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State:	New York
Jurisdiction Type:	Municipal
Municipality:	Town of Malta
Year (adopted, written, etc.):	Unknown
Community Type – applicable to:	Suburban; Rural
Title:	Town of Malta Downtown Overlay District
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Abstract

Malta's Downtown Overlay District is intended to concentrate new development within easy reach of existing and future transportation, and to incorporate traditional neighborhood design principles to create a pedestrian-friendly mixed-use town center. The ordinance encourages new residential development within a five-minute or ¼-mile walk of the town center and aims to develop compact, defined urban neighborhoods and to facilitate convenient and safe movement throughout the community for all modes of transportation.

Resource

Chapter 167: Zoning

ARTICLE XIV Downtown Overlay District

§ 167-60. Intent and purpose; map; conflicting provisions.

It is the intent and purpose of this article to provide for the following:

- A. To create specific standards which will be applicable to the Malta Downtown Overlay District (Neighborhood 6 as depicted on the map on file in the Town Offices).
- B. To shape new development and renovation of existing projects in a manner which promotes increased health, safety, comfort and convenience, while at the same time promoting desirable design.
- C. To require the incorporation of Traditional Neighborhood Development elements. Traditional neighborhood development (TND) uses compact, defined urban neighborhoods, comprising a compatible mix of uses and housing types, which are connected with sidewalks (with trees) which facilitate convenient and safe movement

throughout the community for all modes of transportation. While the automobile is still accommodated, increased focus is placed on the pedestrian environment. A strong sense of place is yielded through the integration of parks, public spaces, and strategic placement of important civic buildings and landmarks.

D. To promote TND elements and protect the public health, safety, comfort, convenience and general welfare by providing for consistent and coordinated treatment of the properties in the designated Downtown Overlay District. This article establishes basic standards for structures, landscaping and other improvements.

E. The Malta Downtown Overlay District is shown on the attached map (on file in the Town offices). Standards set forth in this article are in addition to those set forth elsewhere in this chapter and, to the extent not in conflict with PDD legislation, shall apply to future development within existing PDDs.

F. To create one or more discernable public commons (e.g., public green, a traditional town square, or other public feature). Such discernable commons should be centrally located.

G. To create dwellings which are located within a five-minute walk of the Downtown Overlay District center. This distance averages 1/4 of a mile, or 1,320 feet.

H. To develop playgrounds, recreation areas or greenspace within 1/8 of a mile of every dwelling.

I. Additional objectives.

- (1) Develop streets within the district which will be a connected network, in order to provide a variety of routes.
- (2) Foster rehabilitation and development in Malta.
- (3) Increase property values in Malta.
- (4) Protect real estate investment in Malta.
- (5) Retain Malta neighborhood vitality.
- (6) Spur commercial activity in Malta.
- (7) Attract new businesses to Malta.
- (8) Develop areas open to the public which create a sense of place.

J. Supersession. In the event the terms of this article conflict with other provisions within the Code, the provisions of this article shall control, except as provided in this article (See § 167-60E.)

§ 167-61. Standards.

The standards set forth below shall be implemented in conformance with the Town of Malta Downtown Design Guidelines adopted by the Town of Malta in June of 2003, as the same may be amended from time to time.

A. Applicability. The standards herein shall apply within this Downtown Overlay District and shall apply to existing development only upon construction of a new building or expansion of floor space of an existing building, change in building design or change in signage.

B. Building design and placement. The following characteristics are desired elements for building design:

- (1) Retail uses on the ground floor.
- (2) Pedestrian scale details and approved signs, awnings, and storefronts.
- (3) Setbacks less than 35 feet from the edge of pavement.
- (4) Orientation of buildings and front door toward the main street.
- (5) Parking which is not visible from roads, preferably in rear or sides of building.
- (6) Walls faced with natural materials, such as brick or wood, not concrete block or metal.
- (7) Buildings two stories tall and higher up to a maximum of 54 feet. (If the buildings are not two stories, peaked roofs should be incorporated to give the impression of two stories.)
- (8) Facade colors should match or complement nearby structures. (Refer to Malta Downtown Design Guidelines on file in the Town Offices.)

C. Sidewalk layout. The following are sidewalk design aspects which should be applied to new development projects:

- (1) Sidewalks shall be provided in accordance with the Malta Sidewalk Standards, Chapter 139, Streets and Sidewalks, Article II.

(2) All new sidewalks should meet the requirements of the Americans with Disabilities Act, and Malta Town standards.

(3) Commercial projects shall incorporate sidewalks and building features (e.g., entrances, weather protection) which maximize safety, comfort, ease of movement, and convenience for pedestrians.

(4) All new sidewalks should be aligned along the front property line, properly integrated with existing planned roadway systems. Sidewalks may be placed in the right-of-way with the consent of the Town.

(5) Outside eating areas are encouraged to be incorporated within the site plan.

D. Street design. The following guidelines are applicable to any additions and/or modifications made to the existing street design.

(1) New streets shall provide a vista or desirable view (i.e., streetscapes).

(2) Traffic calming features which facilitate a pedestrian and bicycle friendly environment should be incorporated.

(3) All streets shall be designed to meet local standards as defined in the Malta Highway Access Planning Guide.

(4) New design should incorporate a street theme whenever possible (such as a tree planting, brick pavers, embossed asphalt, and benches).

(5) Connection between developments is preferred. Streets should interconnect or provide a stub road for future connection.

E. Street edges. The following standards apply to developments being placed on street and road edges.

(1) A distinct edge should be created between the development property and the surrounding street network.

(2) Buildings shall be placed close to the street with little or no setbacks. (Depending on its width, the right-of-way may be reduced to as little as 50 feet.) There should be a green strip (grass) between the road and sidewalk.

(3) When feasible, a new street shall be placed along the development edge.

(4) The street edge shall incorporate pedestrian-oriented elements that promote a sense of place, such as:

(a) Tree-lined buffers between pedestrians and traffic.

- (b) Human-scale streetlighting with high-pressure sodium lights and acorn style or similar fixtures.
- (c) Sidewalk pavers and planters.
- (d) Benches and public rest areas.

F. Mass transit. The following elements are desired of new residences, offices and retail businesses being located in the Downtown Overlay District:

- (1) To promote pedestrian activity and multimodal transportation, developments should be located within 1,320 feet of an existing or future transit stop as approved by the Planning Board.
- (2) A clear path and/or sidewalk leading to and from the transit location is desired when feasible or required by the Planning Board.
- (3) Designated pull-off areas on the roadway for buses and bus shelters shall be incorporated.

G. Parking. The following parking accommodations are the desired elements for any new development:

- (1) Each dwelling unit shall have a minimum capacity to park two motor vehicles (placement within a garage).
- (2) Lots, garages, and parking facilities of any type shall not front on any public street.
- (3) Parking must be relegated to the rear or sides of buildings, and preferably be accessed by alleys.
- (4) In situations where an existing commercial building with front-situated parking is applying for expansion, the preexisting parking in front of buildings shall be relocated and replaced by one of the following (if practicable):
 - (a) The building expansion.
 - (b) Porch.
 - (c) Public cafe style space.
 - (d) Small walk-up retail buildings.
 - (e) Outdoor seating.
 - (f) Pedestrian courtyard.
 - (g) Green space.
 - (h) Bike racks.
- (5) To reduce the pavement areas, shared parking between uses based on demonstrating alternate peak demand. (A portion of the minimum required parking

may remain green or be banked to be identified as future parking.) Alternate materials such as permeable pavement and embossed asphalt are encouraged.