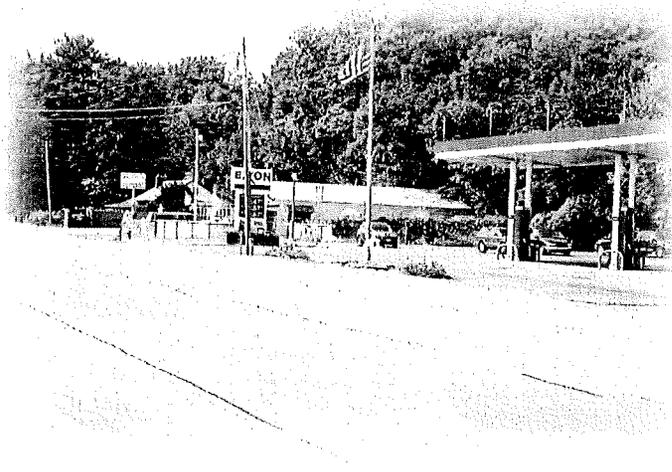
north. In addition, Route 50 leads to one of the main entrances of the Saratoga Spa State Park a significant regional park, recreation, and cultural facility which includes the Saratoga Performing Arts Center (SPAC) as well as many trails and walking paths. *Note: the City of Saratoga Springs recently purchased 41-acres of land along Route 50 abutting the WHNP which will result in direct access to the park from the highway.* At

community meetings held in support of the plan, participants cited the need to not only improve bicycle and pedestrian amenities along Route 50, but also along Northline Road, establishing safe connections to the corridor for non-motorized users.

Aesthetics

The overall look of the corridor was a commonly cited issue by workshop participants, business customers, as well as business owner/operators who noted that the corridor needs to become more visually appealing, suggesting such enhancements as improving the condition and cleanliness of buildings, improving lighting, removing overhead utility wires, and adding additional landscaping and trees. However, due to the site limitations on many properties, in many cases there is inadequate space available for individual

property owners to plant trees and enhance the street frontage. For example, the landscaping installed in front of the Exxon gas station is located within the New York State Department of Transportation right-of-way.



Infrastructure

Public sewer and water is not consistently available along the Route 50 study area. As such,

Roadside landscaping: the landscaping and fountains here are an excellent addition. However, shallow lots limit the ability to install similar features throughout the corridor. Further, these features are located within the NYS DOT right-of-way and are discouraged by the state due to safety and liability concerns.

many businesses along the northern section of the corridor have installed connections to the Saratoga County sewer line located along Northline Road. Others to the south such as the former Grand Union site are tied into the Village of Ballston Spa sewer system.

However, a significant portion of the area is not readily served by sewer infrastructure which is impacting economic development and investment prospects. For example, a restaurant within the Carousel Village was recently forced to close due to issues with its septic system. *Note: the current landowner has proposed to connect the entire shopping plaza to the village sewer system to rectify issues with wastewater in this area.*

The Village of Ballston Spa's water line passes through the corridor but many existing businesses and parcels are not tied into the system. While water is available to these property owners, the village has expressed concern regarding the implications of extensive water use along the corridor and throughout Milton related to future capacity as well as the desire to focus economic development within the village.

ROUTE 50 VISION AND PLANNING ELEMENTS

Vision Statement

At the June 2005 public workshop, the Study Advisory Committee presented and discussed the Route 50 Vision Statement with meeting participants. After further refinement, the committee finalized the statement, presented below:

The Route 50 Corridor serves as a transition from Ballston Spa and Saratoga Springs, but also has an identity unique to the Town of Milton.

While the southern end of the corridor reflects the character and scale of Ballston Spa and ties into the downtown area, pedestrian and bicycle use is enhanced throughout the corridor.

Opportunity and redevelopment areas provide the community with needed business uses that supplement but do not detract from existing nearby commercial areas. All new construction and site planning integrates natural features such as woodlands, streams and ponds into design and layout.

The northern section of the corridor transitions into the rural, low density portion of Saratoga Springs and is reflected through appropriately-scaled buildings, signage, landscaping and other design features.

The vision statement represents the desired future for the study area and serves as a guide for goals and objectives – which are to be realized through specific recommendations, and strategies. Future implementation steps and actions should in some way, be gauged by how they bring the community closer to realizing this vision.

Planning Elements

Refinement of the vision statement led to development of five common elements or principles. These elements embellish the vision statement, respond to the concerns and goals of the local community, and are intended to help steer subsequent development of specific recommendations and strategies.

1. Coordinate future growth in and around the study area through zoning, other development regulations, infrastructure, and incentives to realize the plan's vision and land use pattern.
2. Promote opportunities for senior and affordable housing.
3. Enhance the aesthetic of Route 50 and work to establish an identity for the corridor as it passes through the Town of Milton. Understanding that the highway serves as a transition from Ballston Spa to Saratoga Springs, the corridor can also serve to establish a "sense-of-place" for the local community through high quality design, unifying elements, and improved landscaping (among other enhancements).
4. Ensure that future development and revitalization is coordinated with sensitive treatment of natural and cultural resources such as wetlands and streams, open space, woodlands, and historic features.
5. Limit the impact of new development and revitalization on the capacity and safety of the Route 50 roadway system through access management techniques including but not limited to shared access and parking, service roads and internal connections, traffic calming, as well as bicycle and pedestrian enhancements to promote non-motorized transportation.
6. Continue to involve the local public as well as representatives from surrounding communities in land use and planning decisions along the Route 50 corridor.

These Planning Elements as well as the Vision Statement for Route 50 were used as a guide and considered during development of the plan's recommendations and strategies outlined on the following pages.

LAND USE PLAN

The land use plan is the recommended development pattern for the study area. It is presented as a “bubble map” and narrative and represents general uses (such as residential and commercial). Implementation and realization of the land use plan can be most-easily accomplished through amendments to the town’s zoning regulations. It is important to note that the land use plan describes the broad development scenario in terms of use and density and does not include recommendations for specific components such as building height or parking requirements – recommendations for these details are found within the strategic plan section of this document.

A significant amount of improvement could be realized simply through roadway and roadside improvements (these enhancements are discussed later). However, the corridor can also be enhanced through adjustments to the land use pattern and density – particularly through connections to land use patterns in adjacent municipalities.

For the purposes of this discussion, the study area is dissected into two overlapping sections – the southern portion, adjacent to the Village of Ballston Spa and the northern area which connects with the southern entrance to the City of Saratoga Springs. The recognition of the unique aspects of each section is a key component to the land use and design recommendation of this plan. A map is included within the appendix showing a potential future land use pattern.

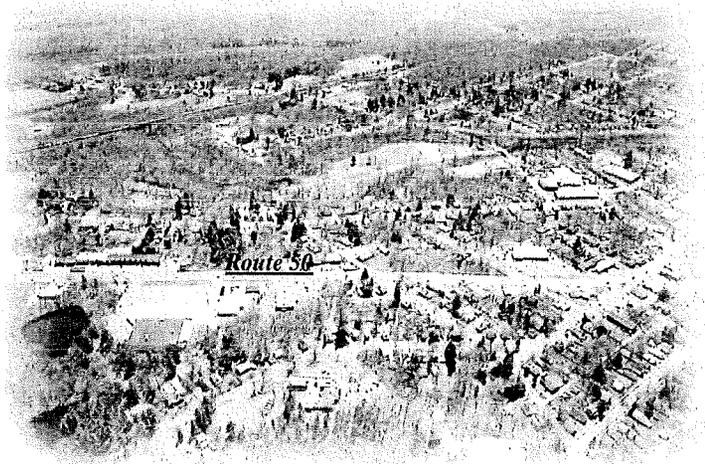
Highlights of the Land Use Plan include:

General Land Use Pattern

- In general, there should be a continuation of the general business characteristics of the Route 50 corridor. Route 50 plays an important economic role for the community and commercial land uses are appropriate for the majority of parcels with frontage along the highway. However, the town should encourage and prioritize office uses to support existing retail and service establishments and provide job opportunities for local residents.

- Currently, the town’s development regulations treat all of the parcels with frontage along Route 50 the same with the Commercial Transition zoning designation. However, using design guidelines that break the corridor into two halves will help promote development consistent with the unique characteristics of each segment.

- Areas along the southern part of the corridor should reflect the design and “look” of the Village of Ballston Spa. For example, lighting and pedestrian resources could look more traditional or historic. Essentially, this section of the study area should tie into the village pattern to the south.



Route 50 Looking East (southern section): the southern portion of the corridor should be tied into the village pattern and character evident in the right hand side of the image.

- In general, areas to the north should reflect the more rural nature of this segment and tie into the city’s open character. Pedestrian resources could be more trail-oriented (rather than sidewalks) and new development should respect the character of the area through landscaping and utilization of greenspaces.

Commercial Land Uses

The following recommendations relate specifically to opportunities to enhance the economic potential and success of the corridor.

- Promote uses that are valuable to local residents (those within the trade area). The demographic analysis points out that the residents of this trade area have higher disposable income than the Town of Milton and Village of Ballston overall. As such, the corridor should be promoted in a way that attracts customers from surrounding neighborhoods and promotes uses and businesses that serve this market.

- Promote professional office uses that can provide a new customer base for existing personal service establishments. Professional offices would be useful for local residents and could also provide a local job base. These uses could be promoted through modifications to the allowed uses for the Route 50 corridor as well as alleviation of certain site plan and building requirements (such as yard setbacks and building height), and the provision of density bonuses for desired uses.

- There is a growing lack of affordable commercial office space. A couple of older building reuse projects

including Rowland Professional building and the Chocolate Factory do have some vacancies. However, Class A and B space is not generally available in the corridor or

Village of Ballston Spa, and increasing costs are pushing business

outside of the City of Saratoga Springs. Commercial office space is typically the most advantageous from a municipal fiscal perspective (i.e. generates property and other tax revenue compared to municipal costs).

- Based on trade area demographics and size, family style and moderately priced food service establishments are likely to do well. Although Pizza Hut is currently established in the corridor, other restaurant chains are not likely to locate in the corridor. Today, these establishments tend to locate near larger retail developments (i.e. Northway Exit 15).
- The town should limit uses that do not require the qualities associated with the Route 50 corridor location such as manufactured home sales. For example, sub-



Desired uses: quality office space should be established through a combination of appropriate zoning mechanisms, infrastructure development, and aesthetic improvements to the corridor.

categories for uses under retail sales would help refine the types of retail uses appropriate for the area.

- Avoid large-scale retail as market and corridor property conditions do not make this type of development favorable or likely. Furthermore, the corridor should be seen as a support area to the village core. As such, businesses that are in direct competition with the downtown should be dissuaded. To support these objectives, the town should establish a cap of 50,000 square feet on the size of retail structures within the corridor.

Residential Opportunities

- Promote housing off of the highway. There are limited prospects for new residential development within the study area with the primary opportunity found on the west side of Route 50 near the center of the study area and adjacent to Rowland Street.
- Promote affordable housing opportunities. Currently, multi-family housing is not an allowed use within the study area. However, areas within the corridor already used for multi-family housing (add name of complex near Saratoga Ave.) should be allowed to continue and possibly expand. These areas could form the basis for a new district or included as an allowed use within the town's Commercial Transition district
- The eastern section of the study area (the majority of Saratoga Ave. and points east) should remain a low density residential area due to the limited access to public infrastructure and presence of significant environmental constraints.

Mixed Use Planned Development District

- The western section including much of the 41-acre undeveloped parcel should be developed in concert with surrounding properties. In general, office and commercial are appropriate for portions closer to Route 50, mixed uses (residential/office) towards the interior, and low density residential and/or open space towards Rowland St. If possible, this area should be tied into adjacent properties including the former Grand Union site and considered/planned as a

whole (*Note: the former Grand Union site is within the Village of Ballston Spa limits.*

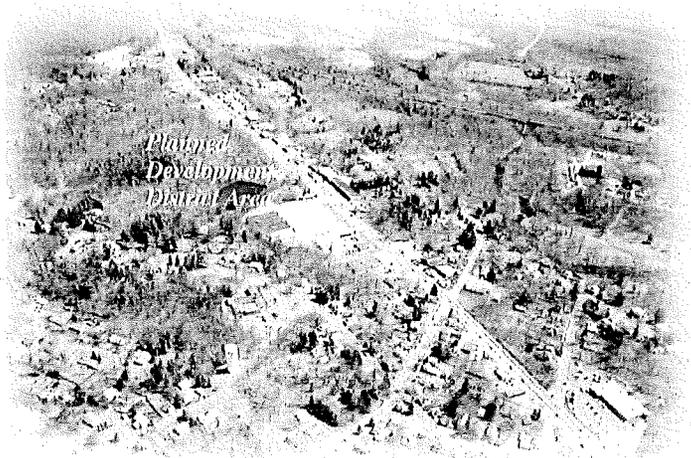
Inclusion of this area in any town-sponsored planning process would require inter-municipal partnership and

coordination). One

option to accomplish

coordinated planning and development of this area

is utilization of a flexible zoning technique referred to as a Planned Development District.



Planned District: this area, one of the few remaining open parcels within the corridor, should be the focus of a public – private planning effort including area landowners, businesspeople, residents, and municipal representatives. Opportunities to coordinate development of this area with re-use of the former Grand Union site and surrounding roadside development should be pursued.

Implementation of Land Use Plan

Realization of the land use plan should be undertaken primarily through updates and amendments to the town zoning regulations. These amendments are described briefly below:

1. Refinement of allowed and special permit uses and establishment of structural caps for retail uses.
2. Working with landowners and stakeholders, establish a Planned Development District (PDD) for the western side of the corridor focusing on the former Grand Union Property, the 41-acre undeveloped parcel and the lots in-between and fronting Route 50. *Note: this will required continued conversation between the town and village as portions of this area fall within both municipalities.* The town should also consider lowering the minimum area required for a residential PDD (currently 50 acres) to 25 acres.
3. Promote affordable housing in areas of the corridor.

- a. Permit in-law apartments (accessory dwelling) and two-family dwelling units (currently the town requires a special permit for these uses) in some areas of the R-1 district within the corridor, particularly in the vicinity of Saratoga Avenue.
- b. Allow for continuation and possibly expansion of multi-family housing options within the corridor through establishment of a new residential sub-district, floating zone, or incentive program. The floating zone could allow for landowners to provide multi-family and affordable housing units only under certain circumstances. For example, criteria could include access to all public infrastructure, access to Route 50 and demonstrated roadway capacity, provision of pedestrian amenities and open space, and the guaranteed inclusion of affordable housing units.
- c. Provide incentives for projects which include affordable housing. A density bonus could be awarded to development projects which include a percent of affordable housing units (10 – 20%). This type of program could be implemented through the corridor or town-wide.

STRATEGIC RECOMMENDATIONS

These strategic recommendations focus on the specific actions beyond those related to land use discussed previously that the town and others can take to realize the vision for the Route 50 corridor.

Route 50 Roadway – Safety and Traffic

Enhancing the safety of travel along the corridor for all types of roadway users including vehicular and non-motorized transit will go a long way in improving the corridor. The following recommendations set out a strategy for physical improvements to Route 50.

- Establish / promote bicycle and pedestrian enhancements and consider establishing standards similar to those within the town center zoning district which require sidewalks and other pedestrian enhancements. While Route 50 is a designated bicycle route and includes a painted shoulder for bicyclist use, these features are inadequate

and the road is generally not well-suited for biking (or pedestrians) due to the number of curb cuts and turning cars, the general speed of automobile traffic, lack of separation between pedestrians and autos, and clutter within the

bicycle lane. With the exception of the new CVS (within the village), there are no sidewalks or pedestrian pathways in the study area. Nevertheless, bike and pedestrian amenities along the corridor should reflect the unique characteristics of this corridor. For example, since the corridor is not envisioned as a “town center” but rather a commercial corridor, perhaps sidewalks could be required and



Clarify the bike lane: keeping paint fresh and easy to see will help keep the bicycle lane delineated and separate from the travel lane.

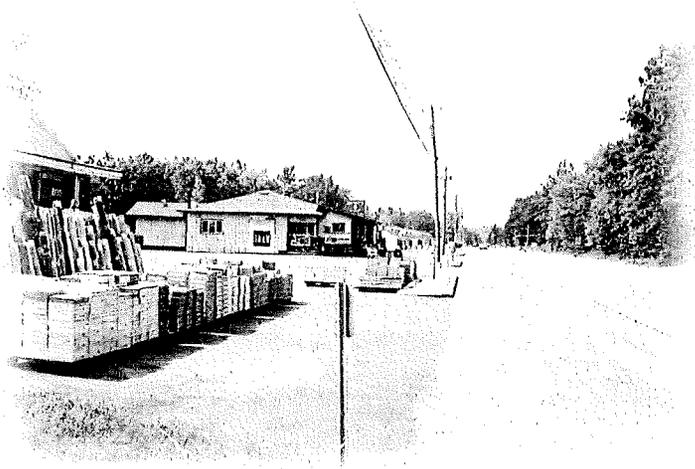
installed on only one side of the highway. If sidewalks can only be placed on one side of the corridor, at this stage, it seems that the eastern side is more appropriate and feasible.

- Initiate bicycle and pedestrian design efforts. Investment and change is occurring within the corridor. Efforts should be made to ensure that modifications to the corridor are in keeping with the community's vision and enhance non-motorized resources. A first step is establishing the specific design and location of bicycle and pedestrian infrastructure (sidewalks, trails and paths, bike lanes, etc.). This work should be considered a priority as new development will likely further limit the ability to retrofit the corridor for non-motorized travel. During this process, the town should work closely with landowners to clarify issues related to design, location, construction costs, and maintenance. One funding option to consider is the creation of a sidewalk improvement district or the utilization of escrow accounts where funds could be held until design and planning is complete.
 - Establish connections to surrounding neighborhoods. In addition to enhancements along Route 50, pedestrian and bicycle connections should be established enabling residents from surrounding neighborhood to access the corridor. At this stage, it seems that the north side of Northline Road presents the most feasible opportunity to establish this connection.
 - Enhance the bicycle lane. A first step in improving bicycle use of the corridor would be to repaint the bicycle lane so that it is more clearly defined as a separate area from the travel lane. In addition, an alternate color or pattern would further delineate this area as a shared lane. Where the installation of sidewalks is not feasible or appropriate, these improvements should be designed to also serve the needs of pedestrians.
- Require or incentivize “access management” such as shared parking areas and use of services roads (where feasible) for all new and substantial rehabilitation projects. Uncertain or incoherent access points to businesses and establishments

along the corridor contribute to safety issues and detract from the corridor's aesthetic. Enhancements to these areas as well as the reduction in the number and breadth of access points will improve the safety and efficiency of the roadway

- Implementation of these corridor-wide improvements should not be conducted piecemeal. Rather, funding should be brought together and repaid through fees, or an infrastructure improvement district. For example, the development of short segments of sidewalks and pathways would likely contribute to safety hazards rather than alleviate dangerous situations.

- Continue working with NYS DOT and private landowners and developers to improve safety along the corridor. Many aspects of the highway are considered including overall travel speeds, the variety of access points to businesses along the corridor which allow for and encourage many turns across oncoming traffic,



Too many curb cuts: the corridor is characterized by almost continual curb cuts and asphalt parking areas, even in areas where they aren't desired. Access management techniques are needed to consolidate access points and establish shared parking arrangements.



Piecemeal infrastructure: Opportunity exists to tie into the village's pedestrian system. However, a consolidated and comprehensive approach to infrastructure development including sidewalks, lighting, and landscaping (as well as sewer and water) is required. Segmented installation of sidewalks is not recommended.

the intersection of Route 50 and Northline Road, and the lack of pedestrian facilities. Specific suggestions to consider include:

- As development applications are submitted for the intersection of Northline and Route 50 require applicants to undertake and coordinate detailed traffic studies of the impacts of growth and mitigation efforts needed to limit congestion and improve traffic flow and safety. Opportunities to establish pedestrian connections should also be considered.
- Request that the New York State DOT study the need for improvements of the Northline intersection. Northline Road and Route 50 are both important connectors for the region. Given the growth and traffic in this area and the importance of these roads an intersection improvement study should be conducted to ensure that this location does not deteriorate or seriously impact regional traffic flows. Note: a study of this intersection could be combined with a study of improvements needed for the entire corridor.
- Incorporate the above-mentioned study of roadway needs and potential enhancements into an area-wide infrastructure plan. (Note: other components the study are described below.)
- Establish new intersections at key locations along Route 50 to provide enhanced access. Conjointly, work to limit direct access to the roadway from each property, encouraging use of the new intersections.
- Utilize traffic calming measures to slow speeds and increase safety. Commonly-used traffic calming features such as narrow roadway widths, on-street parking, street trees, etc. Note: these concepts would likely be more appropriate near the Ballston Spa border (southern section of the study area) and consistent with efforts underway in the village. However, some components could be used throughout the corridor.
- While traffic calming measures should be used to reduce travel speeds to more appropriate levels, the town could also work with the state to reduce the actual speed limit, particularly for the southern section of the corridor

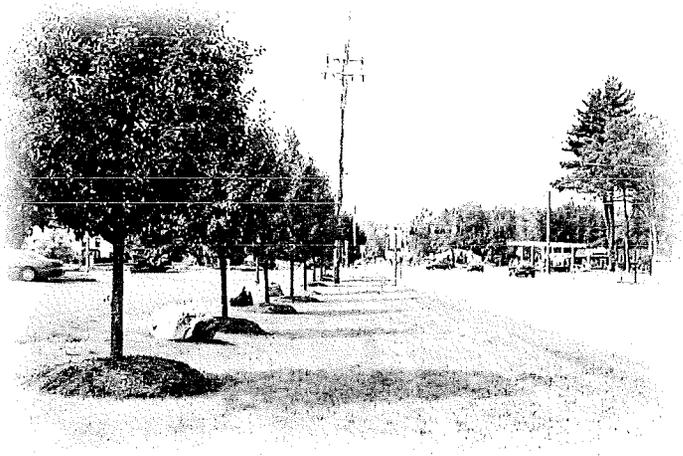
(the current limit is 45 miles per hour). Of course, any changes to roadway design or speed limit would require significant outreach and coordination with NYS DOT.

- While it is encouraging that many property owners have installed landscaping along the corridor, unless the landowner has an existing easement with the state, these features must remain outside of the right-of-way. Landscaping within this area can result in landowner liability for accidents involving motorists with unauthorized landscaping features.

Route 50 Aesthetics and Design

One of the most commonly-cited concerns regarding the Route 50 corridor in interviews and public outreach efforts was the overall look and aesthetic of the area. The following recommendations discuss opportunities to enhance the visual appeal of the highway.

- Encourage creation of a “green highway” through enhanced landscaping treatments. To accomplish this, the town should consider establishing landscaping standards to provide a roadside buffer along Route 50 made of trees, shrubs, and other vegetation. Due to the limited depth of most parcels along the highway, any roadside buffer would likely impact the ability of businesses to provide parking in front of their structures. In these cases opportunities for shared parking and access with adjacent businesses should be promoted.
- Establish a unifying landscaping theme throughout the corridor. Within the buffer area described above, landscaping should be somewhat consistent along the highway. For



Unified landscaping: a consistent, continual tree line adds order and clarity to the roadside and helps create the Green Highway. This type of pattern, in place at the intersection of Northline and Route 50, should be used as a model for the corridor.

example, an evenly placed line of street trees would help provide shade to pedestrian areas as well as provide a linear, organizing edge to the corridor.

- Minimize the impact of parking close to the highway through landscaping and buffers. If possible, utilize shared parking or side and rear parking lots. Separation between pedestrian and automobile parking should be established to the greatest extent possible. Note: any strategy which removes parking from the roadside must be coordinated with a shared parking strategy or modifications in setback requirements as existing site constraints limit the ability to place parking to the rear or side of structures.
- Ensure that signage along the corridor allows businesses to promote their operations without cluttering the roadside. Options to consider include establishing standards for sign size, lighting, and landscaping as well as encouraging sign consolidation. The town center standards could be used as a model. Along with consolidation of curb cuts, consolidation of signage will limit clutter and disorder along the corridor. Stand alone temporary signs should be limited.
- Promote overall corridor beautification to improve the aesthetics of Route 50 and make the highway a more attractive place as a business location and place to shop. One option is to utilize design guidelines to guide new development and promote the community's vision for the corridor.
- Minimize the impact of overhead utility wires. At the point of future roadway reconstruction, the town should investigate opportunities to place utilities underground. However, the most feasible and cost-effective measure that can be



Auto-dominated landscape: Completely enveloped by automobiles, the shoulder area is an unwelcoming area for pedestrians. Buffers, trees, sidewalks, and crosswalks across curb cuts would have a significant beneficial effect on the pedestrian environment.

implemented in the short-term is to utilize landscaping and trees to reduce the visual impacts of this infrastructure, as is being used in the town center area of Milton.

Site Planning and Architecture

Opportunities for large-scale investment in the Route 50 corridor is significantly constrained due to existing environmental features, shallow lots (limiting opportunities for parking behind structures), and the lack of buildable vacant land. Nevertheless, as development and investment occurs, the following strategies should be considered.

- Promote a consistent architectural style to help define the area and improve the appeal and aesthetic. This recommendation does not mean that the town should adopt rigid design standards, but rather that guidelines should be established to promote a



Architecture: the Adirondack Trust building at the intersection of Route 50 and Northline Road is a quality design that should be used as a model for development at the northern end of the corridor.

coherent, harmonious look for the corridor. For example, new construction should reflect the local architectural styles and buildings should include prominent entryways and a pleasant “public face.” These types of guidelines could be accomplished through a design guidebook to be used by development applicants and the town planning board during site planning and subdivision review. Similar design guidebooks are already in use by the town in the town center and rural portions of Milton.

- Promote revitalization of lots with significant site constraints due to setback requirements, right-of-way widths, and recommended buffer areas through alleviation of certain site requirements, shared parking arrangements, and lot line adjustments.

- Consider reducing setbacks to encourage new investment and rehabilitation. Investment and improvement of many parcels along the corridor are difficult in many cases due to the limited parcel depth and front yard setback requirements. For example, the front yard setback could be reduced from 75 to 50 feet.
- Promote and establish dialogue and negotiation between owners of lots fronting the west side of Route 50, landowners to the west where a significant amount of open space is available, and the Town of Milton. Incentives should be established to encourage locating parking areas to the rear and side of buildings off of the frontage lots in exchange for density bonuses or other site enhancements.

- Encourage infill and redevelopment of the former Grand Union site in the Village of Ballston Spa. This site makes an excellent gateway opportunity to the village and could be redeveloped at a higher density with structures along the street,



Infill opportunity: the former Grand Union site presents an excellent infill site and opportunity to establish a village gateway

sidewalks, and other village-style development components. The most appropriate uses here would be professional office (A or B class office space). Any redevelopment of this parcel should, if possible, be coordinated with the recommended planned development district for the vacant parcel just to the north. This will help establish a more unified and consistent development pattern and aesthetic and help strengthen access management strategies.

- Ensure that the size of individual structures do not overwhelm the corridor or adversely impact surrounding commercial areas. Establish a 50,000 square foot cap on retail structures (recommended on page) within the corridor.

Infrastructure

One of the most significant deterrents to economic development is the lack of developable parcels with easy access to public infrastructure. Most businesses with access to sewer services are located at the northern and southern edges of the corridor where county and village infrastructure is more readily available.

- Promote public infrastructure throughout the corridor. As a primary economic area for the Town of Milton, sewer and water services would enhance the corridor for business and reinvestment purposes.
- Continue dialogue with the Village of Ballston Spa and Saratoga County to plan for future infrastructure placement along Route 50 and opportunities to tie properties along the corridor into these systems.
- Establish an incentive program to encourage private investment in the infrastructure system. A density bonus could be provided for projects which construct publicly-accessible infrastructure along the corridor. Currently, properties within the R-1 district receive a density bonus where infrastructure is available (the town requires one-acre (1) of land per unit in areas without sewer/water and one-half-acre (1/2) of land in areas with sewer/water). This bonus could be increased in instances where the applicant provides these amenities to surrounding properties. An expanded incentive program should provide similar benefits for commercial properties along the corridor.
- Encourage development of public infrastructure through zoning incentives. For example, density bonuses could be awarded for development projects that contribute to expansion and improvements of the infrastructure system.
- Establishment of incentive zoning law to encourage installation of public infrastructure along Route 50.
- Develop an inter-municipal infrastructure plan for sewer and water expansion along Route 50. Availability of sewer and water infrastructure is one of the key issues to re-use and investment along the corridor. While water service is available, the village is concerned about the impacts Route 50 growth and other areas of the Town of Milton would have on capacity for the entire system. On the other hand, there are no immediate issues related to the capacity of the village to

- transmit waste water. However, many lots do not have access to this infrastructure and, as many have done in the past, must make individual connections at significant expense. This piecemeal approach to infrastructure expansion results in high cost and limited public benefit. Rather, the town and village should coordinate expansion through a management plan and development-based fee system. Once complete the report could lead to the establishment of a type of infrastructure improvement district. The report would detail which properties should be included as well as the benefits and costs of such an approach. Throughout this effort, property owners and area residents should continue to be involved in the planning and implementation process
- Incorporate other infrastructure components of the corridor into the study described above including needs for roadway improvements, lighting, sidewalks and amenities such as plantings and landscaping.

CONCLUSION

The Route 50 corridor study area serves a number of purposes including acting as an essential component of the town's economic base, an important thoroughfare for regional transportation, and a gateway to both the Village of Ballston Spa and Saratoga Springs. This planning process, involving surrounding municipalities, businesspeople, and residents, is the first step in creating a new future for the Route 50 Transition Area.

The vision for the corridor is clear and simple – a successful business corridor that is safe and pleasant for automobile and non-auto traffic. Within the plan, a number of strategies are described that propose to accomplish this broad objective. Whether recommendations discuss enhancements to the “pedestrian realm,” sewer and water infrastructure needs, or strategies for zoning regulations, a consistent message present – the need for continued cooperation, partnership and outreach. The corridor was developed over a number of years in a somewhat piecemeal, fragmented fashion. While the result has successfully established the corridor as a popular commercial strip, in order to realize the stated corridor vision for the future, the town must undertake a continued, comprehensive approach to implementation.

As with many plans, this document presents a vision and strategy for realizing an enhanced future. However, the realization of that vision can only occur through continued town investment. To keep this process moving forward, a broad-based implementation task force should be established. This task force should represent the diversity of stakeholders and interests in the corridor including business owners and operators, residents, surrounding municipalities, and town staff and officials. The primary effort of this group should be to establish an implementation schedule, continue prioritization, and initiate improvements (for example, through grant writing, updates to zoning language, and additional infrastructure studies and management plans to name a few actions).

Initial priorities, established by the Route 50 Planning Committee include:

- Coordinated review of traffic issues and roadway needs at Route 50 and Northline Road intersection (particularly tied to future development applications).
- Refinement of bicycle and pedestrian infrastructure design including appropriate locations, size and scale, materials, and landscaping as well as finalization of construction and maintenance funding strategies.
- Continued work with landowners and surrounding municipalities to ensure key areas reflect the vision for the corridor including the former Grand Union site, the Carousel Village shops, and remaining development at the intersection of Northline and Route 50.

The Town of Milton has moved ahead of the curve through this strategic planning process. Subsequent initiatives, building off of this program will further advance the high level of livability and quality of life found in the community.

MILTON – ROUTE 50 TRANSITION AREA

APPENDIX

AUGUST, 2005

A. LAND USE, DEVELOPMENT, AND INFRASTRUCTURE	PAGE 2
B. BUSINESS AND COMMERCIAL BUILDING INVENTORY	PAGE 7
C. BUSINESS SURVEYS	PAGE 9
D. DEMOGRAPHIC AND ECONOMIC OVERVIEW	PAGE 13
E. REAL ESTATE AND COMMERCIAL DEVELOPER INTERVIEWS	PAGE 18
F. PUBLIC WORKSHOP SUMMARY	PAGE 20
G. VISUAL IMAGE SURVEY RESULTS	PAGE 22
H. MAPS	
Strategic plan vision map	
Proposed land use pattern	
Existing land use map	
Existing zoning map	
Environmental features and resources	

A. LAND USE, DEVELOPMENT, AND INFRASTRUCTURE

Study Area Existing conditions

The Route 50 corridor serves as a transition from the more developed and urban pattern of Ballston Spa (south) to the low density, generally open character of the entrance to the City of Saratoga Springs (north). The corridor is bound on the east side by steep slopes leading down to the Kaderosseras Creek, areas of flood plain and wetlands. A few small creeks traverse the area feeding into the Kaderosseras and a few small water bodies are found on the western side of the corridor.

Most of the study area's road frontage consists of developed commercial land with the exception of a couple parcels on the western side of Route 50. Further to the west, there are a number of single-family neighborhoods with access to Rowland Street and Northline Road. A small residential neighborhood on the eastern side of the corridor connects to the Village of Ballston Spa along Saratoga Avenue. The entire study area covers less than 300 acres (just under ½ square mile).

Land uses

Commercial, the primary land use located directly along the Route 50 corridor, makes up approximately 16% of the total acreage in the study area. The general makeup of these commercial operations is retail sales, service, and auto-related businesses including a Stewart's convenience store and an Exxon gas station. A small strip plaza (Carousel Village) is located at the southern end of the study area which is home to a variety of small retail and service businesses. Vacant land covers a significant amount of the periphery of the study area (almost 40%) and includes the 41-acre parcel to the west of the highway.

Land Use Classification Summary

Land Use Type	Total Acres in Study Area
Residential	126
Commercial	47
Public Service	37
Vacant	157

Please note that land use acreage figures calculate only one land use classification for each parcel. For example, even if only a small portion of a property is dedicated to a businesses use, it is likely that the entire parcel will be categorized as "commercial" in the real property tax database. As a result, the total acres for each land use classification should only be used as a guide.

Zoning

Town of Milton

The dominant zoning classification for the Route 50 corridor in Milton is C-T (Commercial Transition) which allows for a wide variety of business uses including bar, building supply store, drive thru, convenience store, general office, hotel, retail, auto sales, and research labs (most of these uses are allowed through special permit). The minimum lot size required within the C-T district is one-acre.

Lands surrounding the corridor within Milton are zoned R-1 (Residential District) allowing for single-family homes (permitted) as well as two-family homes and a limited variety of business uses such as a bed and breakfast (all requiring a special permit). The maximum density allowed is one unit per acre for areas of the district without sewer and water and two units per acre for areas with sewer and water.

City of Saratoga Springs

The northern section of the study area includes a small portion of the City of Saratoga Springs. Along the eastern side of Route 50 the zoning classification is Highway General Business District. According to the city's zoning ordinance, the intent of this district is to "accommodate commercial uses and services that are highway oriented and general in nature."

Currently, a few small commercial operations are located here including the Adirondack Trust Company Bank and DeRusso's Motors. There is very little room for additional commercial growth in this area.

In addition, there are two overlay districts that regulate development along the Saratoga Springs portion of the Route 50 corridor. The *Architectural Review Overlay District* requires developers and landowners to obtain architectural review approval from the Design Review Commission for signage and exterior changes to buildings within the corridor. The HGBD area also lies within the city's *Gateway Overlay District (IB)*. Sites within this district are subject to special development guidelines that encourage structures and layout to be consistent with "rural characteristics." For example, the design regulations associated with the overlay district recommend the use of pedestrian trails constructed of flexible type pavements (e.g, mulch), rather than sidewalks which are preferable in more urban areas.

All other land surrounding this small commercial district is zoned RR-1 which is intended to provide "low density residential and agricultural uses in order to preserve open space and rural character" (Saratoga Springs Zoning Ordinance). Single family residences and certain types of agriculture are the only permitted uses within this district. Other uses, such as bed and breakfasts, riding stables, dairy farms, and private clubs are allowed only with a special permit. The minimum lot size in this district is 2 acres.

Village of Ballston Spa

The southern section of the corridor transitions into the Village of Ballston Spa's commercial district. The roadside parcels in this area are uniformly zoned commercial, allowing for typical business operations such as hotel, motel, retail, restaurants, automobile sales, self-service facilities, and professional offices. This commercial district differs from the village's CBD district which is designed to be more compact (for example, automobile sales and self-service facilities are not allowed). The traditional, compact nature of the village center begins to erode in this area as buildings are setback from the road with parking in front and there is only intermittent provision of sidewalks.

Lands surrounding the village's commercial district is zoned R-1, primarily a single-family residential district (no other uses are allowed without a special permit). The minimum lot size for this district is 10,000 square feet.

Residential Districts: Comparison of key area and bulk requirements

Municipality	Ballston Spa	Milton	Saratoga Springs
District	R-1	R-1	RR-1
Min. Lot Size	~1/4 acre (10,000 sq. ft.)	1 acre / 0.5 acre*	2 acres
Max % structure coverage	20%	20%	20%**
Max. % of Impervious	70%	50%	20%
Max. Height	36'	35'	35'
Min. Lot Width	80'	100'	200'
Min. Front Yard	25'	50'	60'
Min. Side Yard	12'	20'	30'/100'***
Min. Rear Yard	25'	50'	100'

*1 acre required for lots without public sewer and water, 1/2 acre required for lots with sewer and water.

**includes accessory structures

***30' one side minimum, 100' total minimum (cumulative both side yards)

Commercial Districts: Comparison of key area and bulk requirements

Municipality	Ballston Spa	Milton	Saratoga Springs
District	C	CT	HGBD
Min. Lot Size	~0.1 acre (5,000 sq. ft.)	-	0.5 acre
Max % structure coverage	75%	20%	45%*
Max. % of Impervious	100%	75%	85%
Max. Height	30'	35'	40'
Min. Lot Width	50'	150'	200'
Min. Front Yard	25'	75'	40'
Min. Side Yard	-	25'	15'/30'***
Min. Rear Yard	-	50'	25'

*includes accessory structures

**15' one side minimum, 30' total minimum (cumulative both side yards)

Recent Development Patterns

The majority of recent change in the corridor has occurred at the intersection of Route 50 and Northline Road. A new commercial structure, the Sunmark Bank, was recently constructed on the northwest corner of the intersection and approvals are in place for additional commercial structures on the site. In addition, there has been interest expressed in the southwest corner of the intersection (opposite Stewart's) for a convenience and/or gasoline station.

Other recent investment includes the future construction of a veterinarian clinic along Saratoga Avenue at the intersection with Route 50, re-use of one of the remaining residential properties along the corridor for commercial office purposes, and enhancements to the Carousel Village plaza rectifying waste-water treatment issues by connecting the shopping center to the Village of Ballston Spa's sewer infrastructure. Recent residential growth within the study area has been limited with only one significant development, a small subdivision along Northline Road. This development is located

between the existing Woods Hollow Nature Preserve (WHNP) and another future parkland parcel (described below).

At the northern tip of the study area, the City of Saratoga Springs is pursuing purchase of a 46-acre parcel of land adjacent to the WHNP. Purchase of this parcel and its inclusion into the WHNP would establish a direct connection to the preserve along Route 50 and help protect the rural, open character of the southern portion of the city (the northern end of the Route 50 study area).

Infrastructure

The Route 50 corridor is served by a mix of municipal infrastructure services provided by the Village of Ballston Spa (sewer and water) and Saratoga County (sewer). In general, the development potential of the corridor is restricted due to limited public infrastructure services. As such, a number of businesses in the area have constructed connections and provided the enhancements needed to tap into these resources (e.g., in some areas booster pumps are needed to increase pressure), primarily on a case-by-case basis. Currently, there is no long-term sewer/water management and expansion plan in place for Route 50.

Sewer

The county owns and operates a sewer line that crosses Route 50 traveling along Northline Road and several businesses located in this area including the Stewart's, Sunmark Bank, and the multi-family buildings have connected to the county system. According to the county, there is capacity to add users to this line. However, there are no plans to provide extended service down Route 50. The Village of Ballston Spa's sewer infrastructure covers a portion of the southern section of the corridor with a line located along Saratoga Avenue (currently terminating at North Street). As with the northern section of the corridor, businesses have connected to the municipal sewer system to allow for more intense development or rectify problems with septic systems. For example, the owner of Carousel Village

Water

Throughout the study area all public water infrastructure is provided by the Village of Ballston Spa. A 20' water main accesses the village water supply north of the study area, traverses the Woods Hollow Nature Preserve, and runs down Route 50. While many businesses have tied into this resource, the village is concerned about future capacity and water reserves.

Roads

Route 50 is a two-lane New York State highway with a center turning lane. The only controlled intersection is located at the north of the study area at Northline Road (traffic light). Traffic data from Saratoga County and New York State demonstrate the importance of this route and intersection in the overall regional transportation system. These figures are provided below.

Average Daily Traffic Count for Route 50 (includes a 1.7 mile section of Route 50 from Route 67 to Saratoga Springs city line).

NYS Route 45

NYS DOT Traffic Data

	Year:	1996	1999	2002
		(Summer)	(August)	(December)
NYS Route 50		15,500	13,900	10,700

Average Daily Traffic Counts for Northline Road (intersection with Route 50)

County Route 45 (Northline Road)

Saratoga County Traffic Data

	Year:	1998	1999	2000	2001	2002	2003	2004
		(June)	(June)	(August)	(October)	-	(October)	(June)
CR 45 East of 50		9,354	10,575	10,723	9,689	n/a	9,774	6,579
West of 50		10,401	12,820	13,133	10,565	n/a	n/a	10,344

B. BUSINESS AND COMMERCIAL BUILDING INVENTORY

Table 7 - Summary of Corridor Businesses and Commercial Property	
Business Name	Estimated Size (sq ft)
Retail	
Aubuchon Hardware	5,300
Islander Pools and Spas	6,700
Briarwood Flower and Gift Shoppe	1,500
Stewart's Shop	1,900
Drive-In Movie Store	4,000
Spa Paint and Decorating	2,500
Ballston Carpet and Tile	5,700
CVS Pharmacy	9,800
DRV's Auto Sales	4,900
Capital District Manufactured Housing Outlet	0
Serenity Housing Sales	0
Total Retail:	42,300
Eating & Drinking Places	
Subway	2,400
Pizza Hut	2,600
Great Bay Seafood, Steaks, and Pasta	2,500
Jama's Pizzeria	1,800
The Blue Plate	2,200
Sharps Pub	4,000
Total Eating & Drinking Places:	15,500
Finance & Insurance	
First Niagara Bank	3,000
State Farm Insurance	2,400
H&R Block Open During Tax Season Only	2,400
Future Site of Sunmark Bank	3,800
Adirondack Trust Company	2,500
Total Finance & Insurance:	14,100
Personal Services	
Fitness Center	3,300
Top Nails	1,300
Karate	1,300
Bedazzled Hair Styles	1,300
Pampered Pooch and Pals	5,800
Jean Paul's Hair, Nails, and Skin Care Institute	6,000
Total Personal Services:	19,000
Other Services	
Doheny Oil Corp / Exxon Service Station	3,400
Rich's Auto Repair	4,600
Spa Body Works	15,000
Talk of Town Auction	1,350
Command Security Corp.	1,800
Total Other Services:	26,150
Other	
Robin Hood Motel	10,100
Cue and Cushion Billiards	3,000
Total Other:	13,100
Vacancies	
None Currently Former Grand Union	44,300
Not Occupied Former Main Moon Chinese Buffet	2,400
Not Occupied	5,800
Vacant Storage	1,350
Total Vacancies:	53,850

In February of 2005, Camoin Associates completed an inventory of all commercial structures located along the Route 50 corridor in Milton. The purpose of the inventory was to collect data on size and occupancy to determine an occupancy rate for benchmarking future economic performance. A total of 35 businesses are currently operating on the Route 50 corridor, occupying a total of 21 buildings. Only 4 properties are vacant: the former Grand Union Building, a portion of a parcel in the Carousel Village, the former Main Moon Chinese Buffet, and a 5,800 square foot building at 2124 Route 50. With some exceptions, most of the corridor businesses are neighborhood commercial.

The 38 buildings along the Route 50 corridor in the Town of Milton comprise approximately 185,000 square feet of commercial space. This includes 7 eating and drinking places comprising 16,000 square feet; 3 financial institutions totaling 9,000 square feet; 4 auto repair and service stations occupying 25,000 square feet.



The former Grand Union building has been vacant for several years.

Overall, 71.2% of the total commercial space in the corridor is currently occupied. However, the occupancy rate is skewed due to the vacant 44,300 square foot former Grand Union building. Discounting this parcel results in an occupancy rate of 94.7%.

According to a CB Richard Ellis report regarding commercial real estate in the Capital Region, commercial vacancy rates for the 2nd quarter of 2005 were roughly 12.5% for the Albany Suburban area, which includes Schenectady, Troy, and Saratoga County. Vacancy rates have been increasing since the 2nd quarter of 2003, when a low of 8.0% was observed in the Albany Suburban market. Nationally, vacancy rates for suburban markets are approximately 18.0%. According to the report, vacancy rates are highly correlated with employment. Because of this relationship, vacancy rates are unlikely to decrease until the economy substantially improves and businesses begin increasing staffing.

C. BUSINESS SURVEYS

Camoin Associates conducted a survey of the businesses in the Route 50 corridor. The purpose of the survey was to further assess market conditions, identify the future plans of business owners and operators and the factors influencing their decisions, and determine the overall strengths and weaknesses of the corridor.

A total of 15 businesses responded to the survey, for a response rate of 42.9%. Of the respondents, 6 businesses own their property and 8 lease. The average business has been located within the corridor for 15 years, and employs 8 individuals full-time and 3 part-time. Additionally, 5 businesses reported hiring additional staff on a seasonal basis. Most businesses reported serving the local population, with 17.2% reporting they serve immediate surrounding neighborhoods and 37.9% reporting they serve the Town of Milton and Village of Ballston Spa. Only 13.8% of corridor businesses reported they rely on pass/through traffic, and only 6.9% reported they serve the greater Capital region.

The businesses surveyed identified a variety of reasons for locating within the Route 50 corridor, including the high traffic volume and affordability of commercial space. A summary of survey responses to select questions is provided below.

What problems or issues with this location have you experienced?

- While 35.7% of business owners/operators reported they have not experienced any problems with the location, a significant percentage of business owners and operators (28.6%) reported problems with traffic. Written comments noted the 45-mile per hour speed limit discouraged customers from patronizing corridor businesses, and caused difficulties entering and exiting the business parking lots. Additionally, business owners who attended the public meetings explained that this problem is particularly acute at the Northline Road/Route 50 intersection.
- Although the survey results indicate that 4 business owners/operators have experienced problems with water and sewer infrastructure, comments received at the public meetings revealed that the lack of public sewer and water systems is a significant problem for many businesses. Additionally, the Main Moon Chinese restaurant has recently been forced to close due to problems with its septic system.

What aspects of the Route 50 corridor in Milton are in need of improvement?

- A total of 58.0% of all business owners/operators surveyed noted that the corridor needs to become more visually appealing, suggesting such improvements as improving the condition and cleanliness of buildings, improving lighting, and adding additional landscaping and trees.
- Numerous corridor business owners and operators suggested infrastructure improvements. A total of 26.0% of the respondents believe added sewer service, sidewalks, or improving access (ingress and egress) would benefit the corridor. As noted above, at the public meetings several business owners and Milton residents suggested the lack of sewer and water lines was a hindrance to growth in the corridor. Specifically, several business owners noted the corridor would benefit from

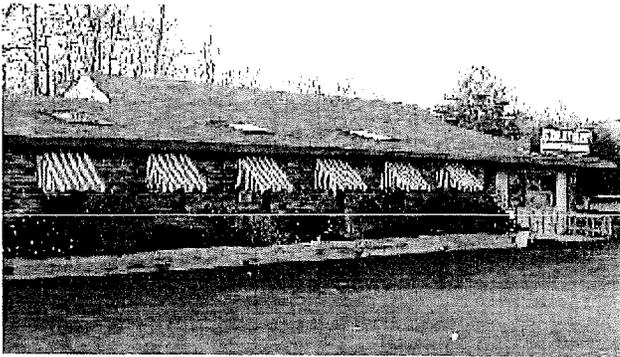
an additional national chain restaurant, but that a large restaurant could not operate without access to a sewer line.

- Although only 3 business owners suggested improvements should be made to alleviate traffic problems, business owners that attended the public meetings noted that additional turn lanes at the Northline Road/Route 50 intersection were necessary.

Identify two businesses needed and/or likely to be successful along the Route 50 corridor in Milton.

- Business owners and operators answered, in equal numbers, that a grocery store (29.4%) or a nationally recognized chain restaurant (29.4%) is needed along the corridor. Additionally, 17.6% of business owners/operators suggest the addition of a large department store, such as Target or Wal-Mart, is needed along the corridor.

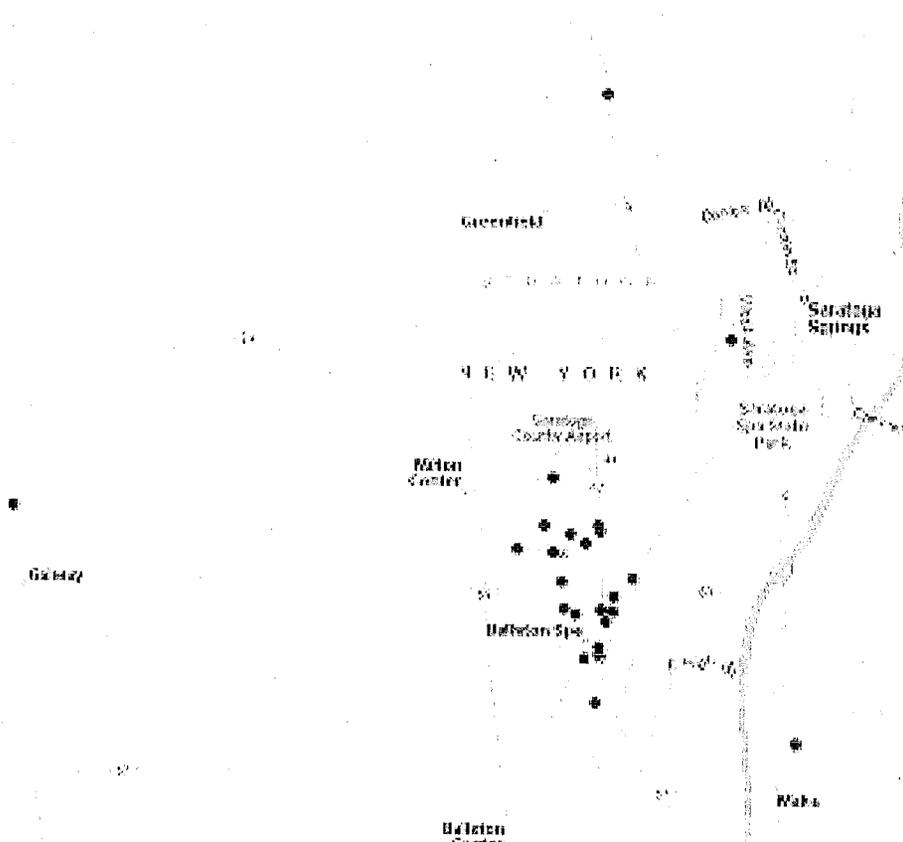
C. BUSINESS CUSTOMER SURVEYS



The popular Great Bay restaurant.

Along with business owners and operators, customers were surveyed to identify the customer base for the businesses operating on the Route 50 corridor. The surveys were distributed to businesses along the corridor; the businesses distributed them to their customers. Included in the survey were questions regarding the demographic characteristics and geographic origins of the customers, their reasons for patronizing

businesses in the corridor, and their recommendations regarding those types of businesses that are needed, or well suited, for the corridor. Camoin Associates received a total of 28 customer surveys. The map below depicts a visual representation of the home addresses of these customers.



In accordance with the answers provided by corridor business owners, most customers surveyed reported they were from immediate surrounding neighborhoods in the Town of

Milton or Village of Ballston Spa. A representation of survey responses is detailed below.

What are the reasons that bring you to the Route 50 corridor in Milton?

- A total of 65.3% of individuals surveyed reported they visit the corridor because the businesses are conveniently located near their place of work.
- A significant percentage of individuals, 26.5%, reported visiting the corridor because they routinely patronize a particular store.

Please identify two businesses, other than restaurants, you believe are needed and/or best suited for the Route 50 corridor in Milton.

- Corridor business customers provided a wide variety of responses to the statement. The largest common answer was for a grocery store, totaling 36.1% of responses, followed by a large department store (such as Target or Wal-Mart), comprising 19.4% of responses.

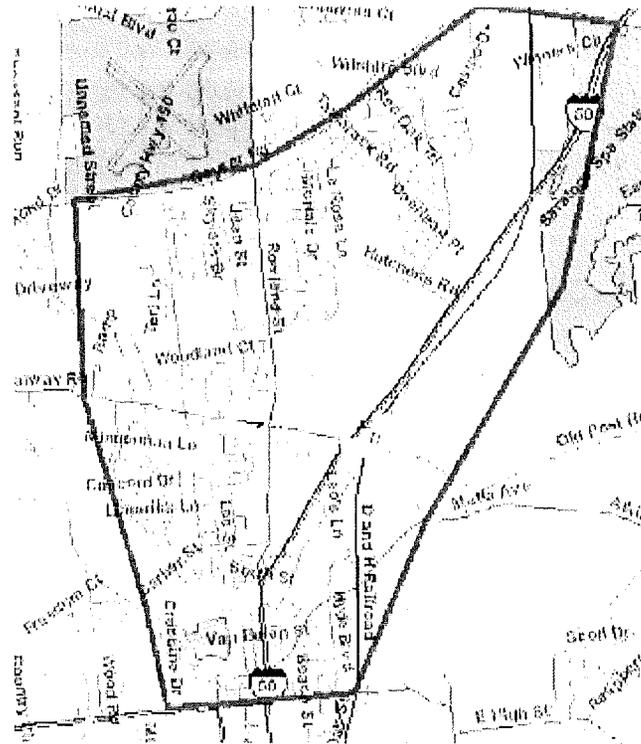
Please identify two restaurants you believe are needed and/or suited for the Route 50 corridor in Milton.

- Most individuals surveyed (65.7%) believe a large, nationally recognized chain restaurant is needed within the corridor, such as TGI Fridays or Applebee's. A smaller number of individuals (25.7%) suggested fast-food restaurants were needed and/or suited for the corridor.

D. DEMOGRAPHIC AND ECONOMIC OVERVIEW

This section analyzes the demographic and socioeconomic characteristics of residents in the Route 50 corridor market area. The purpose of this analysis is to understand the demographic trends occurring in and around the Route 50 corridor, the spending and lifestyle characteristics of area residents, and the potential impact on opportunities for the corridor.

A trade area represents the geographic area from which the corridor draws the majority of its customers. Based on the survey of business customers, the boundaries of the trade area were developed through a mapping of business customer addresses. This information was also combined with the business surveys, wherein business owners were asked to provide information regarding the demographics of their customers. Camoin Associates compiled this information and determined the trade area is best represented by the neighborhoods within a 5 to 10-minute drive of the corridor. Although some businesses, such as Serenity Housing Sales and Command Security Company, draw their customers from a larger geographic area, the trade area for the study captures the majority of the customers for the corridor overall. A map of the trade area is depicted above.



Market Demographics

Changing market demographics have a significant impact on household income and thus spending on consumer goods and services. Some of the major demographic shifts impacting the marketplace include:

- Increasing populations, largely as the result of new housing development in the Town of Milton and surrounding areas;
- An aging population, consistent with national trends, as the number of Americans age 65 and older is expected to double by 2030 according to the U.S. Census Bureau;
- Increasing affluence as a vast number of Baby Boomers enter their peak earning years.

One of the major trends in retailing is the continued emphasis on consumer information. Most national retailers now compile vast amounts of information on their customers,

relying on new technology to provide information on consumer preferences and shopping habits. Understanding the demographics of the market is the first step in identifying the types of businesses appropriate for the corridor.

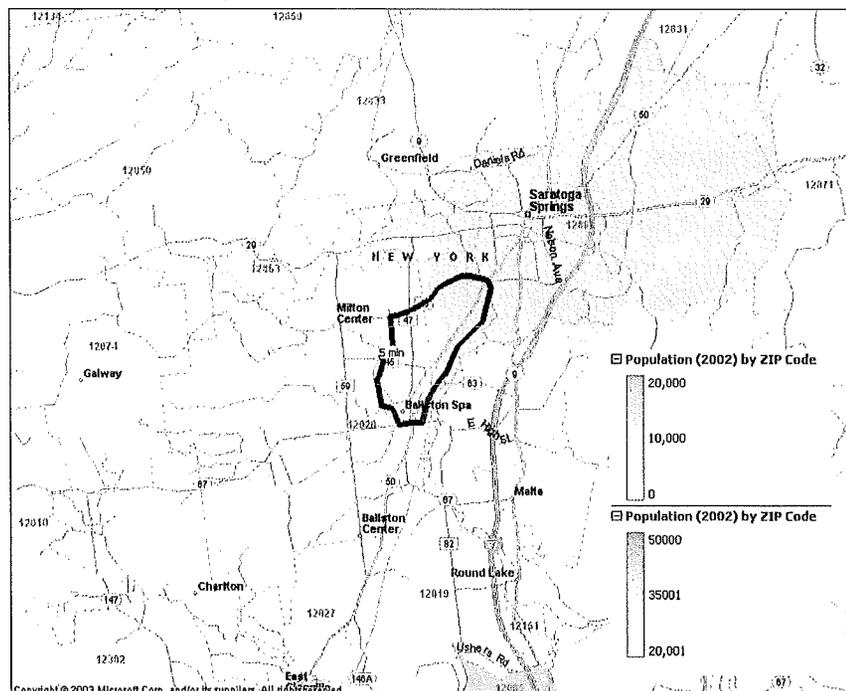
This section examines the demographic and socioeconomic characteristics of residents in the defined trade area for the Route 50 corridor. The statistical data presented in the analysis is derived from two reliable sources: the U.S. Census Bureau and Claritas Data Services, a leading provider of market information.

Population

	1990	2000	2004 Estimate	2009 Projection
Town of Milton	14,658	17,103	17,312	17,557
Village of Ballston Spa	4,893	5,556	5,543	5,577
Route 50 Corridor Trade Area	10,868	12,181	12,139	12,131

Source: Camoin Associates and Claritas Data Services

Based on estimates from Claritas Data Services, the population of the Town of Milton was 17,312 in 2004. This represents a 16.7% increase since 1990, when the population was 14,658. Since 1990, the population growth rate in Milton has far exceeded that of the Village of Ballston Spa. The sustained population growth is changing the Town of Milton from a predominately rural community to a suburban residential community. Projections from Claritas Data Services suggest that the rate of population growth in Milton will slow in the next five years. However, based on the number of planned residential developments in the Town of Milton and the recent housing boom, Camoin Associates feels that new housing development will continue to drive population growth at a high rate for the next 5 years. These increases in population growth offer a significant opportunity to attract new residents to the corridor. The map below shows the



Route 50 corridor trade area combined with population densities by zip code.

The population in Milton is also aging. In 1990, individuals 45 and older comprised 25.7% of the total population; by 2000, this age cohort had risen to 29.2%. Similar increases were observed for the Village of Ballston Spa, where the number of individuals age 45 and over increased from 28.0% of the population in 1990 to 35.3% in 2000. It is important to recognize that the aging of the population is not limited to these municipalities, but is occurring in neighboring areas and on the state and national level as the vast Baby Boom generation begins reaching retirement age. This age cohort represents peak earning years, representing an opportunity for businesses within the trade area.

Households

Table 2 - Historic and Forecast Households				
	1990	2000	2004 Estimate	2009 Projection
Town of Milton	5,326	6,401	6,554	6,726
Village of Ballston Spa	2,015	2,267	2,298	2,351
Route 50 Corridor Trade Area	3,831	4,543	4,592	4,668

Source: Camoin Associates and Claritas Data Services

The number of households in Milton, which is highly correlated with the number of housing units, increased by over 20% from 1990 to 2000. Again, the growth rate exceeded that of the surrounding towns and the County overall. In 2004, the Town of Milton contained an estimated 6,554 households. As with population, Camoin Associates believes the 2009 projections from Claritas are conservative, and household growth in the Town of Milton will be significantly higher.

Income

Table 5 - Historic and Forecast Per Capita Income				
	1990	2000	2004 Estimate	2009 Projection
Town of Milton	\$12,985	\$20,443	\$23,145	\$26,468
Village of Ballston Spa	\$12,614	\$20,237	\$22,878	\$26,907
Route 50 Corridor Trade Area	\$13,438	\$21,334	\$24,375	\$28,137

Source: Camoin Associates and Claritas Data Services

Census data indicates per capita incomes in the trade area rose from \$13,438 in 1990 to \$21,334 in 2000. Accounting for inflation, this represents an increase of 29.0%. Per capital incomes in the trade area are expected to rise substantially to \$28,137 by 2009, although this figure is not adjusted for inflation.

Table 6 - Historic and Forecast Median Household Income				
	1990	2000	2004 Estimate	2009 Projection
Town of Milton	\$32,935	\$45,269	\$49,912	\$56,065
Village of Ballston Spa	\$27,438	\$37,879	\$41,324	\$47,866
Route 50 Corridor Trade Area	\$37,400	\$47,996	\$53,544	\$60,316

Source: Camoin Associates and Claritas Data Services

Median household incomes in the trade area increased from \$37,400 in 1990 to \$47,996 in 2000. Net of inflation, this represents a 4.3% increase. Additionally, median household incomes are expected to grow substantially, exceeding \$60,000 by 2009.

Household income is a good indicator of spending potential of the trade area, since it often correlates with retail expenditures. As shown in the table above, median household income levels have been consistently higher in the trade area relative to the Town of Milton or the Village of Ballston Spa.

Table 7 - Current Household Incomes by Age - Route 50 Corridor Trade Area			
	Area		
Age Group	Town of Milton	Village of Ballston Spa	Route 50 Corridor Trade Area
Under 25	\$34,375	\$32,500	\$35,776
25-34	\$46,382	\$39,650	\$48,725
35-44	\$66,589	\$65,811	\$69,383
45-54	\$61,598	\$44,435	\$62,237
55-59	\$51,139	\$47,222	\$58,279
60-64	\$49,716	\$42,500	\$56,078
65-69	\$39,500	\$33,929	\$44,167
70-74	\$36,667	\$32,857	\$41,528
75-79	\$27,212	\$21,406	\$26,618
80-84	\$23,026	\$19,762	\$23,036
85+	\$18,684	\$19,219	\$20,938

As noted earlier, the aging of the population is also related to income levels. During the 1990s, the aging of the baby-boom generation resulted in a vast increase in the number of households headed by individuals aged 45 to 54 – peak earning years for Americans. Additionally, according to the annual Consumer Expenditure Survey conducted by the Bureau of Labor Statistics, the typical household headed by a person aged 45 – 54 spends more, on average, than other households. From 1990 to 2000, the number of households in this age group in Milton increased by 47.3%; Claritas’ estimates this age cohort will increase an additional 23.0% by 2009. Similarly, the number of individuals in this age group in the Village of Ballston Spa increased by 74.5% from 1990 to 2000. Claritas’ estimates this age group will increase by an additional 32.3% by 2009.

Employment Summary

Table 8 - 2004 Employment by Industry						
Industry	Town of Milton		Village of Ballston Spa		Corridor Study Area	
	# of Businesses	Total Employees	# of Businesses	Total Employees	# of Businesses	Estimated Total Employees
Retail	62 (15.0%)	552 (13.3%)	31 (13.1%)	94 (2.5%)	11 (31.4%)	98 (37.5%)
Eating & Drinking Places	28 (6.8%)	182 (4.4%)	14 (5.9%)	80 (2.2%)	6 (17.1%)	39 (14.9%)
Finance & Insurance	28 (6.8%)	200 (4.8%)	17 (7.2%)	150 (4.1%)	5 (14.3%)	36 (13.7%)
Personal Services	51 (12.4%)	327 (7.9%)	29 (12.3%)	270 (7.3%)	6 (17.1%)	381 (14.7%)
Business Services	30 (7.3%)	411 (9.9%)	13 (5.5%)	46 (1.2%)	0 (0.0%)	0 (0.0%)
Other Services	84 (20.4%)	534 (12.9%)	51 (21.6%)	443 (12.0%)	5 (14.3%)	32 (12.2%)
Public Administration	37 (9.0%)	893 (21.6%)	45 (19.1%)	2281 (61.7%)	0 (0.0%)	0 (0.0%)
Construction	39 (9.5%)	546 (13.2%)	12 (5.1%)	82 (2.2%)	0 (0.0%)	0 (0.0%)
Other	53 (12.9%)	491 (11.9%)	24 (10.2%)	251 (6.8%)	2 (5.7%)	19 (7.1%)
Totals	412 (100.0%)	4136 (100.0%)	236 (100.0%)	3697 (100.0%)	35 (100.0%)	261 (100.0%)

Source: Claritas Data Services and Camoin Associates

According to Claritas Data Services, total employment for the Town of Milton and Village of Ballston Spa was roughly 8,000 individuals in 2004. The largest employment totals are for the retail and service industries. Additionally, public administration accounts for a significant percentage of overall employment, particularly in Ballston Spa, which is the Saratoga County seat.

E. REAL ESTATE AND COMMERCIAL DEVELOPER INTERVIEWS

Camoin Associates interviewed a number of local real estate professionals and commercial property developers to gain an understanding of the real estate market in and around the Route 50 corridor. These interviews were conducted to obtain both anecdotal information, such as the perceived demand for commercial space and potential improvements to the corridor, and information on current market rates. For these interviews, Camoin Associates used a standardized market survey questionnaire to gauge perceptions about the real estate market within the corridor study area.

Corridor Strengths and Weaknesses

Based on multiple interviews, several common themes have emerged with regard to strengths, weaknesses, and improvements that could be made to the Route 50 corridor. Several real estate professionals noted that the greatest strength of the corridor is the amount of traffic. According to marketing materials developed by ACO Property Advisors, the corridor had an annual average daily traffic count of 10,700 in 2002. The corridor is highly used to access Routes 67 and 87, and is currently benefiting from a somewhat saturated market in Saratoga Springs.

There were few weaknesses identified along the corridor, with real estate professionals noting a lack of sidewalks, poor lighting, and the overall lack of uniformity with regard to business development. Corridor improvements suggested by those interviewed for this study were generally related to traffic, with several developers indicating the need for road widening and additional traffic lights, particularly near Northline Road. This sentiment was also noted during the public meetings, and by both corridor businesses and their customers. Although not expressed by commercial developers, a significant portion of the corridor does not have access to public sewer and water utilities.

The real estate professionals noted that retail businesses were appropriate for the corridor due to the high traffic counts. Additionally, several developers noted that office space is also suitable for the corridor, particularly mixed office space. Realtors and commercial developers agreed that demand is strong in the corridor, especially compared to conditions ten or more years ago, and demand for commercial space is likely to increase significantly in the future. Several individuals noted that areas surrounding the City of Saratoga Springs are increasingly benefiting from "spillover," as the market within the City has increasingly become expensive.

Additionally, real estate professionals noted the recent boom in residential development in the Town of Milton and other surrounding areas. Given this, traffic counts within the corridor are increasing. Given the number of planned developments in areas surrounding the corridor, this trend will likely continue for the next 5 years. This increase in traffic flows represents a potential increase in the number of customers for corridor businesses. The New York Department of Transportation estimated that annual average daily traffic for the corridor was 10,734 in 2002.

Lastly, there are multiple proposed retail developments in the Town of Ballston, immediately south of the Village of Ballston Spa and within 5 miles of the corridor study area. These proposed retail areas include a 203,000 square foot Wal-Mart supercenter, and a proposal for 278,735 square feet of retail space. The latter, larger retail does not yet have an identified anchor tenant. Currently, the Town of Ballston has imposed a temporary moratorium on buildings exceeding 60,000 square feet, and the future of these developments is unclear.

The commercial developers were not all in accordance regarding the implications of these developments on the corridor study area. While all noted the developments would result in substantial traffic increases, which is generally related to improved retail sales, not all developers were confident the businesses within the corridor would benefit because of increased competition. Despite this, the proposed developments imply that retail demand within the trade area is not being served, and the opportunity exists for retailers to capture some of this demand for goods and services.

Current Cost of Commercial Space

Table 9 - Available Commercial Space - Route 50 Corridor and Surrounding Areas						
Street Address	Town	For Sale or For Lease?	Property Type	Total Space Available (sq ft)	Building Size (sq ft)	Price
2124 Route 50	Milton	Lease	Retail-Commercial	5,800	5,800	\$12/sf/yr or \$425,000
220 Church Avenue	Ballston Spa	Either	Retail-Commercial	8,000	8,000	\$12/sf/yr
61 Rowland Street	Ballston Spa	Lease	Office Building	589	22,000	\$13/sf/yr
61 Rowland Street	Ballston Spa	Lease	Office Building	674	22,000	\$14.75/sf/yr plus utilities
124 - 126 Route 50	Ballston Spa	Lease	Retail-Commercial	3,200	3,200	\$7/sf/yr
2131 Route 50	Ballston Spa	Sale	Other Commercial	NA	NA	190,000
51 Ash Street	Saratoga Springs	Lease	Office Building	1,200	N/A	\$15/sf/yr plus utilities

Source: Camoin Associates, based on interviews with commercial developers, 2005

As of the winter of 2005, interviews with commercial developers and a review of real estate listings revealed that the cost of retail space in the corridor ranges from \$10 per square foot to \$12 per square foot, triple net. Non-net leases are roughly \$12-\$15 per square foot. However, there is a limited amount of commercial space available in the corridor. Due to this, the table above presents the cost of commercial space in the corridor, as well as the Village of Ballston Spa.

Currently there are no real estate listings for undeveloped commercial space in the corridor, although real estate development professionals estimated the cost would be approximately \$50,000 per acre.

There is a 41-acre undeveloped parcel adjacent to the former Grand Union that is currently zoned for residential development. The general consensus among the developers interviewed is that this development is an excellent idea, but there are

concerns regarding traffic flow. In particular, several developers noted the development should not have a direct access road to Route 50 because significant traffic problems would result.

F. PUBLIC WORKSHOP SUMMARY NOTES

Public Workshop Notes June 1, 2005

Table 1

Route 50 Corridor Guidelines:

- Roadway inadequate
- Turning lanes
- Right turning lane onto Northline Road
- Sewer and water
- Red areas - serenity homes, fencing, no parking ingress and egress?
- Pink areas - Ballston Carpet and Tile, parking on side, landscaping
- Strip mall – Carousal Village façade
- Capital District – landscaping, Doheny Mobil, Great Bay
- Pedestrian traffic from village to SPAC
- Route 50 and Northline – dangerous intersection
- County Highway and State Highway
- Crosswalks
- Grand Union – not residential
- Streetscape friendly – grocery store/office
- Satellite campus
- Entertainment
- Village look – farmer’s market
- No more car dealerships
- New England look/Village look - gables , brick, peaks, shutters
- Signage – more like town center guidelines
- Large parcel – ok with R-1 zoning
- Increase Route 50 (west side commercial zone depth) to east side
- Route 50 green buffers – not blacktop
- Tax assessments not equitable
- Nature conservancy

Table 2

Comments:

- Have north section with sidewalks
- No eyesores
- Offer sewer infrastructure to property owners
- New development in town gets infrastructure; Route 50 area hasn't changed
- Chinese restaurant shut down because of septic
- Need left turn from Northline Road onto Route 50 going north to Saratoga (heading east)
- 10' of land has been donated for this by property owner; thinks this is in the works

Vision:

- Like 2nd paragraph
- Town should not penalize owners by requiring sidewalks and same green space requirements; be more amenable if we want village character to be maintained
- Need to reduce speed limit to 30 mph (all agree) for all of corridor area

Areas that would/could change:

- Could demolish existing and rebuild
- Stiles property (41 acres) was rezoned?
- Grand Union site
- Lot south of CVS
- Parcel on North line Road and east of Woods Hollow (+/- 100 acres) – Gilfoil
- Property for sale north of Saratoga Avenue up to Northline Road

Not working:

- Need sewer line to encourage development – won't happen without it
- Not enough available parcels to effect change
- Also need turning lanes – may require widening the road

Opportunity areas:

- Stiles property – commercial in front, mixed-use and residential in back
- “Mr. Pete” property – green space? (ponds, steep slopes)

G. VISUAL IMAGE SURVEY RESULTS

As part of the June 1st workshop, attendees took part in a visual image survey exercise, the results are presented below. The purpose of the survey was to generate thought and comment on various building types and identify appropriate development for future growth within the corridor. The figures next to each image represent the percentage of those surveyed who thought the building was appropriate for the Route 50 corridor. Participants were asked to include comments describing why they selected each image – these comments are included.

Quickly Rate Each Slide Based on Your Gut Reaction

- Choose the photo (A, B, C) that that best represents the type of development you would like to see in along the corridor.

Quickly Rate Each Slide Based on Your Gut Reaction

- If you would like, write any comments to the side of your response
- In particular, is there a portion of the corridor where some image is more appropriate?

What's the Point?

- Types of development
- Characteristics of development
- Landscaping and pedestrian amenities

A 50% B 17%
C 33%

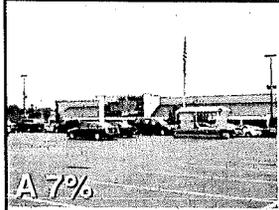
- Bright /Clean
- Landscaping
- Sidewalks
- Street Lights

A 0% B 82%
C 18%

- Bright /Clean
- Landscaping

A 0% B 15%
C 85%

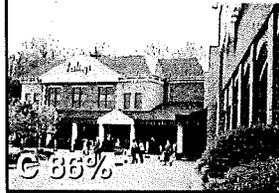
- Clean
- Trees & Lawn
- Sidewalks



A 7%

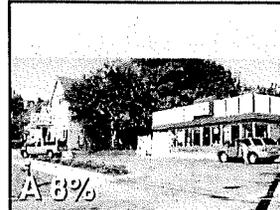


B 7%

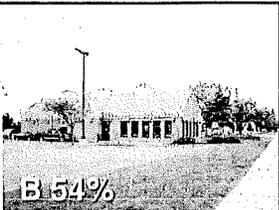


C 86%

- Pedestrian Friendly
- Village like
- Open feel



A 8%

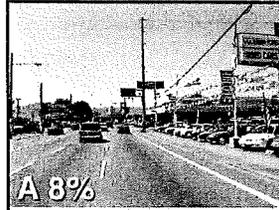


B 54%

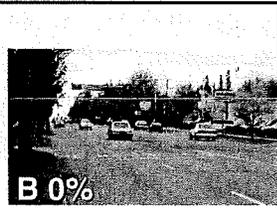


C 38%

- Building Exterior
- Green Space
- Sidewalks



A 8%



B 0%

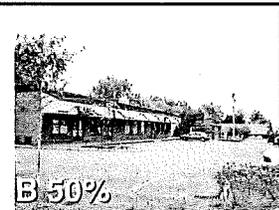


C 92%

- Sidewalks
- Green Space



A 14%

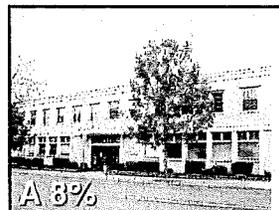


B 50%

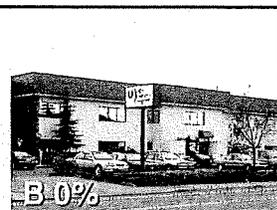


C 36%

- Best of the Worst



A 8%

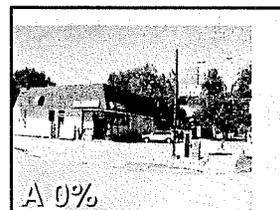


B 0%

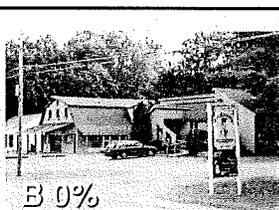


C 92%

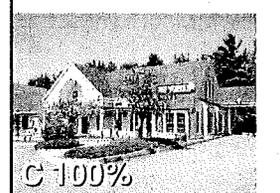
- Building Design
- Saratoga Like
- Less Box Like



A 0%



B 0%



C 100%

- Building Style
- Clean & Modern
- Trees



TOWN OF MILTON

ROUTE 50

TRANSITION AREA STRATEGIC PLAN

AUGUST 2005

Planning Elements

These statements served as the general guiding principles in development of the strategic plan

- Coordinate and guide future growth and investment to realize the town's vision and land use pattern.
- Promote opportunities for senior and affordable housing.
- Enhance the aesthetic of Route 50 and establish an identity for the corridor as it passes through the Town of Milton.
- Ensure for sensitive treatment of natural and cultural resources
- Maintain and enhance the safety of the Route 50 roadway system for all types of roadway users.
- Continue to involve the local public and surrounding communities in future planning decisions.

Rural Pathways and Trails
Connect to surrounding residential areas along Northline Road

Rural Gateway To Saratoga Springs

Intersection Enhancements
Study opportunities to improve intersection and limit congestion

Promote Design Consistency

Access Management

Planned Development District
Mixed Use Commercial and Residential Area

Sidewalks & Benches

Village Gateway

Establish connection to Village through infill and pedestrian enhancements

Low Density Residential

To Village Downtown Core

Strategic Recommendations

These recommendations target site-specific issues related to design and future investment.

Route 50 Roadway

- Bicycle and pedestrian enhancements such as sidewalks and dedicated bike lanes.
- Access management to limit inconsistent or incoherent access points to businesses and improve the safety and efficiency of the roadway
- New intersections to provide access to businesses
- Traffic calming techniques to reduce travel speeds and enhance safety
- Connect surrounding neighborhoods to the corridor through walks and trails

Aesthetics and Landscaping

- Establish a "green highway" through enhanced landscaping treatments
- Unify landscaping throughout the corridor.
- Minimize the effects of parking lots facing the highway
- Ensure that signage does not clutter the roadside.

Site Planning and Architecture

- Promote a consistent architectural style to help define the area and improve the appeal and aesthetic.
- Ensure that the size of structures and buildings do not overwhelm the corridor or adversely impact surrounding commercial areas.
- Promote revitalization and reinvestment through relaxed setback requirements for severely constrained lots

Infrastructure

- Undertake a multi-municipal planning effort to promote public infrastructure throughout the corridor.
- Establish an incentive program to encourage private investment in the infrastructure system.

LEGEND

- STUDY AREA BOUNDARY
- ROUTE 50 CORRIDOR WITH LANDSCAPING
- BALLSTON SPA VILLAGE BOUNDARY
- RIVERS & STREAMS
- NATIONAL WETLAND INVENTORY WETLANDS

0 250 500 1,000 1,500 Feet

Base Map: 2004 Orthophotography, New York State GIS Clearinghouse

This map is for conceptual planning purposes only and is not intended for other uses



Behan Planning Associates, LLC
Planning Community Futures

Land Use Recommendations

The following recommendations should be implemented through updates to the town's zoning and development regulations.

- Encourage and prioritize office uses to support existing retail and service establishments and provide job opportunities for local residents.
- Use design guidelines to promote development consistent with the unique characteristics of each segment of the corridor.
- Allow for a variety of residential types surrounding the corridor including senior and affordable housing off of the highway.
- Establish a Planned Development District in concert with property owners to coordinate future development and investment along the western side of Route 50.

**Town of Milton
Route 50
Transition Area Strategic Plan
Existing Land Use
August 2005**

Data Sources:
Saratoga County Real Property Service 2003
United States Census 2000

Legend

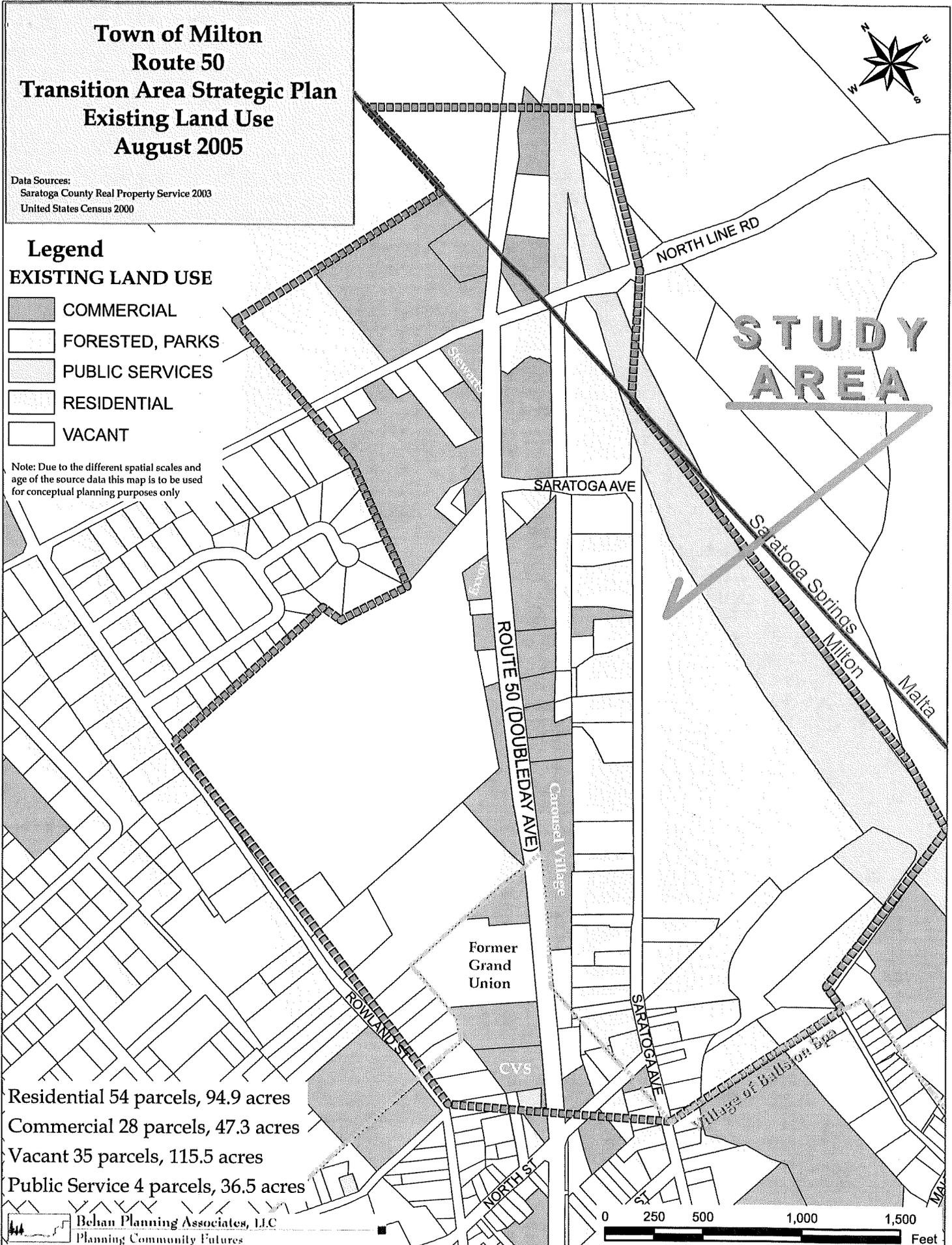
EXISTING LAND USE

-  COMMERCIAL
-  FORESTED, PARKS
-  PUBLIC SERVICES
-  RESIDENTIAL
-  VACANT

Note: Due to the different spatial scales and age of the source data this map is to be used for conceptual planning purposes only



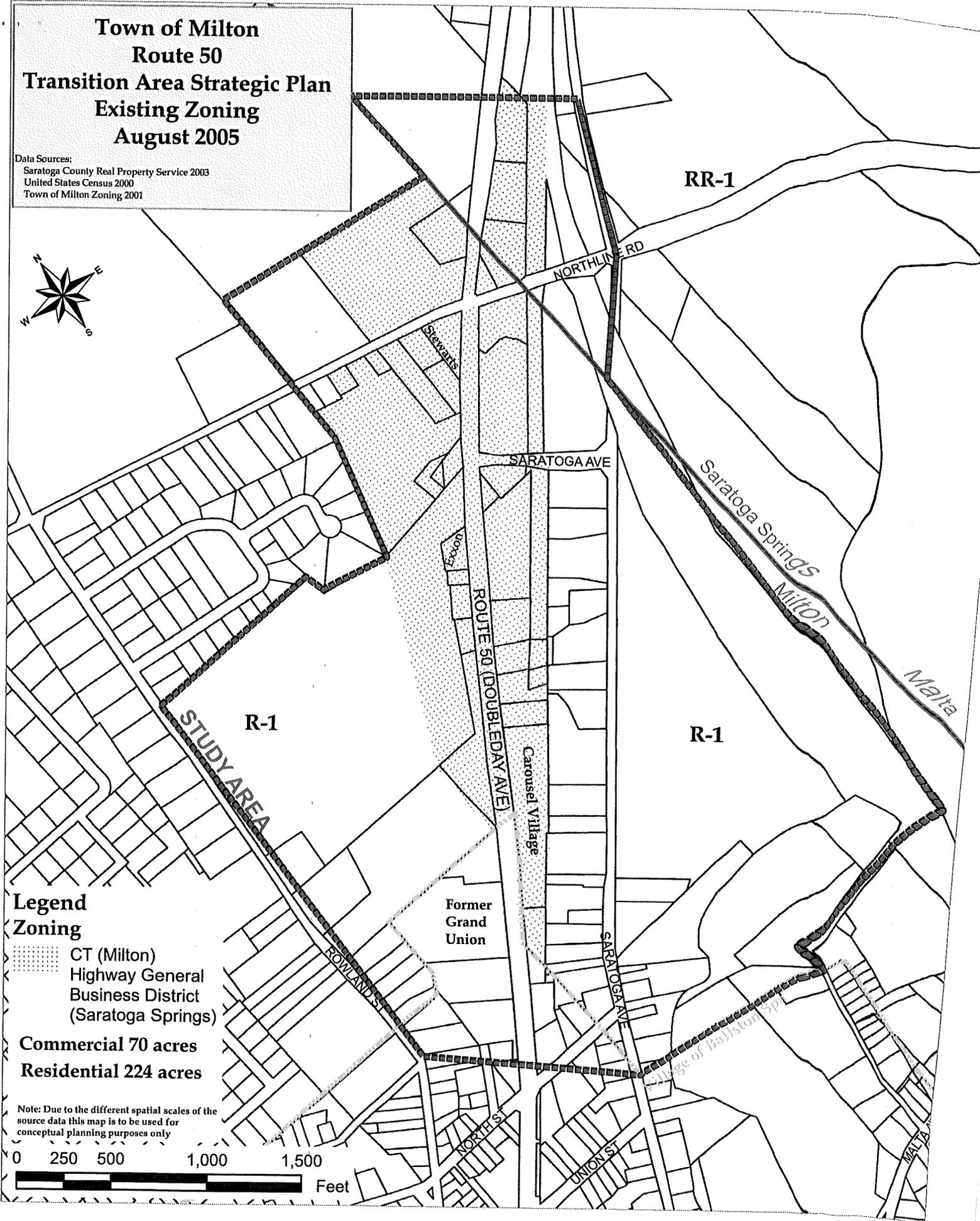
STUDY AREA



Residential 54 parcels, 94.9 acres
Commercial 28 parcels, 47.3 acres
Vacant 35 parcels, 115.5 acres
Public Service 4 parcels, 36.5 acres

**Town of Milton
Route 50
Transition Area Strategic Plan
Existing Zoning
August 2005**

Data Sources:
Saratoga County Real Property Service 2003
United States Census 2000
Town of Milton Zoning 2001

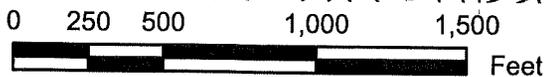


**Legend
Zoning**

-  CT (Milton)
-  Highway General
-  Business District
-  (Saratoga Springs)

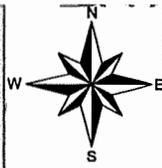
**Commercial 70 acres
Residential 224 acres**

Note: Due to the different spatial scales of the source data this map is to be used for conceptual planning purposes only



Town of Milton Route 50 Transition Area Strategic Plan Environmental Features August 2005

Data Sources: Saratoga Real Property Service 2003
United States Census 2000, NYSDEC Wetland,
National Wetland Inventory, USGS



Legend

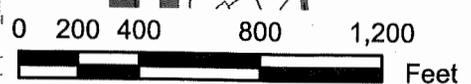
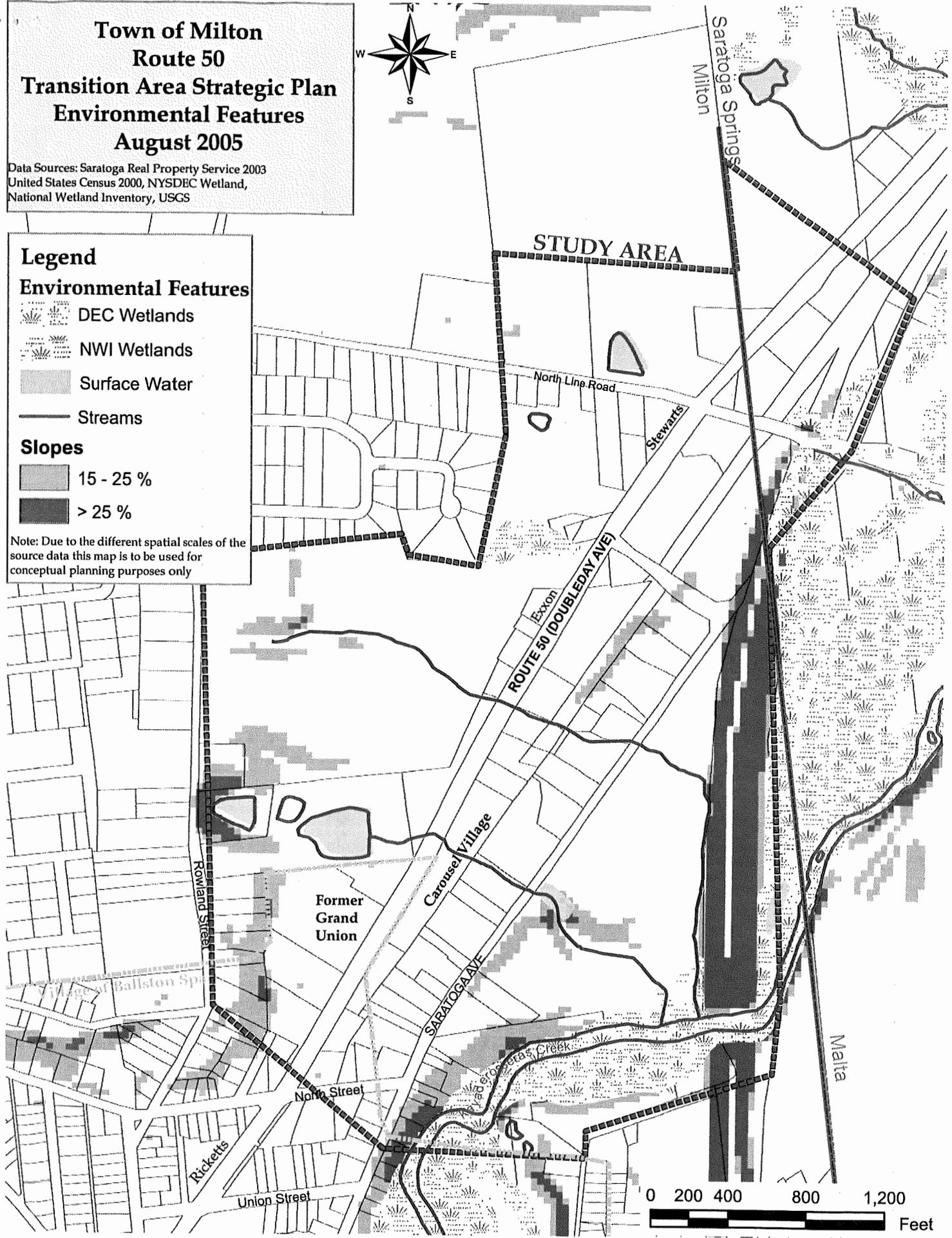
Environmental Features

- DEC Wetlands
- NWI Wetlands
- Surface Water
- Streams

Slopes

- 15 - 25 %
- > 25 % slope symbol: dark gray shaded area"/> > 25 %

Note: Due to the different spatial scales of the source data this map is to be used for conceptual planning purposes only



**Town of Milton
Route 50
Transition Area Strategic Plan
Existing Zoning
August 2005**

Data Sources:
Saratoga County Real Property Service 2003
United States Census 2000
Town of Milton Zoning 2001

