

DRAFT GENERIC
ENVIRONMENTAL IMPACT
STATEMENT
FOR
TOWN OF BALLSTON
COMPREHENSIVE PLAN AND
ZONING AND SUBDIVISION
UPDATE

Town of Ballston,
County of Saratoga,
State of New York
April 7, 2006

LEAD AGENCY
Town of Ballston Town Council

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Town of Ballston Proposed Zoning and Subdivision Amendments Draft Generic Environmental Impact Statement

Table of Contents

SECTION 1 Executive Summary

SECTION 2 Project Description

SECTION 3 Existing Conditions

SECTION 4 Potential Impacts and Mitigation

SECTION 5 Adverse Impacts that Cannot be Avoided

SECTION 6 Alternatives

Appendices

Appendix A: Final Draft Comprehensive Plan, December 2005

Appendix B: Proposed Land Use Amendments

Appendix C: Inventory and Analysis

Appendix D: Draft Economic Development Study, February 2006

Appendix E: Draft Engineers' Report for Water System Analysis, March 3, 2006

Appendix F: Engineers' Report for Evaluation of Sanitary Sewer in the Ballston Lake Watershed, March 24, 2005, and related C.T. Male March 8, 2005 Memo

Appendix G: Draft Town of Ballston Draft Traffic Impact Study, March 8, 2006

Appendix H: New York State Route 67 Traffic Impact Analysis, January 2006

1.0 Executive Summary

With the Town of Ballston facing increasing residential and commercial development pressures, the Town Council instituted a temporary moratorium to allow the community time to establish a vision and a direction for the future. To achieve a vision, the Town has decided to take a comprehensive look at issues related to its continued growth and development. The Town's primary concerns looking forward include ensuring the community retains its rural, small-town character, remains a great place to live and that the area's natural resources, open spaces and agricultural land are protected.

Early in 2005, the Town embarked on the preparation of the Comprehensive Plan. The Final Draft Plan (DGEIS Appendix A – under separate cover) was forwarded to the Town Council in December of 2005, at which time, the Town Council directed Saratoga Associates to begin preparing amendments to the Town of Ballston Zoning Ordinance and Subdivision regulations. On December 27, 2005, the Town Council undertook the proposed action of the adoption of the Comprehensive Plan, a Type I Action under the State Environmental Quality Review Act (SEQR) (6 NYCRR Part 617) regulations and as the only involved agency declared itself Lead Agency for the purposes of conducting an environmental review of the Proposed Action in accordance with SEQRA. As part of the Lead Agency designation process, Part I of the Full Environmental Assessment Form (Full EAF) was prepared.

The Town Council conducted a public hearing on the proposed Comprehensive Plan on January 19, 2006. After consideration of the public comments and deliberation on the proposed Comprehensive Plan, the Town Council determined that additional study was warranted on certain recommendations contained in the proposed Comprehensive Plan in order to further the analysis of any potential environmental impacts and to provide a more complete environmental analysis.

The Town Council also determined that it would help the analysis of the recommendations contained in the Comprehensive Plan that pertain to amendments of the Town Zoning and Subdivision regulations if such proposed regulatory amendments are simultaneously subject to environmental analysis along with the proposed Comprehensive Plan.

The Town Council therefore authorized the preparation of a Generic Environmental Impact Statement ("GEIS") for purposes of supplementing the EAF and proposed Comprehensive Plan where appropriate and particularly with respect to those recommendations set forth in section 5.1 of the proposed Comprehensive Plan (Immediate Actions to be initiated upon adoption of the Plan) as those recommendations pertain to the plans and zoning amendments for the Town's northern Mixed Use Area and such other proposed zoning and subdivision amendments as deemed appropriate for inclusion in the GEIS. Further, the Plan suggests that a GEIS be considered to evaluate the potential impacts associated with the build out of the northern Mixed-Use Zone as identified in the Plan.

Due to the impending growth pressures facing the Town of Ballston, it was necessary for the Town to enact a temporary moratorium, prepare the Comprehensive Plan and consider amendments to the Town's zoning and subdivision regulations. It is in the public's interest for the Town to take a hard look at the potential growth pressures and determine how best to address the situation in a fair and equitable manner. This GEIS provides the appropriate venue in which to fully analyze potential adverse as well as the positive impacts associated with the adoption of the proposed Comprehensive Plan and zoning and subdivision amendments.

For consistency purposes, the Inventory and Analysis developed for the Comprehensive Plan will make up the Existing Conditions section of this DGEIS. To assist in the evaluation of the potential impacts of the proposed Comprehensive Plan and proposed zoning and subdivision amendments, additional information regarding the existing conditions of the local transportation resources, sewer and water infrastructure; and the local retail market conditions were conducted.

As proposed in the Plan, more than one Mixed-Use District may be necessary to accommodate variations in the specific mix of uses, the scale of buildings, and/or design features desired in these different areas of Town. The Town Council directed the preparation of a Traffic Impact Study and a Water System analysis to further evaluate any potential impacts associated with the establishment of the Mixed Use Center and Business Highway Districts.

Build-Out Analysis

The first step in the analysis was the development of a Build Out Analysis. This analysis looked at the complete build out of the proposed Mixed Use Center North and South Districts as well as the Business Highway District by 2016. While this development scenario is extremely aggressive and is not anticipated to occur, it does provide a worthy analysis of the potential sewer, water and traffic related impacts associated with commercial and residential development.

Under Alternative 1, each District is built out under the existing zoning, which only limits the percentage of building coverage (40% for retail) and has a minimum lot size of 40,000 square feet (SF) for retail in both the Commercial and Commercial/Industrial Districts (Methodology Note: The Mixed Use North District also includes approximately 80 acres of Industrial under Alternative 1. For consistency purposes, it was assumed that retail would be allowed under the same conditions as it is allowed in the Commercial and Commercial/Industrial Districts). The current zoning does not include design guidelines or standards and based upon the density regulations, retail sales uses of almost any size could be allowed by site plan only (compliance with SEQRA would still be required for all Type I and Unlisted Actions as defined in 6NYCRR Part 617).

Under Alternative 2, the Mixed Use Districts would build out under the proposed zoning, which would encourage a mix of commercial, office and residential uses, designed and scaled proportionate with the purpose of each District through the use of specific site organization,

design, and architectural standards and review procedures. The purposed and intent of the proposed Mixed Use Districts is to encourage a healthy mix of complimentary uses on a scale more consistent with the surrounding community in furtherance of the Comprehensive Plan's Vision, Goals and Recommendations.

The Business Highway Districts under Alternative 2 would look to encourage a mix of different sized commercial centers, which would be designed and scaled proportionate with the purpose of the District through compliance with specific site organization, design, and architectural standards and review procedures.

Under either Alternative, improvements to sewer and water infrastructure will be required and significant improvements to the transportation system will be necessary to accommodate future growth.

Without these improvements, additional growth will be limited and potential adverse impacts may result if the necessary proposed mitigation measures are not implemented.

The major inhibiting factor for the proposed mitigation measures is the availability of the associated costs and what funding opportunities can be utilized. It is apparent that each infrastructure system can be improved accordingly, however, the Town must coordinate with the appropriate agencies to identify and develop the strategies to source the necessary funds for improvements.

Not adopting the Comprehensive Plan would result in the status quo, and allow for significant commercial and residential development to occur without the benefit of the proposed land use amendments as well as the Vision and Goals set forth in the Comprehensive Plan. The Plan will provide the Town with the necessary guidance on protecting open space, enhancing recreational resources, and protecting the Town's community character.

Not adopting the proposed land use amendments could result in significant adverse impacts related to commercial development.

An evaluation of the Village's main commercial center reveals that the majority of the continuous building facades are no longer than 300 linear feet, which provides pedestrian connections to other streets and to parking areas. Furthermore, when analyzing the main commercial blocks in the Village, the average size is approximately 70,200 SF.

In aggregate, all of the preceding analyses including the Economic Development Study and consideration of the all of the relevant recommendations in the Comprehensive Plan, as well as the Plan's Vision and Goals, along with the consideration of the Village's existing design and form consistent with the associated recommendation of the Comprehensive Plan, and accepting the fact that today's retail development is on a larger scale then it was 75 to 100 years ago, the

Town of Ballston Town Council recommends the following, which are detailed further in *DGEIS Section B*:

- > Mixed Use Center North District and Business Highway 1
 - No new building shall have a footprint larger than 90,000 SF
 - A minimum 30 ft. wide pedestrian path shall be provided between each new building

- > Mixed Use Center South District and Business Highway 2
 - No new building shall have a footprint larger than 60,000 SF
 - A minimum 30 ft. wide pedestrian path shall be provided between each new building

2.0 Introduction and Description of the Proposed Project

2.1 Introduction, Project Background and State Environmental Quality Review Act Compliance

The Town of Ballston, facing increasing residential and commercial development pressures, the Town Council instituted a temporary moratorium to allow the community time to establish a vision and a direction for the future. To achieve a vision, the Town has decided to take a comprehensive look at issues related to its continued growth and development. The Town's primary concerns looking forward include ensuring the community retains its rural, small-town character, remains a great place to live and that the area's natural resources, open spaces and agricultural land are protected.

Early in 2005, the Town embarked on the preparation of the Comprehensive Plan. The Final Draft Plan (DGEIS Appendix A – under separate cover) was forwarded to the Town Council in December of 2005, at which time, the Town Council directed Saratoga Associates to begin preparing amendments to the Town of Ballston Zoning Ordinance and Subdivision regulations. On December 27, 2005, the Town Council undertook the proposed action of the adoption of the Comprehensive Plan, a Type I Action under the State Environmental Quality Review Act (SEQR) (6 NYCRR Part 617) regulations and as the only involved agency declared itself Lead Agency for the purposes of conducting an environmental review of the Proposed Action in accordance with SEQRA. As part of the Lead Agency designation process, Part I of the Full Environmental Assessment Form (Full EAF) was prepared.

The Town Council conducted a public hearing on the proposed Comprehensive Plan on January 19, 2006. After consideration of the public comments and deliberation on the proposed Comprehensive Plan, the Town Council determined that additional study was warranted on certain recommendations contained in the proposed Comprehensive Plan in order to further the analysis of any potential environmental impacts and to provide a more complete environmental analysis.

The Town Council also determined that it would help the analysis of the recommendations contained in the Comprehensive Plan that pertain to amendments of the Town Zoning and Subdivision regulations if such proposed regulatory amendments are simultaneously subject to environmental analysis along with the proposed Comprehensive Plan.

The Town Council therefore authorized the preparation of a Generic Environmental Impact Statement (“GEIS”) for purposes of supplementing the EAF and proposed Comprehensive Plan where appropriate and particularly with respect to those recommendations set forth in section 5.1 of the proposed Comprehensive Plan (Immediate Actions to be initiated upon adoption of the Plan) as those recommendations pertain to the plans and zoning amendments for the Town's northern Mixed Use Area and such other proposed zoning and subdivision amendments as

deemed appropriate for inclusion in the GEIS. Further, the Plan suggests that a GEIS be considered to evaluate the potential impacts associated with the build out of the northern Mixed-Use Zone as identified in the Plan.

2.2 Public Need for the Project and Municipal Objectives

Due to the impending growth pressures facing the Town of Ballston, it was necessary for the Town to enact a temporary moratorium, prepare the Comprehensive Plan and consider amendments to the Town's zoning and subdivision regulations. It is in the public's interest for the Town to take a hard look at the potential growth pressures and determine how best to address the situation in a fair and equitable manner. This GEIS provides the appropriate venue in which to fully analyze potential adverse as well as the positive impacts associated with the adoption of the proposed Comprehensive Plan and zoning and subdivision amendments.

2.3 Description of the Project – The Comprehensive Plan and Proposed Zoning and Subdivision Amendments

The Final Draft of the Comprehensive Plan (hereinafter referred to as “the Plan”) was forwarded to the Town Council in December 2005 for their consideration. The Plan:

- > Identifies needs, assets and opportunities;
- > Is founded on a community-based process which includes input from residents, businesses, institutions, environmental interests and others;
- > Results in a coordinated vision for the future of Ballston;
- > Outlines actions to achieve the shared vision; and
- > Establishes a framework for community-wide efforts on plan implementation.

The Plan is a flexible document that is intended to evolve as the community's needs and desires change over time. The Plan focuses on a wide range of issues affecting the community, and does not, however, examine project-specific issues. Rather, the Plan examines a broader set of Town-wide issues, provides recommendations to address such issues and outlines an implementation strategy to achieve success.

The Plan makes a series of recommendations, organized by the following topic areas:

- > Rural Areas
- > Mixed Use Centers
- > Hamlet Residential Areas
- > Residential Areas
- > Industrial Development Areas
- > Transportation Corridors

- > Ballston Lake Area
- > Agricultural Resources
- > Greenways and Open Space
- > Historic, Cultural and Recreational Resources
- > Gateways
- > Economic Development
- > Stormwater Management
- > Infrastructure
- > Additional Recommendations

This GEIS will primarily focus on the Plan’s recommendations regarding zoning and subdivision regulations and the specific draft amendments that have been developed pursuant to the Plan. Section 5.1 of the Plan “Immediate Actions” outlines the Plan’s specific proposed amendments to the Town’s Land Use Regulations. The proposed Zoning and Subdivision Regulations are found in DGEIS Appendix B. A summary of the various proposed amendments are as follows:

- > Zoning Map Revisions in Accordance with the Plan Recommendations Map DGEIS Map 1 – Proposed Zoning Map March 2006, represents the proposed amendments to the Town’s current Zoning Map. Consistent with the numbering indicated on the Map, Table 2-1 depicts the proposed zoning map amendments along with the associated acreages of the existing and proposed districts.

Table 2-1 Proposed Zoning Map Amendment Acreage Breakdown				
Zoning Amendment	Proposed Zoning Districts	Associated Acreage	Existing Zoning Districts	Associated Acreage
1	Mixed Use Center – North	372	Commercial	99
			Commercial/Industrial	179
			Industrial	80
			Residential	14
2	Mixed Use Center - South (Route 50)	235	Commercial	235
3	Ballston Lake Mixed Use Center	29	Ballston Lake Commercial	29
4	Business Highway - 1	141	Commercial	141
5	Business Highway - 2	261	Commercial	261
6	Hamlet Residential	2,842	Residential	2,801
			Rural	41
7	Ballston Lake Waterfront	803	Rural	673
			Residential	130
8	Ballston Lake Residential	2,408	Rural	2,408

-
- > Modification of Allowable and Special Permit Uses in the Rural District
For each of the proposed Districts, Use Tables were developed. In addition, the Use Tables for the remaining Zoning Districts were also amended. In general, no new uses have been added to any district.

The major changes were focused on the level of Planning Board or Zoning Board review for each allowed use. As depicted on the proposed Use Tables, several uses were shifted from being permitted outright to allowed through either Site Plan or Special Use Permit review. These changes have been recommended to provide the Town with additional authority to review the compatibility of proposed projects with the surrounding uses and districts and to ensure that potential impacts are considered and necessary mitigation is provided.

Other zoning and subdivision amendments include:

- > Modify minor and major subdivisions definitions
- > Incorporate the use of conservation subdivision design in the Rural Districts
- > Create a new Residential District east of Ballston Lake as described in the Plan, and incorporated Traditional Neighborhood District (TND) consideration through a PUD process in the district
- > Establish a Ballston Lake District to provide special attention to the impact of development on the water quality of Ballston Lake
- > Establish Hamlet Residential Districts as described in the Plan
- > Update the Town's Site Plan requirements
- > Establish Mixed-Use District(s) as described in the Plan. The Plan noted that more than one Mixed-Use District may be necessary to accommodate variations in the specific mix of uses, the scale of buildings, and/or design features desired in these different areas of Town.
- > Establish design guidelines and/or performance standards for the Mixed Use Districts, the Hamlet Residential District, and for commercial establishments permitted on major thoroughfares in the Rural and Hamlet Residential Districts.

As previously stated, the full-proposed amendments to the Town of Ballston Zoning Ordinance and Subdivision Regulations are found in *DGEIS Appendix B*. There potential positive and adverse impacts are evaluated in *DGEIS Section 2 Existing Conditions, Potential Impacts and Mitigation*.

2.4 Mixed Use and Business Highway Analysis

In addition to establishing a mixed-use district, the Plan also recommended that a Strategic Plan for the Northern Mixed Use Area (as such areas is identified in the Plan and on the Draft Plan Recommendations Map). It was determined by the Town Council that in order to have a full understanding of the potential impacts of the existing zoning and proposed zoning regulations for the commercial areas of the Town, a GEIS be used to analyze not only the Northern Mixed-Use Area, but also the proposed Mixed Use Area South and the Business Highway District. The GEIS will compare the alternatives impacts on traffic, sewer, water, community character and other resources.

In addition to analyzing the potential positive and adverse impacts that may be associated with the adoption of the Comprehensive Plan and the zoning and subdivision regulations, it is also the intent of the Town for the northern Mixed-Use Area to:

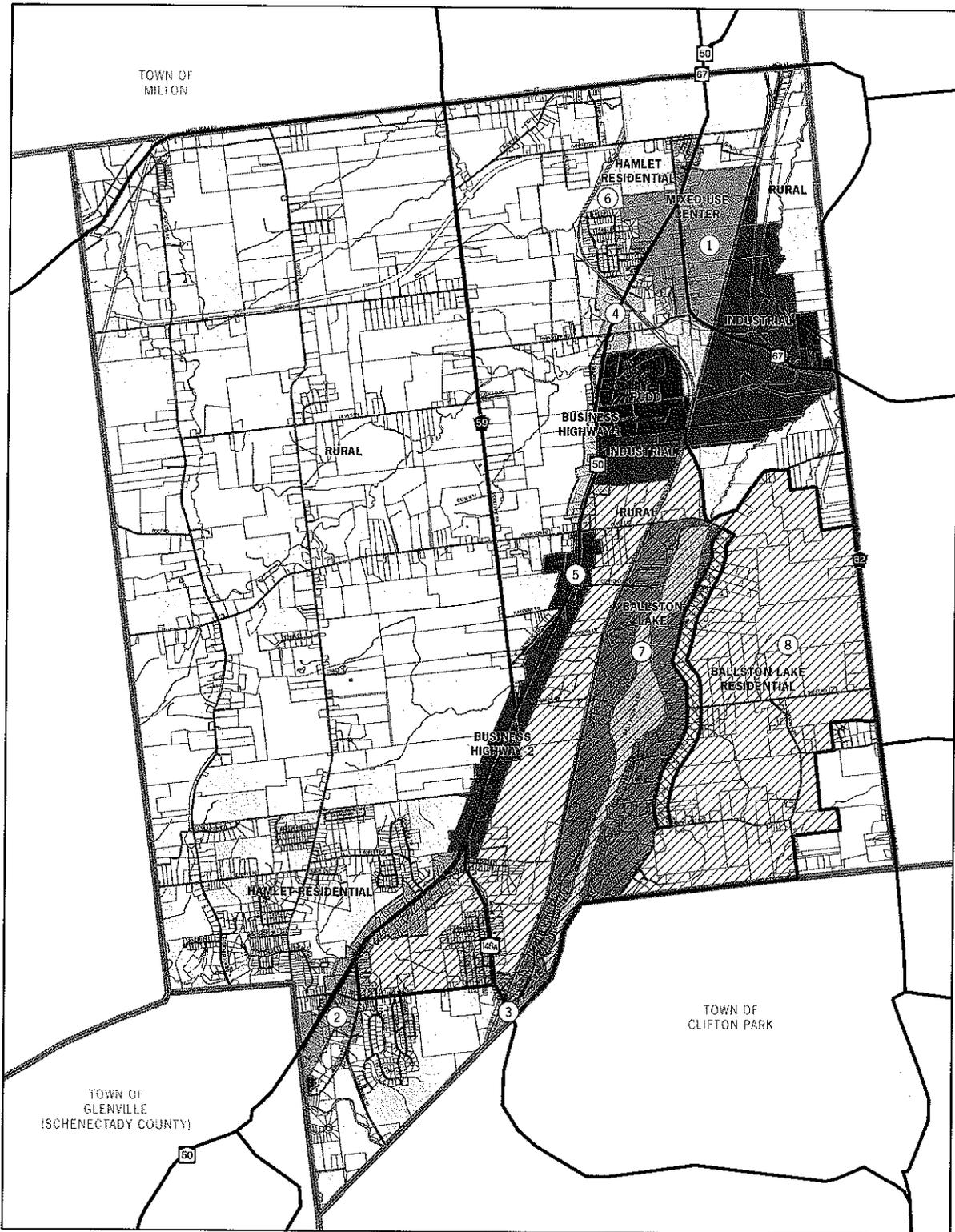
- > Determine up front (as practical), the type and magnitude of investments that will be necessary to mitigate the potential adverse impacts of the proposed development; and
- > Identify (where practical) mitigation fees that would distribute these costs equitably between future developers of the area.

For the proposed Mixed Use and Business Highway Districts (as depicted on DGEIS Map 1 and identified above in DGEIS Table 2-1), a build-out analysis was completed that looked at the potential traffic, sewer, water and community character impacts under two alternative development scenarios. The methodology used in the Alternative 1 and 2 build-out analyses along with the results are provided below.

Build-Out Analysis

Under Alternative 1, each District is built out under the existing zoning, which only limits the percentage of building coverage (40% for retail) and has a minimum lot size of 40,000 square feet (SF) for retail in both the Commercial and Commercial/Industrial Districts (Methodology Note: The Mixed Use North District also includes approximately 80 acres of Industrial under Alternative 1. For consistency purposes, it was assumed that retail would be allowed under the same conditions as it is allowed in the Commercial and Commercial/Industrial Districts). The current zoning does not include design guidelines or standards and based upon the density regulations, retail sales uses of almost any size could be allowed by site plan only (compliance with SEQRA would still be required for all Type I and Unlisted Actions as defined in 6NYCRR Part 617).

Under Alternative 2, the Mixed Use Districts would build out under the proposed zoning, which would encourage a mix of commercial, office and residential uses, designed and scaled



DRAFT PROPOSED ZONING

Map 1

Zoning and Subdivision
Regulations Update
Draft Generic Environmental
Impact Statement
April 2006

KEY

- PROPOSED ZONING**
- BALLSTON LAKE RESIDENTIAL
 - HAMLET RESIDENTIAL
 - RURAL
 - MIXED USE CENTERS
 - BUSINESS HIGHWAY-1
 - BUSINESS HIGHWAY-2
 - PUDD
 - INDUSTRIAL
 - BALLSTON LAKE WATERFRONT
 - BALLSTON LAKE OVERLAY DISTRICT
 - LAKE HILL RD PROTECTION BUFFER

DRAFT

0 0.25 Miles



PROJECT # 2005-05022.21P
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This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.

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NEW YORK

proportionate with the purpose of each District through the use of specific site organization, design, and architectural standards and review procedures. The purposed and intent of the proposed Mixed Use Districts is to encourage a healthy mix of complimentary uses on a scale more consistent with the surrounding community in furtherance of the Comprehensive Plan's Vision, Goals and Recommendations.

The Business Highway Districts under Alternative 2 would look to encourage a mix of different sized commercial centers, which would be designed and scaled proportionate with the purpose of the District through compliance with specific site organization, design, and architectural standards and review procedures.

As depicted in Table 2-2, Alternative 1 – Mixed Use North, the District would build out with a mix of Large Scale, Neighborhood Center, and Convenience retail uses. Under this Alternative, the District could see a total of 1.8 Million SF of Gross Leasable Acreage (GLA) of retail space divided up between Large-Scale, Neighborhood Center and Convenience type retail centers.

Table 2-2 Proposed Zoning District Build Out Analysis								
Alternative 1: Existing Zoning								
Districts	Large Scale Retail (sf)	Lifestyle Center (sf)	Community Center (sf)	Neighborhood Center (sf)	Convenience	Office (sf)	Total SF	Residential (units)
Mixed Use North	1,327,500	---	---	470,000	27,600	---	1,825,100	---
Business Highway	133,500	---	1,168,125	---	61,410	---	1,363,035	117
Mixed Use South (Route 50)	162,000	---	---	324,000	41,400	---	527,400	---
Ballston Lake Mixed Use Center	---	---	---	---	2,300	---	2,300	---
Alternative 2: Proposed Zoning								
Mixed Use North	---	500,000	318,000	350,000	34,500	540,000	1,772,500	300
Business Highway	---	---	459,375	---	38,640	---	598,015	117
Mixed Use South (Route 50)	---	---	462,000	---	80,960	---	542,960	---
Ballston Lake Mixed Use Center	---	---	---	---	2,300	---	2,300	---

Under Alternative 2, Mixed Use North would see just slightly less than 1.8 Million SF GLA of smaller scale retail including convenience, life style, neighborhood center, and community center retail space. Also, approximately 300 residential units could be seen.

Overall, with the exception of the Business Highway District, the total amount of retail size permitted in any district between the two Alternatives is similar, with slightly more being provided under Alternative 1. These data were then used to model traffic, sewer, water and community character impacts as well as potential impacts on other resources.

2.5 Alternatives

Pursuant to SEQR, the impacts between reasonable alternatives must be analyzed. This GEIS will consider the following:

1. Adopting the Comprehensive Plan vs. Not Adopting.
2. Adopting the Proposed Zoning Amendments vs. Not Adopting.

2.6 Reviews and Approvals

The adoption of the Comprehensive Plan and proposed zoning amendments will require coordination with Saratoga County, and because a traffic study will be incorporated, coordination with the NYSDOT and the Capital District Transportation Committee will occur for consistency reasons.

3.0 Existing Conditions

For consistency purposes, the Inventory and Analysis developed for the Comprehensive Plan will make up the Existing Conditions section of this DGEIS. To assist in the evaluation of the potential impacts of the proposed Comprehensive Plan and proposed zoning and subdivision amendments, additional information regarding the existing conditions of the local transportation resources, sewer and water infrastructure; and the local retail market conditions are provided below.

3.1 Transportation Resources

As part of this GEIS, a Traffic Impact Study was conducted to evaluate the potential impacts related to the two different zoning Alternatives for the proposed Mixed Use Centers North and South Districts as well as the Business Highway Districts 1 and 2. The Traffic Impact Study is located in *DGEIS Appendix G Traffic Impact Study*.

Adjacent land use in the vicinity of the project is commercial with some residential uses occurring along SR 50 and SR 67. The overall character of the area at this time is commercial.

Study Area Roadways

SR 50 has one 12-foot through lane in each direction with 5 to 8-foot paved shoulders throughout the study area. SR 50 is classified as a rural principal arterial south of SR 67 and as an urban principal arterial north of SR 67. SR 50 extends in a north-south direction through Saratoga County. Along SR 50 the Right-of-Way (ROW) is typically 50- to 60-feet wide.

SR 67 has one 11-foot through lane in each direction with 2 to 3-foot paved shoulders throughout the study area. SR 67 is classified as an urban principal arterial east of SR 50 and as a rural minor arterial west of SR 50. SR 67 extends in an east-west direction through Saratoga County. Along SR 67 the Right-of-Way (ROW) is typically 50- to 60-feet wide.

SR 146A has one 12-foot through lane in each direction with 2 to 3-foot paved shoulders throughout the study area. SR 146A is classified as a rural major collector. SR 146A extends in an east-west direction from SR 50 to SR 146.

Study Area Intersections

Traffic operations and Levels-of-Service were analyzed at nine intersections within the study area.

1. NYS Route 50\NYS Route 67\Ballston Avenue (V-Corners)
2. NYS Route 67\Brookline Road

-
3. NYS Route 67\Eastline Road
 4. NYS Route 50\Brookline Road
 5. NYS Route 50\NYS Route 146A
 6. NYS Route 50\Forest Road
 7. NYS Route 50\Lake Hill Road
 8. NYS Route 50\Outlet Road\Charlton Road
 9. NYS Route 50\Middleline Road

NYS Route 50\NYS Route 67\Ballston Road: This is a four-leg intersection operating under traffic signal control. The SR 50 NB and SR 50/67 SB approaches have a left-turn lane and a shared through/right-turn lane. The SR 67 WB and Ballston Avenue EB approaches have a single lane for shared travel movements.

NYS Route 67\Brookline Road: This is a three-leg intersection operating under stop sign control on the Brookline Road EB approach. Each approach has a single lane for shared travel movements.

NYS Route 67\Eastline Road: This is a four-leg intersection operating under traffic signal control. The SR 67 EB and WB approaches have a left-turn lane and a shared through/right-turn lane. The Eastline Road NB and SB approaches have a single lane for shared travel movements.

NYS Route 50\Brookline Road: This is a four-leg intersection operating under traffic signal control. Each approach has a single lane for shared travel movements.

NYS Route 50\NYS Route 146A: This is a three-leg intersection under stop sign control on the SR 146A WB approach. The SR 50 SB approach has a left-turn lane and a through lane. The SR 50 NB and SR 146A WB approaches have a single lane for shared travel movements.

NYS Route 50\Forest Road: This is a three-leg intersection operating under stop sign control on the Forest Road EB approach. Each approach has a single lane for shared travel movements.

NYS Route 50\Lake Hill Road: This is a four-leg intersection operating under traffic signal control. The SR 50 NB and SB approaches have a left-turn lane and a shared through/right-turn lane. The Lake Hill Road WB approach has a left-turn lane and shared through/right-turn lane. The Lake Hill Road EB approach has a single lane for shared travel movements.

NYS Route 50\Outlet Road\Charlton Road: This is a four-leg intersection operating under traffic signal control. Each approach has a single lane for shared travel movements.

NYS Route 50\Middleline Road: This is a three-leg intersection under stop sign control on the Middleline Road EB approach. The SR 50 NB approach has a left-turn lane and a through lane. The SR 50 SB and Middleline Road EB approaches have a single lane for shared travel movements.

Level Of Service Analysis

The AM and PM peak hours are deemed the critical peak periods due to the higher volumes of traffic experienced within the Town of Ballston. The impact of the Existing and Proposed Zoning upon adjoining roadways has been analyzed for the AM and PM peak hours. The existing volumes were increased by a factor of 1.5 percent per year to determine the project background volumes. The traffic volumes generated by the two zoning alternatives in the Town of Ballston were added to the projected background volumes to give us the build conditions. The levels of service for the intersections were then assessed for the 2011 and 2016 Build Conditions using intersection capacity analysis. All procedures used for the analysis described herein are in conformance with the Highway Capacity Manual.

A description of the various levels of service for Signalized and Unsignalized intersections is given below:

The level of service (LOS) for a Signalized intersection is defined in terms of average control delay per vehicle. Delay is dependent on a number of variables including the quality of signal progression, cycle length, green ratio and volume/capacity ratio for the lane group or approach. Levels of service can be calculated for each movement or approach and for the total intersection as a weighted average of all movements. LOS criteria for a signalized intersection are given as follows:

Level-of-Service Criteria for Signalized Intersections

Level of Service	Delay Range (sec/veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

The LOS for an unsignalized intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Delay is referred to driver discomfort, frustration, and fuel consumption and lost travel time. LOS criteria for an unsignalized intersection are given as follows:

Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Delay Range (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Existing Traffic

Greenman-Pedersen, Inc. collected traffic volumes on SR 50 at five intersections on Tuesday February 28, 2006 during the AM and PM peak hours. The remaining intersection traffic volumes were taken from the Route 67 Corridor Study. The AM peak hour was generally observed from 7:15 AM to 8:15 AM and the PM peak hour was generally observed from 4:45 PM to 5:45 PM. Table 2-1 on the following page depicts the existing traffic volume for each study area intersection.

Key: U = Unsignalized, S = Signalized NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, NEB = Northeastbound, SWB = Southwestbound

Table 2-1 Level of Service

AM Peak

PM Peak

Intersection	Control	2006 Existing	Intersection	Control	2006 Existing
Route 50/Route 67/Ballston Ave	S		Route 50/Route 67/Ballston Ave	S	
Route 67 NB		C	Route 67 NB		E
Ballston Ave SB		B	Ballston Ave SB		B
Route 50 NEB		B	Route 50 NEB		B
Route 50/Route 67 SWB		B	Route 50/Route 67 SWB		C
Overall		B	Overall		D
Route 67/Brookline Rd	U		Route 67/Brookline Rd	U	
Brookline Rd EB		E	Brookline Rd EB		C
Route 67 NB		A	Route 67 NB		A
Route 67/Eastline Rd	S		Route 67/Eastline Rd	S	
Route 67 EB		D	Route 67 EB		C
Route 67 WB		B	Route 67 WB		C
Eastline Rd NB		E	Eastline Rd NB		E
Eastline Rd SB		E	Eastline Rd SB		C
Overall		D	Overall		C
Route 50/Brookline Rd	S		Route 50/Brookline Rd	S	
Brookline Rd EB		B	Brookline Rd EB		B
Brookline Rd WB		B	Brookline Rd WB		B
Route 50 NB		A	Route 50 NB		B
Route 50 SB		A	Route 50 SB		A
Overall		B	Overall		B
Route 50/Route 146A	U		Route 50/Route 146A	U	
Route 50 SB		A	Route 50 SB		A
Route 146A WB		B	Route 146A WB		C
Route 50/Forest Rd	U		Route 50/Forest Rd	U	
Forest Rd EB		F	Forest Rd EB		C
Route 50 NB		A	Route 50 NB		A
Route 50/Lake Hill Rd	S		Route 50/Lake Hill Rd	S	
Lake Hill Rd EB		E	Lake Hill Rd EB		E
Lake Hill Rd WB		C	Lake Hill Rd WB		B
Route 50 NB		B	Route 50 NB		C
Route 50 SB		E	Route 50 SB		D
Overall		D	Overall		C
Route 50/Charlton Rd/Outlet Rd	S		Route 50/Charlton Rd/Outlet Rd	S	
Charlton Rd EB		B	Charlton Rd EB		B
Outlet Rd WB		B	Outlet Rd WB		B
Route 50 NB		A	Route 50 NB		A
Route 50 SB		A	Route 50 SB		A
Overall		A	Overall		A
Route 50/Middleline Rd	U		Route 50/Middleline Rd	U	
Route 50 NB		A	Route 50 NB		A
Middleline Rd EB		C	Middleline Rd EB		B

In 2006 only one intersection shows a movement performing at LOS F in the AM peak hour - Forest Rd eastbound at SR 50. Several other movements, at SR 67 and Eastline Rd; SR 50 and Eastline Rd; SR 50 and Lake Hill Rd; and at SR 50 and Middleline Rd are rated as E. LOS E indicates poor levels of performance, but not as severe as LOS F. For the PM peak hour, no intersections or intersection movements are currently operating at LOS F.

3.2 Sanitary Sewer

C.T. Male Associates, P.C. was retained by the Saratoga County Sewer District (SCSD) to perform a sanitary sewer analysis of the Ballston Lake Watershed, referred to in this section as the Study Area. This watershed is primarily bounded by the Town of Ballston, but includes small portions of the Towns of Clifton Park and Malta. There are few public sanitary sewers servicing the area within the Ballston Lake Watershed, resulting in the use of individual septic systems in the densely populated areas along the Ballston Lake shoreline and the Burnt Hills area. This GEIS will utilize the results from this analysis completed in March 2005, and found in *DGEIS Appendix F*.

Existing Sewer System and Performance

Ballston Lake is located primarily in the Town of Ballston with the southeastern portion in the Town of Clifton Park in southwestern Saratoga County. The watershed of the lake encompasses 8,537 acres in both towns. Ballston Lake and its watershed are underlain with glacial till and impervious bedrock, while the soils have a wide variety of characteristics, most of which impede proper septic system function. The lake is approximately 3.5 miles in length and averages 750 feet in width. The surface elevation is 251 feet, with the depth varying greatly from north to south. The south basin has a depth of 120 feet, while the north basin has a depth of 10 feet. The watershed boundary was initially established as the study area, but was extended to the west to meet the Saratoga County Sewer District No.1 boundary, east to Eastline Road and north along Route 50 to the Village of Ballston Spa to encompass potential development.

The extended study area also includes a small portion of the Town of Malta adjacent to Eastline Road. The watershed boundary also intersects two areas that are not located within the boundary of the Saratoga County Sewer District No. 1. These are parcels located in the northwest corner of the watershed, west of Middleline Road and at the far southern reaches of the watershed. Since these parcels are not located within the SCDC No. 1, they will not be studied at this time. The topography of the study area generally slopes towards Ballston Lake, with steeper slopes immediately adjacent to the lake. Some portions of properties contain steeper slopes that will inhibit potential future development. Areas further away from the lake are generally flat and drain to wetland areas or other tributaries that ultimately drain into Ballston Lake. Heavily wooded areas surround the lake, while the remaining undeveloped areas in the watershed are generally open fields and farmland with sporadic wooded areas.

The study area encompasses mostly residential and undeveloped rural areas, 30% and 57% of the total watershed area, respectively. There are some commercial and industrial properties along Route 50 in the Town of Ballston, along with the Corporate Technology Park on McCrea Hill Road, and Curtis Lumber Industrial Park off Route 67. The two industrial parks contain existing sanitary sewers that connect to the SCSD No. 1 Trunk Sewer at the intersection of Eastline Road and Route 67. All other commercial property is served by private on-site disposal systems, and is located particularly in the Burnt Hills area along Route 50. Developed commercial, industrial, public and community property (i.e. schools) encompass only 5% of the total land within the watershed. The other relatively large portion of land within the watershed is zoned for agricultural purposes. Most of the farmland is located along Route 50

with some agricultural parcels on the east side of Ballston Lake. This includes 16% of the watershed, but farms do have a potential for residential development based upon current trends.

The watershed contains a significant percentage of rural, undeveloped land, but there are dense areas of residential development along the lake and in the Burnt Hills area. Several subdivisions are either in conceptual design phase or pending approval by the Town of Ballston Planning Board. One such development is Eastline Farms Subdivision along Eastline Road, which could bring 120 more homes into the watershed.

Other than the two industrial parks north of Ballston Lake, there are no other major areas with public sewer systems in the watershed. There are, however, public sanitary sewer systems within the study area, located in the sub-area "Route 50 & 67". Figures 3 and 4 show three such new developments with sanitary sewer: the Beacon Hill Subdivision and the Specialty Silicones Park (Corporate Technology Park), Terrace Pines and the Toscana-Rossi property, which has potential for a large commercial development. The sanitary sewer systems in these three areas connect to the Trunk Sewer at separate locations. The latter two sanitary sewer lines are publicly owned, while the Corporate Technology Park system is privately owned. The SCSD No. 1 Trunk Sewer intersects the study area at Eastline Road and Route 67. This section of the Trunk Sewer is 42-inches in diameter and has a reported capacity of 23.4 MGD (36.2 cfs), and has a reserve capacity of approximately 8.3 MGD (12.8 cfs) based on peak daily flows. Currently this section of the SCSD No. 1 Trunk Sewer conveys all wastewater flows from the Village of Ballston Spa, the Towns Milton, Greenfield and Wilton, and the City of Saratoga Springs west of Lake Lonely. If properties within the Ballston Lake Watershed were to tie into this Trunk Sewer, it would likely have more than enough capacity to carry a reasonable peak flow from the area.¹ There are also several smaller collector sewer systems generally owned by the Town of Clifton Park, east of the lake that eventually tie into the SCSD Trunk Sewer. The Town of Ballston Planning Board has recently been requiring all new subdivisions and 1 commercial/industrial parks to construct dry sewers in hopes of connecting the properties to an area-wide sanitary sewer system in the future. Currently the only subdivision with dry sewers is Phases I, II and IV of Seeyle Estates West, located off Lake Hill Road.

3.3 Water System Analysis

C.T. Male was retained by the Town of Ballston to conduct a water system analysis of the potential effects of the existing and proposed zoning recommendations for the Mixed Use Centers North, South and Business Highway Districts (DGEIS Appendix E).

Existing Water System Infrastructure

The existing BHBL Water District map is provided in the full water system analysis report located in DGEIS Appendix E. The district is supplied with water from the Town of Glenville at a connection point and pump station located near the intersection of Lake Hill Road and Sherwood Lane. There are two elevated tanks within the system to maintain system pressure and to store water for high demand periods and firefighting. One tank is located in Burnt Hills, off Route 50, and stores 500,000 gallons, while the second tank is located off of McCrea Hill Road and stores 400,000 gallons. Both tanks have an overflow

of USGS elevation 564 feet. The elevation of water in the tanks provides adequate pressure (in the range of 50 to 120 psi) throughout the entire system, except for the Goode Street/Charlton Road area.

The BHBL Water District No. 2 Extension #14 (Goode Street and Charlton Road), is served by a booster pump station near the intersection of Goode Street and Skaarland Drive. The booster station is needed due to the higher ground elevation in this district extension relative to the rest of the system. The hydraulic grade line of the system does not provide adequate pressures to homes in this district extension without the booster pump station. There is one pressure-reducing valve (PRV) in the system, located on Main Street (Route 146A), which reduces pressures to users along West Side Drive and in the Hamlet of Ballston Lake. In addition, the Town of Ballston requires all new customers to install individual pressure reducing valves that reduce pressure to 40-70 psi depending on the user-defined setting.

The hydraulic model for existing conditions represents the water system under current development conditions. The demands were applied to the system using standard design demands, which are quite conservative. The demand for single family homes is 300 gallons per day (gpd), while the demands for other customers, like schools and commercial properties were derived from the flow calculations from the Evaluation of Sanitary Sewer in the Ballston Lake Watershed, by C.T. Male Associates, P.C., dated March 24, 2005. During this study, a map was created to show the location of single family homes within the study area. This map and the flow calculation from the sewer study were used to apply demands to each junction within the model, and it was assumed that each single family home or active business along a water main is currently connected to the BHBL Water District.

The average day demand applied to the hydraulic model during existing conditions is approximately 742,000 gpd. Based upon the Annual Water Consumer Confidence Report & Water Quality Report for 2004 provided by the Town of Ballston, the daily average demand was approximately 301,000 gpd. The discrepancy between the modeled average daily demand and the existing daily demand is acceptable for this hydraulic model. The standard demand for a single family home (300 gpd) is conservative, and most homes use less than the standard. The model also assumes that each home or active business within the water district is connected to the water main. This is not the case in many areas where the district extensions are relatively new, and/or the property owner does not wish to tie into the main. The purpose of this model is to assess the water system under current development conditions and future maximum build-out conditions, as well as to analyze any improvements that are needed to the system.

In addition to assessing the system under existing conditions, the future connection of the BHBL Water District to the Saratoga County Water System was modeled. The existing system components and demands were used in this analysis, since it is possible that a connection to the proposed County main will be made the near future. If a connection to the County main is made, the Town of Glenville would no longer need to be the supplier of water to the Town of Ballston. A connection to the County System would be made at the intersection of Eastline Road and Route 67. A pump station would be needed to make this connection, since the hydraulic grade line of the County System is much lower than the Town of Ballston system. A pump station was modeled on Route 67 near Curtis Lumber, along the existing 12" main.

Existing Water System Performance

Under existing conditions the Town of Ballston system supplies water to its customers at satisfactory pressures and in sufficient quantities for fire protection. The lowest pressures in the system occur in the Forest Road/Jenkins Road area. The pressure in this area is approximately 60 psi, which is a good pressure for users. In fact, the pressures in the Town of Ballston system can be high (greater than 100 psi) in many areas, particularly upstream of the Ballston Lake PRV, along Route 67 and on Blue Barns Road. The Town requires all new customers to install individual PRV's in their homes or businesses to due to the high pressures observed in these areas of the system.

The available fire flows calculated by H20Map give the flows available to fight fires, keeping the system pressure to 20 psi or greater. A fire flow of over 500 gpm is acceptable for residential areas given existing density, and fire flow in the range of 1000-2000 gpm is acceptable for larger commercial developments that are generally serviced by a sprinkler system.

The fire flows are achieved by using storage from the tanks in combination with water being supplied by the pump station. The Town of Ballston system sees good available fire flows throughout the system, on the range of 800 gpm to 4000+ gpm across the system. The only area that sees marginal fire flows is along the 6" line on West Side Drive. This is expected due to the head losses associated with a long 6" line, combined with a lack of a looped system in this area. The fire flows at the end of the line are near 400 gpm, which is functional for fire fighting purposes.

The Burnt Hills pump station, under existing conditions, supplies 550 to 900 gpm to the system on an average day, and with both pumps working, the pump station is operating well within its design range of 600-1200 gpm. Both of the elevated tanks fill and drain in response to system demand and have enough storage to deliver fire flows.

3.4 Existing Commercial Conditions

In an effort to evaluate the existing conditions in and around the Town of Ballston with respect to the types of future commercial development that could take place, an Economic Development Study was prepared by Saratoga Associates. Refer to *DGEIS Appendix D Draft Economic Development Study* for complete results of the analysis. The study analyzed existing population trends, income characteristics, workforce characteristics, industry presence, business climate, the physical condition of the Mixed Use Centers North, South and the Business Highway Districts (the Study Area), and the quality of life. The study then evaluated the potential future retail uses, residential development, and commercial/office development for the Study Area. This section begins first with an overview of national retail trends.

3.4.1 National Retail Trends

Several trends have emerged in the changing retail market. Developers, retailers and service providers have been adjusting their real estate products to suit the market. These developments in the retail and shopping center industry include the following:¹

- > **Fewer General Merchandise Chains:** The overbuilding of retail space has resulted to consolidation with chains shrinking or going out of business. The most recent merger include that of Sears-Kmart making the third largest retail chain after Wal-Mart and Home Depot.² During the past five years, Ames has gone out of business and JC Penney has found itself struggling. Also seen in 2004 was the merger of Federated Department Stores and May Department Stores.³
- > **Wal-Mart Impacts Market:** Wal-Mart is the biggest retailer in the world. Its distribution network, use of technology and local store merchandising has allowed it to undersell its competitors. Wal-Mart's buying power has allowed it to expand to other types of retail products and services that include food, used cars and banking. Wal-Mart has developed mostly in rural and suburban areas because of its large big-box format.⁴ Wal-Mart's more upscale competitor, Target, has been reporting higher sales growth. Target has siphoned off wealthier Wal-Mart customers with its more attractive stores, hip marketing, and partnership with high-end designers. Retail analysts have commented that Target clients are not affected by higher gasoline prices and economic factors the way that Wal-Mart's core customers are. While Target may have the upper hand in terms of holiday sales, the outlook still looks good for Wal-Mart.
- > **Malls Face Difficulty:** University of Wisconsin estimates that 7% to 12% of all U.S. shopping malls are economically obsolete. Many retailers have opted for open-air shopping centers. The cost of operating a mall is considered more expensive with shared costs for lighting, heating, and security.⁵ Sears, one of the biggest mall anchors, is starting to build its strength away from malls with its recent merger with Kmart and conversion of some Kmart stores.⁶
- > **Open Air Centers Growing:** Not very many malls are being erected today. Contrary to this trend, more open-air centers are being built that are drawing customers away from malls. Two formats of open-air centers that are fast gaining ground are leisure time/lifestyle centers and

¹ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business. Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

² Renee DeGross, "Sears, Kmart merger to create nation's third-largest retail chain," November 18, 2004. Cox News Service. http://www.reflector.com/money/content/shared/money/stories/0411/KMART_MERGE_1118_COX.html.

³ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005. <http://www.stores.org/pdf/05JULYTOP100.pdf>.

⁴ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business, Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

⁵ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business. Issue 77 January 2003. <http://www.uwex.edu/ces/cced/lets/0103ltb.html>.

⁶ Renee DeGross, "Sears, Kmart merger to create nation's third-largest retail chain," November 18, 2004. Cox News Service.

convenience/value centers. Lifestyle centers are generally occupied by upscale national specialty stores that focus on food, entertainment, music, books, home décor, etc. Customers are encouraged to socialize in a pedestrian-friendly environment.⁷ Convenience/value centers provide targeted shopping destinations for shoppers.

- > **Free Standing Retail Growing:** Retail experts estimate that 80% of new retail developments are free standing. These stores are built close to a Wal-Mart or another large store. Despite their proximity to other stores, they do not generate foot traffic that would generally be expected.⁸ The likely reason for the lack of foot traffic is due to the arrangement of these retail centers, with a focus on the automobile with little or no pedestrian connections.
- > **Small Grocers Going Out of Business:** Many small grocers are impacted by the rise of superstores. Shopping center operators are hard pressed to find replacements for small supermarkets that have gone out of business.
- > **E-Commerce:** While many retail experts believe that e-commerce will not significantly affect shopping center sales due to high transaction costs; the 2004 holiday season saw Internet sales grow by 28%. Brick-and-mortar retail stores reported a modest 4% growth.
- > **Suburban Stores in the City:** Many big box and large retailers have started to operate in inner cities as the suburbs continue to be saturated. Many stores like Target choose formats with smaller footprints to fit downtown locations. In 2004 Home Depot opened two smaller stores in Manhattan.⁹
- > **Super Corner Store:** Retail experts forecast that new convenience store concepts will emerge that bring shopping closer to neighborhoods, combining grocery shopping, convenience retail, café dining and other services.
- > **Farmers Markets and Arts Markets:** Many communities are developing alternative shopping areas that sell local products, crafts, art, and fresh produce. Many farmers markets are open-air and operate only during certain seasons of the year. Crafts and arts markets are becoming mainstays for festivals and events in many communities.
- > **Direct Marketing and In-Home Shopping:** These include mail-order catalogues, TV shopping channels, and online shopping. Many busy professionals have turned to mail-order catalogues to purchase clothes and accessories, while books, videos, music and other goods are sold online through websites such as E-bay and Amazon. Studies have shown that the two biggest shopping

⁷ Gordon Wright, "Out of the box," **Building Design & Construction**, December 2003.

⁸ "Trends in Retail and Shopping Centers: Current Issues Facing Developers," Let's Talk Business, Issue 77 January 2003. <http://www.uwex.edu/cces/lets/0103ltb.html>.

⁹ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005. <http://www.stores.org/pdf/05JULYTOP100.pdf>.

channels, HSN and QVC, reach more than 107 million viewers¹⁰, bringing down the cost of goods through mass retailing.

This past year has been witness to several different trends in the retail market. Mergers of large companies including department stores such as Macy's, Filene's, Marshall's, and Target have proved that even the large-scale retail operators are not as stable as the customer presumes. On the other end of the spectrum we see the ever-expanding network of Wal-Mart stores and expansions of already existing stores into the newer Wal-Mart Supercenters, increasing competition with supermarket chains. According to Retail Magazine's report on the Top 100 Retailers, the retail economy is strong, but there is always the threat of inflation. "Gasoline prices, the potential bursting of the housing bubble and continuing downsizing by industry are among the factors that could dampen consumers' appetites for spending."¹¹

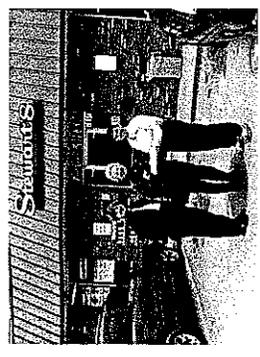
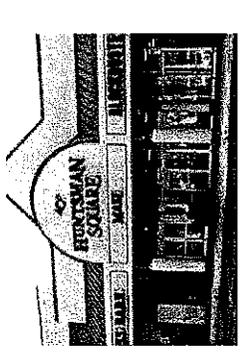
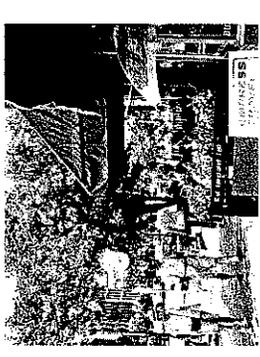
In summary, recent years have been witness to some large retailers either going out of business or merging to stay competitive with the top retailers, Wal-Mart and Home Depot; and Target has shown strength in attracting the higher end shoppers. For the most part, Malls are struggling to compete, and no new Malls are being constructed. Developers are seeing that open-air malls are more appealing, and 80% of new retail development consists of free-standing retail establishments that follow Wal-Mart or other large scale retailers. This trend is apparent when you visit any large-scale retail development, where one or two large-scale retail buildings have been built, and several smaller scale establishments like chain restaurants, sporting good stores, banks, appliance stores, as well as many others, including additional large-scale buildings. Further, small grocers are going out of business, e-commerce is becoming more prevalent each year, typical large-scale retailers are adapting their store footprint to urban settings, and the super corner store is expected to emerge as popular in the next few years.

3.4.2 Retail Format Characteristics

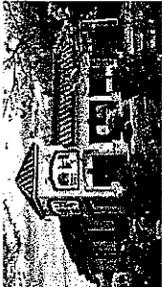
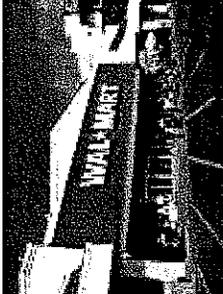
An understanding of the characteristics inherent in each type of retail format is essential for the Town of Ballston to make an informed decision regarding the type or types of retail and the associated scale appropriate for their community. The following matrix provides background information on the different retail formats available; their sizes in terms of gross lease area and acreage; the drawing radius of each type of retail format; the market size and general characteristics, as well as sample tenants/retailers and the average gross lease area for each type of tenant.

¹⁰ Terri R. Shaeffer and Debbie Easterling, "Who is Really Watching Television Shopping Channels," <http://www.sbaer.uca.edu/research/1995>.

¹¹ "Top 100 Retailers: The Nation's Retail Power Players," Retail Magazine 2005. <http://www.stores.org/pdf/05JULYTOP100.pdf>.

<p>Convenience</p> 	<p>GLA: up to 30,000 sq. ft. Acreage: 1-5 acres</p>	<p>0.5 miles</p>	<p>5,000 people</p>	<p>Minimum of three stores providing personal services and/or convenience goods Principal anchor: Mini-mart</p>	<p>Stewarts: 2,300 sq. ft. 7-Eleven: 2,400 – 3,000 sq. ft. Gas/Service Station</p>
<p>Neighborhood Centers</p> 	<p>GLA: 30,000 – 150,000 sq. ft. (Average Size: 50,000 sq. ft.) Acreage: 3-15 acres</p>	<p>1 – 3 miles</p>	<p>2,500 – 40,000 people</p>	<p>Convenience shopping & services Principal anchor: Supermarket or Drugstore Typical tenants: Drugstore; Supermarket; Drycleaner/Laundromat; Convenience store; Video store; Restaurant; Café, Take-Out Surface Parking or On-Street Parking</p>	<p>Hannaford Supermarkets: 45,000 – 55,000 sq. ft. CVS Pharmacy: 10,880 sq. ft. Ace Hardware: 10,000 – 12,000 sq. ft. Videotape Rental: 3,705 sq. ft. Weight Loss Center: 1,700 sq. ft. Dry Cleaner: 1,500 sq. ft.</p>
<p>Main Street Retail</p> 	<p>GLA: 80,000 – 200,000 sq. ft. Acreage: 3-15 acres</p>	<p>2 – 6 miles</p>	<p>10,000 – 40,000 people</p>	<p>Also referred to as street front locations Ground floor locations w/ exterior entrances Typical tenants: hair salon/barber, specialty foods (depending on demographics), optometrist, restaurant, coffee shop, drycleaners/Laundromat, video store, supermarket (given large enough site & an unorthodox design) On-street parking with small to medium lots in the rear.</p>	<p>Independent Bookstore: 2,850 sq. ft. Jewelry store: 1,300 sq. ft. Liquor/Wine: 1,800 sq. ft. Art Gallery: 2,150 sq. ft. Flower Shop: 1,200 sq. ft. Women's Hair Salon: 800 - 1,200 sq. ft. Travel Agent: 600 – 1,200 sq. ft.</p>

The Mixed-Used District

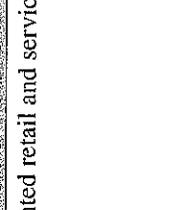
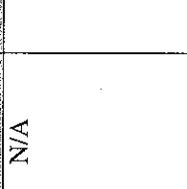
<p>Community Centers</p> 	<p>> GLA: 100,000- 350,000 sq. ft. > Acreage: 10- 40</p>	<p>3-5 miles</p>	<p>40,000 – 150,000 people</p>	<p>> Primary anchor: supermarket or drugstore > May include a variety or discount department store (but not full-line dept. store) > Provides wide range of goods & services, including apparel & home furnishings, banking, professional services, recreational facilities, and convenience goods > Typically unenclosed strip centers > Can come in range of configurations: straight line, U-shaped, L-shaped > Surface Parking</p>	<p>> Price Chopper Supermarket: 38,000 –73,000 sq. ft. > Kmart: 96,000 -182,000 sq. ft. > Health Food/Supplements (National chain): 1,290 sq. ft. > National Chain Restaurant: 4,775 - 7,500 sq. ft. > Local Chain Restaurant: 2,400 – 5,300 sq. ft. > Independent Restaurant: 2,700 – 3,740 sq. ft. > Coffee: 1,030 – 1, 400 sq. ft.</p>
<p>Power Centers/ Big-Box Retail</p> 	<p>> GLA: 250,000- 800,000 sq. ft. > Acreage: 25 – 80 acres</p>	<p>10 miles¹² - 20 miles¹³</p>	<p>60,000 – 150,000 people</p>	<p>> Unenclosed centers w/ 60% of space dedicated to 3 or more high-traffic, high-volume “big-box” or “category-dominant” tenants. > Few, if any, small tenants > Large surface parking lots</p>	<p>> Wal-Mart: Supercenters/Hypermart: 109,000 – 233,000 sq. ft. > - Wal-Mart Stores: 40,000 – 125,000 sq. ft. > - Neighborhood Center: 40,000 sq. ft. > Target: 90,000 – 182,000 sq. ft. > Home Depot: 40,000 – 105,000 sq. ft. > Lowe's: 100,000 – 150,000 sq. ft. > Best Buy: 30,000 – 45,000 sq. ft.</p>

¹² “Licking Its Chops” Verma, Mukul. March 4, 2003. ULI.org. Wal-Mart draws from a 5-mile radius during weekdays & a 10-mile radius during weekends.
¹³ “Navigating the Value Retail Marketplace” ULI.org May 1993. Upscale big-box retailers like Bed, Bath & Beyond draws from a 15 – 20 mile radius.

<p>Lifestyle Centers</p> 	<p>> GLA: 50,000 – 500,000 sq. ft. > Acreage: 10 – 40 acres</p>	<p>10 miles¹⁴</p>	<p>50,000 – 300,000 people (varies widely)</p>	<p>> Upscale national chains > Open-air, amenity-rich > Features landscaping, sidewalks & plazas > Appeals to upscale shoppers > Usually found close to affluent neighborhoods > Targets households with min. income of \$75,000. > Combination of retail/entertainment space (i.e., movie theatre) > Evolving in composition, may include some upscale residential development</p>	<p>> Abercrombie & Fitch: 4,000 – 10,000 sq. ft. > Ann Taylor: 5,000 – 6,000 sq. ft. > Eddie Bauer: 6,200 – 12,000 sq. ft. > Pier 1 Imports: 9,000 – 10,000 sq. ft. > Ralph Lauren: 3,000 sq. ft. > Williams-Sonoma: 5,000 – 6,500 sq. ft. > Pottery Barn: 10,000 – 13,800 sq. ft.</p>		
<p>Outlet Centers</p> 	<p>> GLA: 50,000 – 400,000 sq. ft. > Acreage: 10 – 50 acres</p>	<p>100 miles¹⁵</p>		<p>> Composed of manufacturers' retail outlets that sell goods directly to the public > Traditionally located in areas within 25 miles from a major mall & at least 50 miles from a major metropolitan center > Often include some off-price retail stores > High traffic volume and good access and visibility, preferably adjacent to interstate highway > Major brand name manufacturers</p>	<p>> Mikasa: 4,000 – 7,500 sq. ft. > Maidenform: 2,500 sq. ft. > Nike: 2,000 sq. ft. min. > Lenox: 3,500 – 5,000 sq. ft. > Lillian Vernon: 3,000 sq. ft. > Gap Outlet: 11,000 sq. ft. min.</p>		

¹⁴ "A Choice of Lifestyles", Oct 2005. Scholl, David C. and Robert B. Williams. ULI.org

¹⁵ "Outlet Shopping: A Retail Development Opportunity for Some Communities" Ryan, Bill. Oct 1997. University of Wisconsin-Cooperative Extension, Center for Community Economic Development.

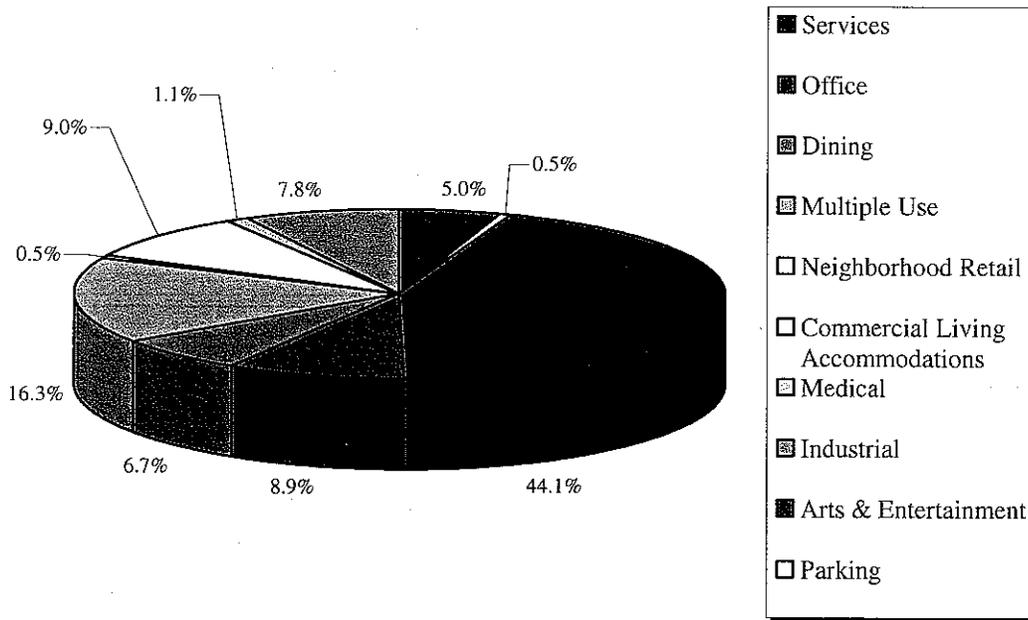
Theme	GLA: 80,000 – 250,000 sq. ft. Acreage: 5 – 20 acres	N/A	Tourist-oriented retail and services	<ul style="list-style-type: none"> > The Disney Store > NBA Store > Hard Rock Cafe
Regional Malls 	GLA: 300,000 – 1.0 million sq. ft. (Average figure 400,000 sq. ft.) Acreage: 40 – 100 acres	25 miles ¹⁶	<ul style="list-style-type: none"> > Anchored by at least 1 or as many as 3 large department stores with not less than 50,000 sq. ft. each. > Provides a variety of goods comparable to those found in central business district in a small city > Usually enclosed but could have outparcels or pad sites > Variety of retailers including small chain mass merchants, specialty fashion stores > Usually contains food court and restaurants, as well as movie theater 	<ul style="list-style-type: none"> > Filenes 40,000 – 100,000 sq. ft. > Macy's 250,000 sq. ft. > Kohl's 86,000 sq. ft. > Bass Pro Shops Outdoor World 100,000 – 150,000 sq. ft. > Loews Cineplex 70,000 – 100,000 sq. ft. > Barnes and Noble, Inc. 25,000 – 67,000 sq. ft.
Super-Regional Malls 	GLA: 800,000 – 2.0 million sq. ft. Acreage: 60 – 125 acres	40 miles ¹⁷	<ul style="list-style-type: none"> > Anchored by 3 or more large department stores w/ at least 75,000 sq. ft. each > Provides wide variety of shopping goods comparable to central business district of a major metropolitan area > Wide selection of retailers including general merchandise, apparel, home furnishings, a variety of services, and recreational facilities > Pulls from a wide radius due to depth & variety of tenant mix 	<ul style="list-style-type: none"> > Ikea 220,000 – 270,000 sq. ft. > Macy's 250,000 sq. ft. > Nordstrom, Inc 8,000 – 250,000 sq. ft. > Saks Fifth Avenue 20,000 – 200,000 sq. ft. > Lord & Taylor 90,000 – 110,000 sq. ft.

¹⁶ "A Choice of Lifestyles", Oct 2005. Scholl, David C. and Robert B. Williams. <www.UJI.org>
¹⁷ "The Changing Face of Value Retail," May 1996. Siegel, Laurence C. <www.UJI.org>

3.4.3 The Existing Business Mix: An Inventory of Existing Commercial Uses

An inventory of assessed commercial properties using data from the Town of Ballston Building Inspector indicates that the existing business mix in the Town of Ballston is heavily weighted towards services. Over 44% of assessed properties within the commercial classification code could be considered service establishments. These services comprise business establishments that include banks, gas stations, convenience stores, veterinary clinics, and others that generally cater to the needs of the local population. A handful of eating and drinking establishments are also present. Over 16% of properties with commercial classification codes are multipurpose or have multiple uses.

Data indicate that within the immediate vicinity of the study areas, opportunity exists for additional dining establishments and businesses that cater to everyday needs such as health and personal care, food items, and other necessities. Neighborhood shopping centers, which include stores such as supermarkets, small department stores, and several smaller stores clustered within, only comprise 0.5% of the retail opportunity in the town. Opportunity exists, therefore, for retail establishments that market apparel, home furnishings, electronics, and other destination-type shopping that could complement and enhance the existing retail cluster at Front Street and Milton Avenue in the Village of Ballston Spa. The full analysis of existing retail establishments is located in *DGEIS Appendix D Draft Economic Development Study*.



3.4.4 Retail Opportunities

Leakage Analysis

Following is a summary of the retail opportunities analysis, which included a leakage study. A sales leakage analysis was undertaken to help determine in which retail categories the Trade Area is strong and where it is losing potential sales. A leakage analysis looks at a variety of merchandise categories and determines if the district is capturing its full retail sales potential. This is done by comparing demand, in terms of consumer expenditures, and supply, in terms of retail sales within the Trade Area. For goods that are not readily available within the identified Trade Area, or when greater selection and/or better prices are available elsewhere, residents will travel outside the area to make purchases. When purchases are made outside the area and merchants capture the expenditures that local residents, businesses, or employees could otherwise have made with local merchants, this is called a “leakage.” When non-residents, businesses or employees outside the local area make purchases from local businesses, this is called an injection of retail sales. When retail sales exceed what local residents, businesses and employees expended, this indicates a “surplus,” meaning that local merchants have captured sales from consumers outside the local area. A “leakage” indicates an opportunity for a specific merchandise line or retail type, while a “surplus” indicates that the local need is already being met and that there is possible saturation for a specific retail type or merchandise line.

Leakage Analyses were undertaken for the following Trade Areas:

- > Drawing Radius of up to 3 miles: to determine opportunities/surplus for Neighborhood Centers;
- > Drawing Radius of up to 5 miles: to determine opportunities/surplus for Community Centers;
- > Drawing Radius of up to 10 miles: to determine opportunities/surplus for Lifestyle Centers and Big-Box/Power Centers.

The Leakage Analysis undertaken for the above Trade Areas compares consumer expenditures from the Consumer Expenditure Survey¹⁸ versus Retail Sales from the Census of Retail Trade¹⁹ to determine opportunities and surplus for retail store classifications.

¹⁸The Consumer Expenditure Survey from the Bureau of Labor Statistics, provides information on the buying habits of American consumers, including data on their expenditures, income, and consumer unit (families and single consumers) characteristics.

¹⁹ The Census of Retail Trade from the U.S. Economic Census, provides data useful in analyzing actual business activity at the community level. The Census of Retail Trade provides a useful starting point for analyzing business gaps and resulting opportunities in a community.

Leakage Analysis for the Mixed Use Center North Area indicates opportunities in the following retail store types:

- > Motor Vehicle and Parts Dealers: There are enough Automotive and Other Motor Vehicle Dealerships within the 10-mile radius, but need for additional Automotive Parts/ Accessories and Tire Stores.
- > Furniture & Home Furnishings of all types are needed.
- > Electronics & Appliance Stores: These Household Appliance Stores, Computer and Software Stores, as well as Camera & Photo Equipment Stores.
- > Building Material, Garden Equipment Stores
- > Food & Beverage Stores: Supermarkets are needed within the 5 mile-radius but a surplus exists if looking at the 10-mile radius; a surplus exists in Beer, Wine & Liquor Stores; Specialty Food Stores are lacking
- > There are enough Gasoline Stations in the area.
- > Clothing & Clothing Accessories: Need for apparel stores for men, women, and children, as well as shoe stores, jewelry stores, and leather goods.
- > Sporting Goods, Hobby, Book, & Music Stores: There are opportunities for Sporting Goods, Book Stores, CDs & Record Stores. While there is need within the 5-mile radius for Hobby, Toys and Game Stores, there are enough of these stores within the larger 10-mile Trade Area. There are enough Crafts stores and Musical Instrument Stores in the larger Trade Area.
- > There is opportunity for Department Stores and other merchandise stores, such as Warehouse Clubs and Superstores.
- > All Trade Areas could use more Florists, Office Supplies, as well as Used Merchandise stores.
- > The immediate area within 3 to 5-mile radius have need for all types of Foodservice and Drinking Places such as Full-Service Restaurants, Limited-Service Eating Places, Special Foodservices, and Drinking establishments such as bars and taverns. There are enough full-service restaurants within the larger 10-mile Trade Area, as well as Special Foodservices.

Leakage Analysis for the Mixed Use Center South Area indicates opportunities in the following retail store types:

- > Motor Vehicle and Parts Dealers: There are enough Automotive and Other Motor Vehicle Dealerships within the 10-mile radius, but need for additional Automotive Parts/ Accessories and Tire Stores.
- > Furniture & Home Furnishings of all types are needed.
- > Electronics & Appliance Stores: These Household Appliance Stores, Computer and Software Stores, as well as Camera & Photo Equipment Stores.
- > Building Material, Garden Equipment Stores except for Hardware Stores within the 3-mile radius.
- > Food & Beverage Stores: Opportunity exists for Supermarkets, Convenience Stores, Specialty Food Stores are needed; a surplus exists in Beer, Wine & Liquor Stores within the 3-mile radius.

- The Ballston South area is already well-served by Gasoline Stations.
- Clothing & Clothing Accessories: Need for apparel stores for men, women, and children, as well as shoe stores within the immediate 3-mile radius. The larger 5 to 10-mile radius would need all types of Clothing and Accessory stores.
- Sporting Goods, Hobby, Book, & Music Stores: There are opportunities for Sporting Goods, Book Stores, Hobby, Toys & Game Stores, as well as CDs & Record Stores. There are enough Crafts stores and Musical Instrument Stores within the 3 to 5-mile Trade Area.
- There is opportunity for Department Stores and other merchandise stores, such as Warehouse Clubs and Superstores.
- All Trade Areas could use more Florists, Office Supplies, as well as Used Merchandise stores.
- The immediate area within 3 to 5-mile radius, have need for Full-Service Restaurants and Limited-Service Eating Places, but have enough Special Foodservices, and Drinking establishments such as bars and taverns. The larger 10-mile Trade Area has need for all types of Foodservice and Drinking Places.

Capture Rate Analysis

To determine the percentage of sales that an area is able to capture, Actual Sales is compared with the Trade Area's Spending Power. Actual Sales is derived from the Census of Retail Trade, while Spending Power data is taken from the Consumer Expenditure Survey. The Capture Rate Analysis highlights the retail and dining opportunities for the identified Trade Area. For purposes of this study, we conducted the Capture Rate Analysis for the 3-Mile Radius, the 5-Mile Radius, and the 10-Mile Radius, for both the Ballston North and Ballston South areas. These radii were chosen to correspond with the Trade Areas of different retail formats that are under consideration – the Neighborhood Center (3-mile), the Community Center (5-mile), Lifestyle Centers (10-mile) and Power Centers/Big-Box (10-mile).

Surrounding the Ballston North Study Area is a significant amount of spending power. Based on current conditions, there exists the ability to capture approximately \$172 million of retail sales and \$18 million of dining sales within a 5-mile radius of the Ballston North Study Area. The retail sales figures demonstrate that Ballston North could support retail establishments between Convenience and Big-box retail centers.

Conversely, the Ballston South Study Area, due to the current level of existing retail establishments has limited room for additional retail opportunities, while some room remains for additional dining establishments. Any future retail will likely be smaller in scale and likely be convenience or neighborhood scale (i.e., Stewarts, 7-Eleven, and other mini-mart type establishments to video rentals and dry cleaners to CVS Pharmacies, Ace Hardware, Hannaford Supermarkets, and Price-Chopper).

The current market conditions in and around Ballston indicate that there is a need for additional retail and dining establishments, with Ballston North more likely to see larger-scale developments and Ballston South more likely to see smaller scale and convenience type retail and some dining due to existing saturation of these uses in and around the area.

Regional Retail Competition Analysis

The above findings are further confirmed through an analysis of the regional retail competition for the Town of Ballston. This analysis catalogued the various retail establishments out to a 10-mile radius. This analysis of competitive alignment is an important component of retail market demand used by retailers and shopping center developers. They assess these markets to determine if they were saturated with similar types of retail selling similar types of goods. An assessment of competition is another important factor for retailers to consider in their expansion programs.

The analysis indicates that substantial competition for Ballston exists within 5 to 10 miles, while opportunity for retail development is evident especially within the Mixed Use Center North District. Ballston South, with its proximity to the Town of Scotia and Schenectady, apparently is saturated with retail opportunities. Any development in Ballston South will have to be of smaller scale, serving the convenience needs of area residents.

Existing Retail Conditions in and around the Town of Ballston

The existing commercial establishments are quite small in comparison to commercial buildings in surrounding communities, with the largest being automobile sales and service centers having a large amount of SF dedicated to the service component of the building. The largest auto retail establishment (Terry Morris Inc.) is approximately 24,700 SF. Other uses such as warehouses, storage facilities, industrial uses and the bowling alley along Route 50 involve much higher amounts of floor space, in the range of 20,000 (the bowling alley) to over 200,000 (Specialty Silicones). While the majority of the existing commercial establishments in the Town of Ballston are relatively small, with the exception of auto sales and service, warehouses and storage facilities; industrial uses, and recreational facilities such as the bowling alley, the larger scale commercial developments are located in neighboring communities.

Within 3-5 miles from Ballston North, the size of larger scale retail establishments range from 88,000 SF to approximately 130,000 SF. Specifically, the Hannaford Plaza in Milton (a Neighborhood Center) has approximately 88,000 SF of Gross Leasable Area (GLA) which includes Hannaford, Allerdice Hardware, a hair salon, coffee shop, Chinese take-out, a flower shop and a bank. The Shops of Malta (a Community Center) at approximately 130,000 SF GLA. This retail area is anchored by Price Chopper with CVS, Taco Bell and KFC, along with a bank and 16 other stores in a (strip-type pattern). Within the 5-10 mile radius from Ballston North the GLA per center rises significantly and ranges from 180,000 SF at the Village Plaza in Clifton Park to 434,000 SF at the Wilton Square, which includes Best Buy, TJ Maxx, Panera Bread, Bed Bath & Beyond, and Pier 1 Imports. Wilton Square is considered a Regional Center.

Conclusion

The Town of Ballston is not currently considered a retail center. The majority of the retail establishments with the exception of the auto sales and service are smaller scale establishments primarily serving local

and community needs. Based on the leakage analysis the Mixed Use Center North Area has the potential for capturing \$172 million of retail sales and \$18 million of dining sales within a 5-mile radius. This is a noteworthy amount that retailers are aware of and demonstrates that the Town, particularly the northern area is likely to see a significant amount of retail development.

The market conditions in and around the Town of Ballston can support retail centers ranging from Convenience at approximately 2,500 SF up to large-scale retail centers which range from 250,000 to 800,000 SF (with the 800,000 representing the total of several buildings found in a "Power Center, and not just one building).

In summary:

- > For the most part, Ballston currently has smaller-scale retail uses.
- > Is not considered a retail center as most residents are driving out of the community to shop. The Town is not drawing in residents from neighboring communities.
- > Based on site visits and an assessment of the Existing Land Use Map located in Inventory and Analysis *DGEIS Appendix C*, there is a significant amount of developable land in the Ballston North Study Area, as well as in the Business Highway area. These areas are well situated with convenient highway access and close proximity to a significant amount of purchasing power.
- > The Leakage Analysis shows that retailers likely see Ballston North as a very lucrative location for retail development of any size, short of a regional or super-regional mall.
- > Current market conditions are driving large-scale retail.
- > The Town stands to gain a significant amount of revenue with new retail in the North, Business Highway and the South.

4.0 Potential Environmental Impacts and Mitigation Measures

As previously discussed, this GEIS is primarily being prepared to assess the potential impacts of the proposed zoning and subdivision amendments recommended in the proposed Final Draft of the Comprehensive Plan (hereinafter referred to as “the Plan”) which was forwarded to the Town Council in December 2005 for their consideration. This GEIS will also serve to satisfy the SEQR requirements for the adoption of the Plan. Both of these Actions are Type 1 Actions pursuant to SEQR.

The following is an analysis of the potential impacts associated with the adoption of the proposed Plan and the proposed zoning and subdivision amendments. Refer to *DGEIS Appendix A Comprehensive Plan* and *DGEIS Appendix B Proposed Zoning and Subdivision Amendments* for further reference.

This section will also assess the potential need for the implementation of traffic and sewer and water mitigation fees.

Action:

4.1 Adoption of the Final Draft Comprehensive Plan as a Policy Document by the Town of Ballston Town Council

As outlined in *DGEIS Section 2 Project Description*, the Plan was forwarded to the Town Council in December 2005 for their consideration. The Plan:

- > Identifies needs, assets and opportunities;
- > Is founded on a community-based process which includes input from residents, businesses, institutions, environmental interests and others;
- > Results in a coordinated vision for the future of Ballston;
- > Outlines actions to achieve the shared vision; and
- > Establishes a framework for community-wide efforts on plan implementation.

The Plan is a flexible document that is intended to evolve as the community’s needs and desires change over time. The Plan focuses on a wide range of issues affecting the community, and does not, however, examine project-specific issues. Rather, the Plan examines a broader set of Town-wide issues, provides recommendations to address such issues and outlines an implementation strategy to achieve success.

The Plan makes a series of recommendations, organized by the following topic areas:

- > Rural Areas
- > Mixed Use Centers
- > Hamlet Residential Areas
- > Residential Areas

-
- > Industrial Development Areas
 - > Transportation Corridors
 - > Ballston Lake Area
 - > Agricultural Resources
 - > Greenways and Open Space
 - > Historic, Cultural and Recreational Resources
 - > Gateways
 - > Economic Development
 - > Stormwater Management
 - > Infrastructure
 - > Additional Recommendations

Potential Impact: Not Adverse Impact Anticipated.

With the exception of the proposed zoning and subdivision amendments, analyzed separately below, the adoption of the Plan by the Town Council as a Policy Document is not anticipated to result in any significant adverse impacts.

The mere adoption of the Plan does not infer that any particular amendment will be implemented. Instead, the Plan will serve as a guiding document for the Town for a variety of issues, including planning and zoning. The adoption of the Plan and ultimate implementation is expected to result in positive impacts on the Town of Ballston. With that said, the Town Council has introduced proposed subdivision and zoning amendments that follow the policies in the Plan and any potential impacts and mitigation are discussed below.

4.2 *Modification of Minor and Major Subdivisions definitions (Article II, § 104-6 (Definitions”) of Chapter 104 (“Subdivision of Land”).*

Pursuant to recommendations in the Plan, the reference to “three-year period” in the second sentence of the definition of the term “Major Subdivision” is proposed to be changed to “five-year period.”

The definition of the term “Minor Subdivision” was amended to clarify past practices.

Potential Impact: Not Adverse Impact Anticipated.

The proposed amendments to the terms “Major Subdivision” and “Minor Subdivision” are not anticipated to result in adverse impacts, as they are merely clarifications of existing practices. The proposed amendments will not change the Planning Boards existing authority to declare any minor subdivision as a major subdivision, and no reduction in the Planning Boards authority to review subdivision applications have been recommended.

4.3 Amendment of Article IV (“General Design Requirements”) of Chapter (“Subdivision of Land”)

A series of amendments to this chapter are proposed including:

- The adoption of Subdivision Design Requirements for all subdivisions regardless of their location;
- Rural Development Standards for subdivisions in the Rural Zoning Districts;
- Adoption of Traditional Neighborhood Design (“TND”) Standards for development in the Ballston Lake Residential Area.

Potential Impact: Not Adverse Impact Anticipated. Positive Impact Expected.

Each of these proposed amendments are not anticipated to result in adverse impacts and are expected to result in positive impacts for the rural areas of the Town as well as the Ballston Lake Residential Area. No additional density for the involved Districts is proposed over current allowed density, with the exception of the TND in the Ballston Lake Residential District. Under these regulations up to 12 dwelling units per net acre could be allowed, with a maximum 15 percent increase in dwelling units if the project incorporates Affordable Housing Units (as that term is defined by U.S. HUD). Based upon the design requirements set forth in the TND regulations and the fact that any new development at this scale will require connection to municipal water and sanitary sewer services, adverse impacts associated with these proposed amendments are not anticipated. Further, the majority of the Ballston Lake Residential District is located in the proposed Ballston Lake Overlay District which provides additional requirements for development. The Lake Hill Road Buffer, is a 500 feet buffer from the east side of Lake Hill Road that will preclude any TND development, for the purposes of protecting Ballston Lake from dense development.

Therefore, the adoption of these proposed zoning amendments are not anticipated to result in adverse impacts, and are expected to result in positive impacts with respect to environmental and community character resources.

4.4 Incorporate the use of conservation subdivision design regulations in the Rural Districts (Article X (“Residential Cluster/Conservation Development”) of Chapter 104 (“Subdivision of Land”).

Pursuant to the Plan, Article X of Chapter 104 shall apply to Major Subdivisions in the Rural Zoning Districts, and only in areas that are serviced by existing municipal water and sanitary sewer service and shall be encouraged in areas outside of such service but only on land which contains soils that will be able to accommodate an individual septic system and well on each lot in a cluster design.

Potential Impact: Not Adverse Impact Anticipated. Positive Impact Expected.

The adoption and implementation of these proposed amendments will provide the ability for development of residential subdivisions to be flexible in design, lot size and layout, to preserve natural site features and provide for green space (with or without community recreational areas) in conjunction with residential

development. It is intended that development under these regulations will result in less impact to natural features, reduced development area, road construction and impacts to storm drainage. The overall intent of the regulations is to maintain the prevalent rural character in the Rural District as identified in Section 3 of Comprehensive Plan by incorporating a subdivision design that conserves certain portions of the land that is to be developed which will add to or maintain the rural character.

Due to the poor soil conditions in the Rural Use District, compliance with these proposed amendments will not be required if existing municipal water and sanitary sewer service is not available. Furthermore, no privately owned or operated community water or sanitary sewer systems shall be allowed. Due to the conditions of soils and concerns about the availability of potable water in much of the Rural District, the Planning Board may require third party review of water supply and suitability of soils for placement of septic systems.

Therefore, the adoption of these proposed Conservation Subdivision amendments are not anticipated to result in adverse impacts, and are expected to result in positive impacts on the character of the Town's rural area and environment.

4.5 Establishment of Hamlet Residential Districts Article V ("Residential District Regulations") of Chapter 137

Certain residential areas in the Town of Ballston as depicted on the proposed Zoning Map are proposed to be rezoned to Hamlet Residential. For all subdivisions proposed in these districts, TND regulations must be adhered to.

Potential Impact: Not Adverse Impact Anticipated. Positive Impact Expected.

Based upon the design requirements set forth in the TND regulations and the fact that any new development at this scale will require connection to municipal water and sanitary sewer services, adverse impacts associated with these proposed amendments are not anticipated. Positive impacts with respect to protection and enhancement of community character are expected.

4.6 Zoning Map Amendments and Associated Allowable Use Table Amendments

In Accordance with the Plan Recommendations, Map DGEIS Map 1 – Proposed Zoning Map March 2006, represents the proposed amendments to the Town's current Zoning Map. Consistent with the numbering indicated on the Map, Table 4-1 depicts the proposed zoning map amendments along with the associated acreages of the existing and proposed districts.

Table 4-1 Proposed Zoning Map Amendment Acreage Breakdown				
Zoning Amendment	Proposed Zoning Districts	Associated Acreage	Existing Zoning Districts	Associated Acreage
1	Mixed Use Center – North	372	Commercial	99
			Commercial/Industrial	179
			Industrial	80
			Residential	14
2	Mixed Use Center - South (Route 50)	235	Commercial	235
3	Ballston Lake Mixed Use Center	29	Ballston Lake Commercial	29
4	Business Highway - 1	141	Commercial	141
5	Business Highway - 2	261	Commercial	261
6	Hamlet Residential	2,842	Residential	2,801
			Rural	41
7	Ballston Lake Waterfront	803	Rural	673
			Residential	130
8	Ballston Lake Residential	2,408	Rural	2,408

Potential Impact: Not Adverse Impact Anticipated. Positive Impact Expected.

As discussed above in DGEIS Section 4.3 and 4.5, the TND regulations could allow for additional residential development density than what is currently allowed. No adverse impacts associated with these proposed regulations are anticipated as outlined in their respected DGEIS Sections. Beyond the proposed TND regulations, no additional residential, commercial or industrial density is being permitted.

With the proposed map amendments, the Town will be creating an additional 80 acres of commercially zoned land from what is currently zoned Industrial. This will be made part of the proposed Mixed Use Center North District.

For each of the proposed Districts, Use Tables were developed. In addition, the Use Tables for the remaining Zoning Districts were also amended. In general, with the exception of Agricultural Uses for each District, Research and Development Uses for the proposed Mixed Use Centers North and South and the Industrial Districts, and Bed and Breakfast and Private Recreation uses for the Rural District no additional uses have been added to any district.

The major changes were focused on the level of Planning Board or Zoning Board review for each allowed use. As depicted on the proposed Use Tables, several uses were shifted from being permitted outright to allowed through either Site Plan or Special Use Permit review. These changes have been recommended to provide the Town with additional authority to review the compatibility of proposed projects with the

surrounding uses and districts and to ensure that potential impacts are considered and necessary mitigation is provided.

Therefore, the adoption of these proposed Zoning Map and Allowable Use amendments are not anticipated to result in adverse impacts, and are expected to result in positive impacts by giving the Planning and Zoning Boards additional review authority for development. The map amendments consolidate similarly zoned districts and will actually result in the change of 80 acres of Industrial land to Mixed Use commercial land. Design standards and other regulatory measures for all commercial districts will provide protection against adverse impacts. Further information on these proposed amendments are provided below.

4.7 Establish a Ballston Lake District to provide special attention to the impact of development on the water quality of Ballston Lake

Potential Impact: Not Adverse Impact Anticipated. Positive Impact Expected.

This proposed amendment is expected provide extra protection for the quality of Ballston Lake, and is therefore expected to result in positive impacts.

4.8 Establishment of the Mixed-Use Centers North and South and the Business Highway Districts and Associated Design Standards.

As proposed in the Plan, more than one Mixed-Use District may be necessary to accommodate variations in the specific mix of uses, the scale of buildings, and/or design features desired in these different areas of Town. The Town Council directed the preparation of a Traffic Impact Study and a Water System analysis to further evaluate any potential impacts associated with the establishment of the Mixed Use Center and Business Highway Districts.

Build-Out Analysis

The first step in the analysis was the development of a Build Out Analysis. This analysis looked at the complete build out of the proposed Mixed Use Center North and South Districts as well as the Business Highway District by 2016. While this development scenario is extremely aggressive and is not anticipated to occur, it does provide a worthy analysis of the potential sewer, water and traffic related impacts associated with commercial and residential development.

Under Alternative 1, each District is built out under the existing zoning, which only limits the percentage of building coverage (40% for retail) and has a minimum lot size of 40,000 square feet (SF) for retail in both the Commercial and Commercial/Industrial Districts (Methodology Note: The Mixed Use North District also includes approximately 80 acres of Industrial under Alternative 1. For consistency purposes, it was assumed that retail would be allowed under the same conditions as it is allowed in the Commercial and Commercial/Industrial Districts). The current zoning does not include design guidelines or standards

and based upon the density regulations, retail sales uses of almost any size could be allowed by site plan only (compliance with SEQRA would still be required for all Type I and Unlisted Actions as defined in 6NYCRR Part 617).

Under Alternative 2, the Mixed Use Districts would build out under the proposed zoning, which would encourage a mix of commercial, office and residential uses, designed and scaled proportionate with the purpose of each District through the use of specific site organization, design, and architectural standards and review procedures. The purposed and intent of the proposed Mixed Use Districts is to encourage a healthy mix of complimentary uses on a scale more consistent with the surrounding community in furtherance of the Comprehensive Plan's Vision, Goals and Recommendations.

The Business Highway Districts under Alternative 2 would look to encourage a mix of different sized commercial centers, which would be designed and scaled proportionate with the purpose of the District through compliance with specific site organization, design, and architectural standards and review procedures.

A summary of the build out analysis results are provided below:

Alternatives

Mixed Use North

- > Existing Zoning: 1.8 million SF (large scale retail, neighborhood centers, and convenience)
- > Proposed Zoning: 1.77 million SF (neighborhood centers, community, convenience, and flex-tech office), with 300 units of residential)

Business Highway

- > Existing Zoning: 1.36 million SF (large scale retail, community centers, and convenience)
- > Proposed Zoning: 498,000 SF (community centers and convenience) and 117 units of residential.

Mixed Use South (Route 50)

- > Existing Zoning: 527,000 SF (large scale retail, neighborhood centers and convenience)
- > Proposed Zoning: 543,000 SF (community centers and convenience)

Mixed Use South (Ballston Lake)

- > Existing and Proposed Zoning: 2,300 SF (convenience)

As depicted above, Alternative 1 – Mixed Use North, the District would build out with a mix of Large Scale, Neighborhood Center, and Convenience retail uses. Under this Alternative, the District could see a total of 1.8 Million SF of Gross Leasable Acreage (GLA) of retail space divided up between Large-Scale, Neighborhood Center and Convenience type retail centers.

Under Alternative 2, Mixed Use North would see just slightly less than 1.8 Million SF GLA of smaller scale retail including convenience, life style, neighborhood center, and community center retail space. Also, approximately 300 residential units could be seen.

Overall, with the exception of the Business Highway District, the total amount of retail size permitted in any district between the two Alternatives is similar, with slightly more being provided under Alternative 1. These data were then used to model traffic, sewer, water and community character impacts as well as potential impacts on other resources.

The following is an analysis of the potential impacts of the proposed zoning district changes on the sanitary sewer, water and traffic resources of the Town of Ballston.

4.8.1 Sanitary Sewer

Based upon the feasibility of installing a public sanitary sewer system within the Ballston Lake Watershed has been investigated, leading to wastewater flow projections and a preliminary collection system layout. Nearly all of the properties within this study area are serviced by on-site disposal systems, and historically there have been problems with septic systems. Environmental concerns also indicate that the watershed is in need of a public sanitary sewer system, since the area has many unsuitable soils and high groundwater tables. It is also important to note that most of the properties in the study area ultimately drain into Ballston Lake, which has had problems with algae blooms in the summer. The results of the sanitary sewer analysis are described in DGES Section 3.0 Potential Impacts and Mitigation

If each existing developed parcel within the study area is tied into the public sewer system, it is estimated that a peak flow of 2.2 MGD would result, while the peak flow from this area twenty years into the future is estimated at 3.3 MGD. The collection system would convey wastewater flows from each parcel in the study area via a system of gravity sewers, small pump stations and forcemains to a larger pump station and forcemain, which will ultimately connect to the Saratoga County Sewer District No.1 Trunk Sewer at the northeastern end of the study area. The flow contributed to the trunk sewer by the Ballston Lake Watershed will be significantly less than the reserve capacity of the sewer.

The March 2005 Study identified preliminary cost estimates for implementing a public sanitary sewer in the Ballston Lake Watershed. The costs are based upon servicing all areas within the study area. The two forcemain alternatives are also presented. The preliminary cost estimate suggests that Alternative 1 (the forcemain along the railroad bed) is slightly more expensive than Alternative 2 (along Route 50) at \$25,597,488 and \$25,162,032 respectively based upon 2005 construction costs. These costs do not include energy use and maintenance costs, as well as grinder pumps for those parcels serviced by low

pressure sewers. Appendix D of the 2005 Study also includes the cost estimates for different areas within the watershed to further break down the analysis. The cost analyses for different areas within the watershed do not include the cost of the force main. Additional cost estimates will be required.

C.T. Male was asked to re-evaluate the sanitary sewer issue based on the existing and proposed zoning alternatives. A Memorandum dated March 24, 2006 from C.T. Male also found in DGEIS Appendix F, explains the following:

The March 2005 sewer report studied the existing development and future development of the parcels within the Ballston Lake Watershed. The study area included portions of Clifton Park and Malta, as well as most of the Town of Ballston. The sewer flow projection tables for the sub-areas within the Town of Ballston were used in the hydraulic model to determine existing demand and future demand under current zoning. The proposed change in zoning of the commercial properties within the Town will not affect the flow projections from the sewer study, since the change in zoning only slightly increases the sanitary sewer flows upon full build-out.

The northern portion of the Town of Ballston, i.e. parcels north of McCrea Hill Road, were not part of the sewer study, since there are existing sanitary sewers serving a portion of these properties. The sanitary sewers in the Route 50/67 area were discussed in the sewer study on Page 11, but no flow projections were made. The undeveloped Rossi property on Route 50 and 67 currently has sanitary sewer service. There is an existing 8" gravity sewer along Brookline Road from the Terrace Pines apartments that can service most of the properties in this area. No flow calculations were performed for these areas, but given the size of the existing sewers, it is likely that all future development could tie into the existing lines.

The potential residential development in the Garrett Road/Mann Road area was not referenced in the sewer study. Based upon this area's proximity to Carpenters Acres and the Route 50/67 corridor, it is likely that the development in this area could be serviced by sanitary sewer.

Impacts and Mitigation

Sanitary System Improvements

The proposed zoning changes would affect commercial properties, which generally do not contribute high sanitary sewer flows. Most of the zoning changes will occur in the Route 50/67 corridor, which already has several public sanitary sewers, and should be appropriately sized to convey flows under future development conditions.

Therefore, the future commercial growth in the Town of Ballston in the Route 50/67 corridor should be able to occur without significant upgrades to the existing sanitary sewers. However, future residential development east of Ballston Lake at growth levels in excess of 1 unit per 2 acres will require the improvements identified in the March 2005 report. Pursuant to the existing and proposed zoning regulations, the density of development cannot exceed 1 unit per 2 acres.

Therefore, it is important to note that the existing lack of sanitary sewers in most sections of Ballston, particularly east of Ballston Lake will act as a growth-limiting factor for future residential development.

Provided the necessary improvements are implemented to accommodate future growth, significant adverse impacts associated with the sanitary sewer system under the existing and proposed zoning are not anticipated.

Estimated Mitigation Costs and Funding Strategies.

Preliminary cost estimates outlining the cost for implementing a public sanitary sewer in the Ballston Lake Watershed have been prepared. The costs are based upon servicing all areas within the study area. The two forcemain alternatives are also presented. The preliminary cost estimate suggests that Alternative 1 (the forcemain along the railroad bed) is slightly more expensive than Alternative 2 (along Route 50) at \$25,597,488 and \$25,162,032 respectively based upon 2005 construction costs. These costs do not include energy use and maintenance costs, as well as grinder pumps for those parcels serviced by low pressure sewers. Appendix D on the Sanitary Sewer study also includes the cost estimates for different areas within the watershed to further break down the analysis. The cost analyses for different areas within the watershed do not include the cost of the force main.

Funding these improvements will most likely require the creation of new district(s). This policy question will need to be resolved.

In Summary:

The feasibility of installing a public sanitary sewer system within the Ballston Lake Watershed has been investigated, leading to wastewater flow projections and a preliminary collection system layout. Nearly all of the properties within this study area are serviced by on-site disposal systems, and historically there have been problems with septic systems. Environmental concerns also indicate that the watershed is in need of a public sanitary sewer system, since the area has many unsuitable soils and high groundwater tables. It is also important to note that most of the properties in the study area ultimately drain into Ballston Lake, which has had problems with algae blooms in the summer. This area has a high growth potential, due to its proximity to the Cities of Albany and Saratoga Springs, and the proposed Luther Forest Technology Park in Malta. Development is expected within the Ballston Lake watershed, and without a public sanitary sewer system, more adverse affects to the Lake are likely to occur. If each existing developed parcel within the study area is tied into the public sewer system, it is estimated that a peak flow of 2.2 MGD would result, while the peak flow from this area twenty years into the future is estimated at 3.3 MGD. The collection system would convey wastewater flows from each parcel in the study area via a system of gravity sewers, small pump stations and forcemains to a larger pump station and forcemain, which will ultimately connect to the Saratoga County Sewer District No.1 Trunk Sewer at the northeastern end of the study area. The flow contributed to the trunk sewer by the Ballston Lake Watershed will be significantly less than the reserve capacity of the sewer.

4.8.2 *Water System Analysis*

The Study discusses the existing and future build out conditions under current and proposed zoning for the Burnt Hills-Ballston Lake Water District No. 2 (The Water District). The Study summarizes the results of the hydraulic model, and outlines improvements to the system needed in response to development within the Town.

Potential Impacts and Mitigation

The Average Day Demand for the existing and proposed zoning is as follows:

- > Alternative 1 – Existing Zoning: 2.183 million gallons per day.
- > Alternative 2 – Proposed Zoning: 2.334 million gallons per day (approx. 150,000 gallons more)

Under the existing and proposed zoning alternatives, the Water District can be adequately serviced by either continuing to use the Town of Glenville system or by connecting into the proposed Saratoga County System at the intersection of Route 67 and Eastline Road.

Available fire flow under full build-out is acceptable for nearly all of the areas within the system, with the exception of the fire flow at the junction of McDonalds and the Rossi property (1,630 gpm using the Glenville system and 1,950 using the Saratoga County water system).

Estimated Mitigation Costs and Funding Strategies.

Approximate costs for necessary improvements (2006 dollars) \$8 million, which includes \$2 million for an additional tank.

Based upon the analysis, both the existing and proposed zoning amendments are not anticipated to result in significant adverse impacts on the public water system provided the recommended improvements can be funded and implemented. In fact, as described above for both traffic and sewer, the necessary water system improvements will be a limiting factor to future growth in the Town.

The next steps will be to determine which improvement alternatives should be pursued and how they could be funded.

4.8.3 Traffic Impact Analysis

Tables 4-2 and 4-3 summarize the results of the level of service analysis for the AM and PM peak hours for both design years on the existing roadway network.

Table 4-2. Level of Service Analysis AM Peak Hour
Using Existing Roadway Network

Intersection	Control	2006 Existing	Existing Zoning 2011 50% Build	Proposed Zoning 2011 50% Build	Existing Zoning 2016 100% Build	Proposed Zoning 2016 100% Build
Route 50/Route 67/Ballston Ave	S					
Route 67 NB		C	D	E	F	F
Ballston Ave SB		B	D	F	F	F
Route 50 NEB		B	C	E	C	F
Route 50/Route 67 SWB		B	C	F	F	F
Overall		B	D	E	F	F
Route 67/Brookline Rd	U					
Brookline Rd EB		D	F	F	F	F
Route 67 NB		A	A	A	B	C
Route 67/Eastline Rd	S					
Route 67 EB		D	E	F	F	F
Route 67 WB		B	C	C	D	E
Eastline Rd NB		E	F	F	F	F
Eastline Rd SB		E	F	F	E	E
Overall		D	E	E	F	F
Route 50/Brookline Rd	S					
Brookline Rd EB		B	B	C	E	F
Brookline Rd WB		B	D	D	F	F
Route 50 NB		A	C	D	F	F
Route 50 SB		A	C	C	F	F
Overall		B	C	C	F	F
Route 50/Route 146A	U					
Route 50 SB		A	B	B	B	C
Route 146A WB		B	D	E	F	F
Route 50/Forest Rd	U					
Forest Rd EB		F	F	F	F	F
Route 50 NB		A	A	A	A	A
Route 50/Lake Hill Rd	S					
Lake Hill Rd EB		E	F	F	F	F
Lake Hill Rd WB		C	E	F	F	F
Route 50 NB		B	D	E	D	F
Route 50 SB		E	F	F	F	F
Overall		D	F	F	F	F
Route 50/Charlton Rd/Outlet Rd	S					
Charlton Rd EB		B	B	C	C	C
Outlet Rd WB		B	C	C	D	D
Route 50 NB		A	A	A	A	B
Route 50 SB		A	A	A	A	B
Overall		A	A	A	B	B
Route 50/Middleline Rd	U					
Route 50 NB		A	B	B	B	C
Middleline Rd EB		C	F	F	F	F

U = Unsignalized, S = Signalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, NEB = Northeastbound, SWB = Southwestbound

**Table 4-3, Level of Service Analysis PM Peak Hour
Using Existing Roadway Network**

Intersection	Control	2006 Existing	Existing Zoning 2011 50% Build	Proposed Zoning 2011 50% Build	Existing Zoning 2016 100% Build	Proposed Zoning 2016 100% Build
Route 50/Route 67/Ballston Ave	S					
Route 67 NB		F	F	F	F	F
Ballston Ave SB		B	F	F	F	F
Route 50 NEB		C	F	F	F	F
Route 50/Route 67 SWB		B	F	F	F	F
Overall		D	F	F	F	F
Route 67/Brookline Rd	U					
Brookline Rd EB		C	F	F	F	F
Route 67 NB		A	F	F	F	F
Route 67/Eastline Rd	S					
Route 67 EB		E	F	F	F	F
Route 67 WB		C	F	F	F	F
Eastline Rd NB		D	F	F	F	F
Eastline Rd SB		C	B	D	D	D
Overall		D	F	F	F	F
Route 50/Brookline Rd	S					
Brookline Rd EB		B	C	E	F	F
Brookline Rd WB		B	F	F	F	F
Route 50 NB		B	F	F	F	F
Route 50 SB		A	F	E	F	F
Overall		B	F	F	F	F
Route 50/Route 146A	U					
Route 50 SB		A	C	B	F	F
Route 146A WB		C	F	F	F	F
Route 50/Forest Rd	U					
Forest Rd EB		C	F	F	F	F
Route 50 NB		A	A	A	F	F
Route 50/Lake Hill Rd	S					
Lake Hill Rd EB		D	F	F	F	F
Lake Hill Rd WB		B	C	F	F	F
Route 50 NB		B	F	F	F	F
Route 50 SB		C	F	F	F	F
Overall		C	F	F	F	F
Route 50/Charlton Rd/Outlet Rd	S					
Charlton Rd EB		B	C	C	C	D
Outlet Rd WB		B	F	D	F	F
Route 50 NB		A	C	B	F	F
Route 50 SB		A	A	B	F	D
Overall		A	C	B	F	F
Route 50/Middleline Rd	U					
Route 50 NB		A	D	C	F	F
Middleline Rd EB		B	F	F	F	F

U = Unsignalized, S = Signalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, NEB = Northeastbound, SWB = Southwestbound

Table 4-2 shows Levels-of-Service during the AM peak hour for all movements and for intersections overall. In 2006 only one intersection shows a movement performing at LOS F in the AM peak hour - Forest Rd eastbound at SR 50. Two other movements, at SR 67 and Eastline Rd and SR 50 and Lake Hill Rd are rated as E. LOS E indicates poor levels of performance, but not as severe as LOS F.

With Half Build-Out in 2011 under the current zoning, AM peak hour movements are projected to be LOS F at four additional intersections, with SR 50 and Lake Hill Rd operating at LOS F overall. With proposed zoning AM peak hour movements are better for SR 50 westbound at SR 146A but equal or worse at most other intersections. In 2016 with Full Build-Out LOS F is projected for nearly all movements at all intersections in the AM peak hour, with the exception of SR 50 and Outlet Rd.

Table 4-3 shows similar data for the PM peak hour. No intersections or intersection movements are currently operating at LOS F. In 2011 and in 2016, all intersections, with the exception of SR 50 and Outlet Rd, are projected to operate at LOS F overall and/or for several movements, with either the existing or proposed zoning.

Potential Improvements to Alleviate Projected Traffic

To alleviate projected congestion, potential improvements at the nine intersections and connecting roadway segments were developed. The intersections can be improved sufficiently with additional through and turning lanes and new or upgraded signals, or by constructing roundabouts. Three of these intersections were also proposed as roundabouts in the Route 67 Corridor Study to accommodate pending development.

This study analyzes the existing roadway system and traffic projected for the Town for 2011 and 2016. Unlike the Route 67 Corridor Study, this study does not review specific development projects currently proposed in the Town nor deal with their access requirements. In the Route 67 Corridor Study several roundabouts were proposed along SR 50 and SR 67. These roundabouts were designed to provide access to specific parcels based on specific development proposals, which include the proposed Wal-Mart, Widewaters Shopping Center, crossroad between SR 50 and SR 67 adjacent to Widewaters, and the parallel access road beginning at the intersection of Brookline Rd on SR 67.

Potential Improvements

The existing lane geometry and traffic control at most of the study area intersections adequately serve the current traffic volumes during the AM and PM peak hours. The PM peak hour is the more critical period with higher volumes and delays and will be the focus of the rest of this section. Furthermore, it has been shown that during the peak hour there is very little difference in traffic operations between the two zoning scenarios. Therefore, the improvements discussed in this section are applicable to both zoning scenarios.

During the 2011 Half Build-Out condition every intersection has a LOS F rating, with the exception of the SR 50 and Outlet Rd intersection. Table 5-1, Potential Improvements for 2011 and 2016 Build conditions, outlines the potential improvements at each intersection during the two different design years. The potential lane geometry is shown on Figure 24 for the 2011 Half Build-Out Condition and Figure 25 for the 2016 Full Build-Out Condition. In all cases two alternatives are shown, a roundabout or a traffic signal. These are potential improvements, not designs, and other alternatives should be considered as

well. A decision on which type of traffic control is preferred at each intersection should be made after detailed studies are conducted on a site-specific basis, taking into account the surrounding topography, land use, environmental constraints, available funding, and other factors.

As shown in Table 4-4, improved traffic control is required at all study area intersections to accommodate the projected volumes.

Table 4-4, Potential Improvements for 2011 and 2016 Build Conditions

Intersection	2011 Half Build-Out Condition: Potential Improvements	2016 Full Build-Out Condition: Potential Improvements
Route 50/Route 67/Ballston Ave (V-Corners)	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.
Route 67/Brookline Rd	Install a Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with a right turn bypass lanes on the Rt 67 SB approaches.	Same as 2011 Build Condition OR Install a Two-lane Roundabout with a right turn bypass lanes on the Rt 67 SB approaches.
Route 67/Eastline Rd	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.
Route 50/Brookline Rd	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.
Route 50/Route 146A	Install a Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.	Install a Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.
Route 50/Forest Rd	Install a Traffic Signal. Additional through lanes on SR 50 NB. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.	Install a Traffic Signal. Additional through and turning lanes on SR 50 approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.
Route 50/Lake Hill Rd	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on all approaches.
Route 50/Charlton Rd/Outlet Rd	New Traffic Signal. Additional through and turning lanes on all approaches. OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.	Same as 2011 Build Condition

Route 50/Middleline Rd	Install a Traffic Signal.	Install a Traffic Signal. Additional through and turning lanes on SR 50 approaches.
	OR Install a Two-lane Roundabout with right turn bypass lanes on the Route 50 approaches.	

Tables 4-5 and 4-6 show the projected Levels-of-Service with the potential improvements.

Table 4-5, LOS Analysis AM Peak Hour With Improvements

Intersection	Control	Existing Zoning 2011 50% Build w/Imp	Proposed Zoning 2011 50% Build w/Imp	Existing Zoning 2016 100% Build w/Imp	Proposed Zoning 2016 100% Build w/Imp
Route 50/Route 67/Ballston Ave	Sig				
Overall		A	B	C	C
Route 50/Route 67/Ballston Ave	RA				
Overall		A	A	A	A
Route 67/Brookline Rd	Sig				
Overall		C	B	C	C
Route 67/Brookline Rd	RA				
Overall		A	A	A	A
Route 67/Eastline Rd	Sig				
Overall		C	B	C	C
Route 67/Eastline Rd	RA				
Overall		A	A	A	A
Route 50/Brookline Rd	Sig				
Overall		B	B	C	C
Route 50/Brookline Rd	RA				
Overall		A	A	A	A
Route 50/Route 146A	Sig				
Overall		B	B	A	A
Route 50/Route 146A	RA				
Overall		A	A	A	A
Route 50/Forest Rd	Sig				
Overall		B	B	C	B
Route 50/Forest Rd	RA				
Overall		A	A	A	A
Route 50/Lake Hill Rd	Sig				
Overall		C	C	C	D
Route 50/Lake Hill Rd	RA				
Overall		A	A	A	A
Route 50/Charlton Rd/Outlet Rd	S				
Overall		A	A	B	B
Route 50/Charlton Rd/Outlet Rd	RA				
Overall		A	A	A	A
Route 50/Middleline Rd	Sig				
Overall		B	B	B	B
Route 50/Middleline Rd	RA				
Overall		A	A	A	A

Sig = Signalized, RA = Roundabout

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, NEB = Northeastbound, SWB = Southwestbound

Table 4-6, LOS Analysis PM Peak Hour With Improvements

Intersection	Control	Existing Zoning 2011 50% Build w/Imp	Proposed Zoning 2011 50% Build w/Imp	Existing Zoning 2016 100% Build w/Imp	Proposed Zoning 2016 100% Build w/Imp
Route 50/Route 67/Ballston Ave	Sig				
Overall		B	B	B	D
Route 50/Route 67/Ballston Ave	RA				
Overall		A	A	C	A
Route 67/Brookline Rd	Sig				
Overall		C	B	B	B
Route 67/Brookline Rd	RA				
Overall		A	A	A	A
Route 67/Eastline Rd	Sig				
Overall		C	B	B	C
Route 67/Eastline Rd	RA				
Overall		A	A	A	A
Route 50/Brookline Rd	Sig				
Overall		C	B	B	C
Route 50/Brookline Rd	RA				
Overall		A	A	B	A
Route 50/Route 146A	Sig				
Overall		B	A	C	B
Route 50/Route 146A					
Overall		A	A	A	A
Route 50/Forest Rd	Sig				
Overall		C	B	C	C
Route 50/Forest Rd	RA				
Overall		A	A	A	A
Route 50/Lake Hill Rd	Sig				
Overall		C	C	C	D
Route 50/Lake Hill Rd	RA				
Overall		A	A	B	B
Route 50/Charlton Rd/Outlet Rd	Sig				
Overall		A	A	B	B
Route 50/Charlton Rd/Outlet Rd	RA				
Overall		A	A	A	A
Route 50/Middleline Rd	Sig				
Overall		B	B	A	B
Route 50/Middleline Rd	RA				
Overall		A	A	A	A

Sig = Signalized, RA = Roundabout

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, NEB = Northeastbound, SWB = Southwestbound

As can be seen in the level of service analysis the potential traffic signal improvements for the 2011 Build Condition will be inadequate for the 2016 Build Condition at most intersections. The exceptions are the intersections of SR 67 and Brookline Rd, and SR 50 and Outlet Rd, which have the same recommendations for both design years. All intersections will operate at acceptable levels-of-service as roundabouts.

The intersection of SR 67 and the Curtis Lumber driveway was also studied in the Route 67 Corridor Study3. Three options were outlined in the study to determine the best possible traffic mitigation. These options included: (a) the construction of an overpass and connecting ramps to SR 67; (b) widening the roadway, to provide 2 through lanes in each direction and a left-turn lane, and installing a traffic signal; and (c) making the Curtis Lumber facility accessible by right in/right out driveways and relying on roundabouts at Brookline Rd and Eastline Rd to provide vehicles the opportunity to turnaround. It was

also suggested that along with whichever option is chosen Curtis Lumber connect the existing access points and form an internal roadway to extend to Eastline Road. Due to the low volume of traffic entering and exiting Curtis Lumber during the peak hours the access on Eastline Rd will have minor effects to the operation of the SR 67 and Eastline Rd intersection, therefore no adjustment was made to the volumes on Eastline Rd. Our overview of the Route 67 Corridor Study found that both (b) and (c) are viable solutions. The widening of SR 67 is already listed as a potential improvement, which is consistent with the improvements needed for (b).

Potential Impacts

Based upon the above analysis, both Alternatives are likely to result in adverse impacts to the local transportation system. Also, even if no additional development occurs, certain intersections will Fail. The proposed mitigation will be necessary to allow for continued growth. The following is a discussion on the estimated improvement costs and associated funding strategies.

Improvement Costs and Funding Strategies

Detailed designs and information on site characteristics - right of way, utilities, property values, environmental constraints, will be necessary before decisions on specific improvement projects are made for each intersection and roadway. Order-of-magnitude costs for the potential improvements are shown in Tables 4-7 and 4-8 for the Half Build and Full Build. Estimates are determined at each intersection and segment within the study area, and represent current year (2006) dollars.

Table 4-7, 2011 Half Build-Out Cost Estimate

Intersection Improvements			
Intersection	Item	Length (ft)	Construction Cost
Route 50\Route 67\Ballston Ave	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	4,000	\$800,000
Route 67\Brookline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	6,000	\$1,200,000
Route 67\Eastline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	1,000	\$200,000
Route 50\Brookline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	5,000	\$1,000,000
North Mixed Use Center Subtotal			\$3,800,000
Route 50\Outlet Rd ^(*)	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	1,000	\$200,000
Route 50\Middleline Rd	Traffic Signal or Roundabout*	NA	\$150,000
Route 50\Route 146A	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	2,000	\$400,000
Route 50\Forest Rd	Traffic Signal or Roundabout*	NA	\$150,000
Business Highway Subtotal			\$1,200,000
Route 50\Lake Hill Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	6,000	\$1,200,000
South Mixed Use Center Subtotal			\$1,350,000

Segment Improvements

Route	Segment	Roadway Improvement Length (ft)	Construction Cost
Route 50	From: Route 67	6,300	\$5,000,000
	To: Brookline Rd		
Route 67	From: Route 50	13,000	\$10,400,000
	To: Eastline Rd		
North Mixed Use Center Subtotal			\$15,400,000
Route 50	From: Brookline Rd	9,000	\$7,200,000
	To: Outlet Rd		
Business Highway Subtotal			\$7,200,000

North Mixed Use Center Subtotal	\$19,200,000
Business Highway Subtotal	\$8,400,000
South Mixed Use Center	\$1,350,000
Rounded Grand Total	\$29,000,000

* To estimate the cost of a roundabout at any intersection ADD \$150,000 to the cost of the intersection improvements

(*) For this intersection under the Proposed Zoning subtract \$350,000

Table 4-8, 2016 Full Build-Out Construction Cost Estimate

Intersection Improvements

Intersection	Item	Length (ft)	Construction Cost
Route 50\Route 67\Ballston Ave	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	10,000	\$2,000,000
Route 67\Brookline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	6,000	\$1,200,000
Route 67\Eastline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	6,000	\$1,200,000
Route 50\Brookline Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	12,000	\$2,400,000
North Mixed Use Center Subtotal			\$7,400,000
Intersection	Item	Length (ft)	Cost
Route 50\Outlet Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	1,000	\$200,000
Route 50\Middleline Rd	Traffic Signal or Roundabout*	NA	\$150,000
Route 50\Route 146A	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	2,000	\$400,000
Route 50\Forest Rd	Traffic Signal or Roundabout*	NA	\$150,000
Business Highway Subtotal			\$1,200,000
Route 50\Lake Hill Rd	Traffic Signal or Roundabout*	NA	\$150,000
	Roadway Improvements	13,000	\$2,600,000
South Mixed Use Center Subtotal			\$2,750,000

Segment Improvements

Route	Segment	Roadway Improvement Length (ft)	Construction Cost
Route 50	From: Route 67	6,300 (x 4)	\$5,000,000
	To: Brookline Rd		
Route 67	From: Route 50	13,000 (x 4)	\$10,400,000
	To: Eastline Rd		
North Mixed Use Center Subtotal			\$15,400,000
Route 50	From: Brookline Rd	22,000 (x 4)	\$17,600,000
	To: Forest Rd		
Business Highway Subtotal			\$17,600,000
Route 50	From: Forest Rd	7,000 (x 4)	\$5,600,000
	To: Lake Hill Rd		
South Mixed Use Center Subtotal			\$5,600,000

North Mixed Use Center Subtotal \$22,800,000
 Business Highway Subtotal \$18,800,000
 South Mixed Use Center Subtotal \$8,350,000

Rounded Grand Total \$50,000,000

*To estimate the cost of a roundabout at any intersection ADD \$150,000 to the cost of the intersection improvements

During the 2011 Build-Out for the Proposed zoning scenario, the intersection of SR 50/Charlton Rd/Outlet Rd will not need to be improved due to the acceptable levels-of-service. By the Full Build-Out in 2016 all potential improvements will be necessary.

All of the roadways and intersections requiring improvement are on state highways, and therefore the improvement costs are eligible for state and federal funding. State and federally funded projects compete for the limited amount of available funding in the region's annual Transportation Improvement Program (TIP). In this area, the TIP is developed by the Capital District Transportation Committee, on which Saratoga County and other local governments are represented. The full cost of the needed improvements in Ballston may not be available from the TIP even over a 10-year period.

There are other opportunities for funding highway improvements. Major developers along highways may be assessed the costs of improvements necessary for providing proper access to the property and maintaining adequate traffic operations on the highway; these may include such items as signals, access lanes and driveways. The needed improvements in Ballston identified in this study affect large development areas, however, and go well beyond those for which adjacent property owners can be expected to pay.

There is increasing use of relatively new funding mechanisms to supplement traditional funding sources. In one approach a portion of the cost of needed improvements is assessed on all new development in a district and collected when the property is developed. It is collected by the local government and banked until specific improvements are needed. Although past use in this region has been primarily for local projects, it would be appropriate in this case for funds from such a fund to be directed at the state highway improvements identified here. With this said, an appropriate funding mechanism and strategy will need to be identified and agreed on.

Summary of Water, Sewer and Traffic Analyses Results

Under either Alternative, improvements to sewer and water infrastructure will be required and significant improvements to the transportation system will be necessary to accommodate future growth.

Without these improvements, additional growth will be limited and potential adverse impacts may result if the necessary proposed mitigation measures are not implemented.

The major inhibiting factor for the proposed mitigation measures is the availability of the associated costs and what funding opportunities can be utilized. It is apparent that each infrastructure system can be improved accordingly, however, the Town must coordinate with the appropriate agencies to identify and develop the strategies to source the necessary funds for improvements.

4.8.4 Community Character Implications of Commercial Development

Based upon Economic Development Study highlighted in *DGEIS Section 3 Existing Conditions*, if the existing zoning regulations are left unchecked, Ballston North would almost certainly build-out with large-scale retail uses such as Wal-Mart, Target, Home Depot, Lowes, Circuit City, and an assortment of smaller scale restaurants, banks and other uses normally seen in these Power Centers.

Furthermore, based upon an assessment of existing Power Centers, with available land, it is almost certain that once one large-scale retail establishment (regardless of the tenant), a host of similar and secondary establishments (that use the customer traffic generated by the larger establishments) will follow until there is a critical maximum of retail, restaurants, and associated establishments.

Using surrounding communities as a guide to what may happen once one large-scale retail establishment is built, the character of the community is likely to be permanently altered.

In the Ballston North Study alone there is at least 360 acres buildable land, which may support more than 1.8 Million SF of GLA under the current zoning. To put this into perspective, if Wilton Mall (including the out parcels occupied by Target Plaza, Home Depot and associated smaller scale establishments) and Wilton Square (the new Regional Center anchored by Best Buy) were combined, their total GLA would be just slightly over 1.1 Million SF. The total acreage of this area is less than 360 acres.

The community character implications of a retail build-out on this scale could be significant.

Potential Impact of Alternative 1 – Existing Zoning

Such a build out of large-scale retail establishments would permanently alter the character of the Mixed Use Center North and South and the Business Highway Districts. In particular, the eastern portion of the Mixed Use Center North, currently zoned Commercial/Industrial if built out with large scale commercial development under the current regulations is more likely to result in significant adverse impacts on the

surrounding residential development. The same issue applies to portions of the Business Highway Districts, currently zoned Commercial and immediately adjacent to rural and residential areas of the Town.

In an effort to *mitigate against this potential significant impact*, the Town of Ballston Comprehensive Plan dated December 2005 recommends that the Town should consider a limit on the square footage of large-scale retail development, particularly in the Mixed Use District North to encourage a pedestrian friendly environment and protect the Town's community character.

The Vision outlined in the Town of Ballston Comprehensive Plan dated December 2005 (the "Plan") submitted to the Town Board focuses on the desire to achieve a balance between Village, suburban, and rural perspectives and a balance between new growth and protecting the existing quality of life in the Town. In addition, it states that

"The community has expressed a desire to maintain the small town and rural qualities still present throughout much of the Town. As the Capital Region continues to attract new commercial growth and new residents, the Town seeks to manage this growth in a manner that maintains the best of the Town of Ballston's character for this and future generations."

Pg 4

The Plan also identifies specific Goals to achieve the Vision. Goals relevant to commercial development include:

- > Maintain community character by addressing the design, form and location of new development (Design and form refer to the physical aspects, shape and arrangement of development).
- > Promote commercial and industrial growth in specific centers.
- > Improve mobility in the Town. This includes investments in needed highway infrastructure, improved access to public transportation, and enhancements to the safety and attractiveness of non-motorized modes of travels such as bicycling and walking.
- > Provide a business friendly environment that is supportive of local and regional businesses and helps assure the provision of quality employment and a diverse economic base in the community.
- > Strive for a balanced tax base. As the community continues to grow, the cost of providing services (such as schools, recreation, etc.) for new residential development will grow as well. From a fiscal perspective, new residential growth rarely pays for itself in property taxes. Therefore, it is important to ensure that the community maintains a balance of residential development, commercial development, and open space.

The Plan then goes on to specific recommendations. The most relevant of them includes the recommendation for the Mixed-Use Centers North and South as depicted on the Plan Recommendations Map. The Plan recommends that the zoning ordinance be amended to address the form and function of

development within these areas. The current zoning allows mixed uses including commercial, retail, and office uses (pg. 13-15).

The Plan states “Through public meetings, the community survey and other public outreach mechanisms, residents have identified the importance of the scale and appearance of commercial development and have also identified their concern with increased traffic in the community (pg 16).

The Plan identifies Design Guidelines as one tool that the community could use towards the shaping of development: “Appropriate scale commercial development should enhance character and an identity that reflects the community’s vision.” The Plan goes on to say “Site design should emphasize the pedestrian as well as the automobile and all modes of transportation.’ In addition, site organization would address the placement of buildings and parking lots on the site to facilitate pedestrian safety, smooth traffic flow and appearance of the site.” (pg 16)

Additional relevant statements in the Plan include:

- > “Overall, development in [the Mixed Use areas] should be sensitive to the scale and context of the community as well as the potential negative impacts of large-scale development (e.g., traffic, and quality of life) (pg 18).
- > Communities need not sacrifice their small town character and identity to attract a commercial tax base. Design guidelines should be instituted to make sure that buildings, streets, sidewalks and parking areas are appropriately sized, landscaped and laid out.” (pg 19)

Based on the Comprehensive Plan Vision, Goals, and recommendations, there is a clear desire to address the size of commercial development in the Town based upon concerns for infrastructure and community character impacts.

Based upon the Economic Development Study and the local and regional market conditions, almost any size retail use could be supported. Therefore, it is clear that in order to protect the community character of the Town and comply with the recommendation, vision and goals of the Comprehensive Plan, a size limit on new commercial buildings must be identified and instituted.

Identifying the Appropriate Size Limitation.

The Hannaford’s Plaza in Milton is approximately 88,000 SF, and the Shops of Malta sits at approximately 130,000. The footprint and overall scale of these centers blend in with the surrounding development and should be considered as a guide to what may be appropriate for Ballston from a community character perspective. Preferably, going to a smaller footprint but allowing up to three stories could result in a doubling of retail area.

This approach puts the emphasis on the footprint and drives the design of the buildings to two or three stories. This allows an applicant to achieve a much higher amount of GLA, provided it is accomplished through multiple stories.

In addition to the above plan recommendations, additional guidance used to derive a size limit comes from the Comprehensive Plans recommendations regarding ensuring the Mixed Use Districts are walkable, and the following statement found on pg. 19 of the Plan

“All of these [recommendations] ultimately lead to an increased quality of life for the community residents and for the adjacent Village of Ballston Spa as well. For example, enhancing the Mixed Use Center North in a form that compliments the Village of Ballston Spa downtown could provide economic benefits to the Village and that area of the Town in the long term. A synergistic relationship should be formed between the Town and the Village should be established.”

An evaluation of the Village’s main commercial center reveals that the majority of the continuous building facades are no longer than 300 linear feet, which provides pedestrian connections to other streets and to parking areas. Furthermore, when analyzing the main commercial blocks in the Village, the average size is approximately 70,200 SF. Refer to the map of the Village Commercial Area (on the following page) keyed to the following sizes:

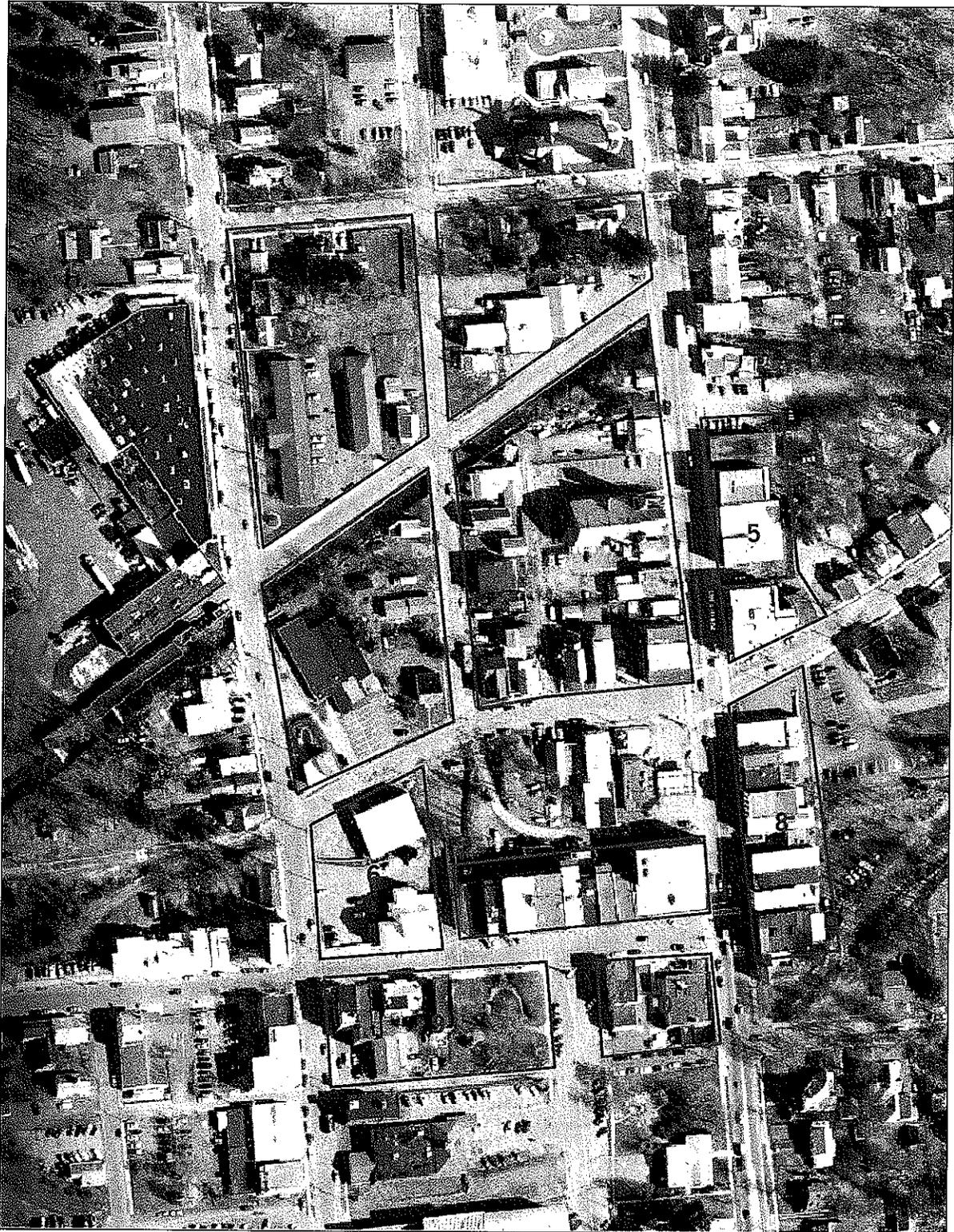
Map Key (SF):

1. 94,000
2. 60,000
3. 77,500
4. 128,000
5. 37,000
6. 37,000
7. 37,000 (97,200 for entire block)
8. 42,500
9. 47,000
10. 21,000

In aggregate, all of the preceding analyses including the Economic Development Study and consideration of the all of the relevant recommendations in the Comprehensive Plan, as well as the Plan’s Vision and Goals, along with the consideration of the Village’s existing design and form consistent with the associated recommendation of the Comprehensive Plan, and accepting the fact that today’s retail development is on a larger scale then it was 75 to 100 years ago, the Town of Ballston Town Council recommends the following, which are detailed further in *DGEIS Section B*:

- > Mixed Use Center North District and Business Highway 1
 - No new building shall have a footprint larger than 90,000 SF
 - A minimum 30 ft. wide pedestrian path shall be provided between each new building

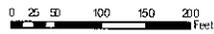
- > Mixed Use Center South District and Business Highway 2
 - No new building shall have a footprint larger than 60,000 SF



**DOWNTOWN RETAIL
VILLAGE OF
BALLSTON SPA**

Town of Ballston
Economic Development Plan
March 2006

KEY
CITY BLOCK FOOTPRINT



PROJECT # 2006-05022-00
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This map is computer-generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.
File Location: S:\0504\0522\0522_00\Ballston Spa.mxd

SARATOGA
ASSOCIATES

TOWN OF
BALLSTON,
NEW YORK

-
- A minimum 30 ft. wide pedestrian path shall be provided between each new building

5.0 Adverse Environmental Impacts That Cannot be Avoided

Alternative 1:

If the existing zoning is left unchecked, significant adverse community character impacts could occur as a result of the future large-scale retail development.

6.0 Alternatives

Pursuant to SEQR, the impacts between reasonable alternatives must be analyzed. This GEIS will consider the following:

1. Adopting the Comprehensive Plan vs. Not Adopting.

Not adopting the Comprehensive Plan would result in the status quo, and allow for significant commercial and residential development to occur without the benefit of the proposed land use amendments as well as the Vision and Goals set forth in the Comprehensive Plan. The Plan will provide the Town with the necessary guidance on protecting open space, enhancing recreational resources, and protecting the Town's community character.

2. Adopting the Proposed Zoning Amendments vs. Not Adopting

Not adopting the proposed land use amendments could result in significant adverse impacts related to commercial development.