

**VILLAGE OF SARANAC LAKE BOARD OF TRUSTEES  
REGULAR MEETING AGENDA 5:30PM  
Monday September 9, 2019  
Roberts Rules of Order will be in Effect for this Meeting**

**A. CALL TO ORDER PLEDGE OF ALLEGIANCE**

**B. ROLL CALL**

**C. AUDITING**

a. Pay Vouchers

b. Approve Minutes 8-21-19, 8-26-19, ,8-29-19

**D. PUBLIC COMMENT PERIOD**

**E. CORRESPONDENCE-** Complete Streets Report, Letter from the Adirondack Park Local Government Review Board

**F. ITEMS FOR BOARD ACTION**

<b>BILL</b>	<b>112</b>	<b>2019</b>	<b>PBA MOA Approval</b>
<b>BILL</b>	<b>113</b>	<b>2019</b>	<b>Call for a Public Hearing Amending the Saranac Lake Development Code</b>
<b>BILL</b>	<b>114</b>	<b>2019</b>	<b>Travel and Training - Two DPW Employees – Grade D Operators Certification Course</b>
<b>BILL</b>	<b>115</b>	<b>2019</b>	<b>Support Local Students Global Climate Strike</b>
<b>BILL</b>	<b>116</b>	<b>2019</b>	<b>Update Purchasing Policy</b>
<b>BILL</b>	<b>117</b>	<b>2019</b>	<b>Authorize Letter of Support for Clean Energy Communities Program</b>

**G. OLD BUSINESS**

**H. NEW BUSINESS**

**I. ITEMS FOR DISCUSSION**

**J. MOTION TO ADJOURN**

**RULES FOR PUBLIC HEARING COMMENTS AND  
PUBLIC COMMENT  
PERIOD OF MEETINGS**

- 1. Anyone may speak to the Village Board of Trustees during the public comment period of a public hearing or the public comment period of the meeting.**
- 2. As a courtesy we ask each speaker to give their name and address.**
- 3. Each speaker must be recognized by the chairperson before speaking.**
- 4. Individual public comment is limited to 5 minutes and may be shortened by the meeting chairperson.**
- 5. When a meeting is attended by a group of people who share the same or opposing views on a public comment topic, the chair may require that the group(s) designate not more than two spokespersons and limit the total time public comment to 5 minutes for each point of view or side of an issue.**
- 6. Individual time may not be assigned/given to another.**
- 7. A public hearing is meant to encourage resident comment and the expression of opinion, not a direct debate, nor should a commenter be intimidated by a village board rebuttal, therefore public hearings are limited to public comment and should a village response be asked by individuals the response shall be generally given after the public hearing during the village board regular meeting, or subsequently, by telephone or letter, unless factual in nature where the facts are fully known by staff, in which case a village official may respond.**
- 8. All remarks shall be addressed to the board as a body and not to any individual member thereof.**
- 9. Interested parties or their representatives may address the board at any time by written or electronic communications.**
- 10. Speakers shall observe the commonly accepted rules of courtesy, decorum, dignity and good taste.**

Please note- During the course of regular business, discussion and commentary is limited to board members and village staff only. We ask for this courtesy, for the board and staff to conduct their business and discussion without interruption. All village board members and staff are available after the conclusion of a meeting for one on one discussion.

WORK SESSION OF THE BOARD OF TRUSTEES  
August 21, 2019

**ROLL CALL FOR WORK SESSION:** Present: Mayor Clyde Rabideau  
Trustees: Richard Shapiro, Paul Van Cott and Melinda Little.

Absent: Trustee Patrick Murphy

Also present: Village Manager, John Sweeney, Village Treasurer, Elizabeth Benson, Community Development Director Jamie Konkoski, and Village Clerk, Kareen Tyler.

The board discussed the agreement for the CDBG grant for the Lake Flower Hotel.

**MOTION TO ADJOURN**

Chair Mayor Rabideau called for a motion to adjourn.

Motion: Little Second: Van Cott

Roll Call: Little yes Murphy absent Shapiro yes Van Cott yes

Respectfully submitted,  
Kareen Tyler, Village Clerk

REGULAR MEETING OF THE BOARD OF TRUSTEES  
August 26, 2019

**ROLL CALL FOR REGULAR MEETING:** Present: Mayor Clyde Rabideau  
Trustees: Richard Shapiro, Patrick Murphy, Paul Van Cott and Melinda Little.  
Also present: Village Manager, John Sweeney, Village Treasurer, Elizabeth Benson, Superintendent of Public Works, Dustin Martin, and Village Clerk, Kareen Tyler.

Everyone stood for the pledge of allegiance.

**APPROVAL OF MINUTES**

Chair Mayor Rabideau called for a motion to approve minute of August 12, 2019.

Motion: Little Second: Murphy

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**AUDITING**

Chair Rabideau called for a motion to approve payment for the  
2020 Budget \$191,577.14 voucher number 11042058 to 11042149 complete detail of these  
vouchers is attached and made part of these minutes.

Motion: Murphy Second: Little

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**PUBLIC COMMENT PERIOD**

John and Jim Williams, local business owners, spoke regarding the Code Enforcement Office.  
Attached and made part of these minutes is the summary they provided the board.

Dan Reilly, local resident, spoke about his difficulties in obtaining a building permit.

Bruce Darring, local resident, spoke of his difficulties in obtaining a permit regarding a fence.

**CORRESPONDENCE:** Flyer for Farm 2 Fork and Local Government Conference

Chair Rabideau called for motion to accept and place on file the above referenced correspondence.

Motion: Murphy Second: Little

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**ITEMS FOR BOARD ACTION:**

**Bill 109-2019 Trail Names for Mt. Pisgah**

A copy of the bill is attached and made part of these minutes

Chair Mayor Rabideau called for a motion.

Motion: VanCott Second: Murphy

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**Bill 110-2019 CDBG Project Agreement**

Trustee Patrick Murphy recused himself and left the board room.

A copy of the bill is attached and made part of these minutes

Chair Mayor Rabideau called for a motion.

Motion: Van Cott Second: Little

Motion To Amend : Shapiro no second

Motion to TABLE: Shapiro Second: Little

Roll Call to TABLE: Little yes Shapiro yes Van Cott yes

Trustee Patrick Murphy returned to the Board Room

**Bill 111-2019 Hire Steven Lahart**

A copy of the bill is attached and made part of these minutes

Chair Mayor Rabideau called for a motion.

Motion: Little Second: Shapiro

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**OLD BUSINESS**

Update given by Village Manager, John Sweeney – Reale Construction will begin work on Pine Street and Brandy Brook in two weeks.

Update give by DPW Superintendent Dustin Mart, Village crew has installed the new water lines on Olive Street new sewer lines will go in next week paving will take place in September.

**EXECUTIVE SESSION:**

Chair Rabideau called for a motion to enter into executive session for – Collective Bargaining Negotiations per Article 14 of Civil Service Law

Motion: Van Cott Second: Little

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

Chair Rabideau called for a motion to return to regular session.

Motion: Little Second: Murphy

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

**MOTION TO ADJOURN**

Chair Mayor Rabideau called for a motion to adjourn.

Motion: Van Cott Second: Murphy

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

Respectfully submitted,  
Kareen Tyler, Village Clerk

SPECIAL MEETING OF THE BOARD OF TRUSTEES  
August 29, 2019

**ROLL CALL FOR SPECIAL MEETING:** Present: Mayor Clyde Rabideau  
Trustees: Richard Shapiro, Patrick Murphy, Paul Van Cott and Melinda Little.  
Also present: Village Manager, John Sweeney, Village Treasurer, Elizabeth Benson, Community Development Director, Jamie Konkoski, and Village Clerk, Kareen Tyler.

Everyone stood for the pledge of allegiance.

Trustee Patrick Murphy recused himself and left the board room

**ITEMS FOR BOARD ACTION:**

Chair Mayor Rabideau called for a motion to move Bill 110-2019 from the Table.

Motion: Little Second: Van Cott

Roll Call: Little yes Shapiro no Van Cott yes Rabideau yes

**Bill 110-2019 CDBG Project Agreement**

A copy of the bill is attached and made part of these minutes

Chair Mayor Rabideau called for a motion.

Motion: Van Cott Second: Little

Roll Call: Little yes Shapiro no Van Cott yes Rabideau yes

Trustee Patrick Murphy returned to the Board Room

**MOTION TO ADJOURN**

Chair Mayor Rabideau called for a motion to adjourn.

Motion: Little Second: Van Cott

Roll Call: Little yes Murphy yes Shapiro yes Van Cott yes

Respectfully submitted,  
Kareen Tyler, Village Clerk

**ITEMS FOR DISCUSSION**

Dog park

Registry for vacation rentals in the village

Skating rink in the park this winter



**Village of Saranac Lake**  
 Community Development Department  
 39 Main Street  
 Saranac Lake, NY 12983  
 Phone (518) 891-4150  
 Fax (518) 891-1324  
[www.saranaclakeny.gov](http://www.saranaclakeny.gov)

## Complete Streets Report August 2019

### INTRODUCTION

In August 2016, the Village of Saranac Lake adopted a Complete Streets Policy. In order to ensure compliance with the policy, a Complete Streets Checklist is completed prior to the final design of any village infrastructure project. While a number of checklists have been completed to date, not all of the planned projects have proceeded to the design and construction phase. The table below shows the checklists that have been completed. Only one project has been constructed (Glenwood Rd.) and one project has proceeded to the design phase (Olive St.).

Street	Checklist	Status			Project Type			
		Planned	Design	Construct	Water	Sewer	Storm	Road
Cedar St.	x							
Sumner Pl.	x				x		x	
Glenwood Rd.	x	x	x	x	x	x	x	
Olive St.	x	x	x		x	x	x	
Woodruff St.	x	x			x	x		x
Old Lake Colby Rd.	x	x						x
Pine St.	x	x				x		
Canaras Ave.	x	x			x	x	x	
Brandy Brook Ave.	x	x				x		
Payeville Ln.	x	x				x		

### OUTCOMES

The Complete Streets Checklists have been completed by the Parks and Trails Advisory Board (PTAB) with technical assistance from the Community Development Department. PTAB shares each completed checklist with the DPW Supervisor who then assesses whether or not the recommendations can be integrated into the proposed project. If a consultant is providing the engineering for a project, the DPW Supervisor shares the recommendations with the consultant so that they can be considered during the design of the project.

Reportable outcomes to date include the following:

- For the Glenwood Road project, PTAB did not recommend any changes to the existing facilities so the street was repaved when the water and sewer project was completed.
- For the Olive Street project, PTAB recommended that a 10-foot multi-use path be constructed in place of the existing sidewalk. A multi-use path is the ideal facility to accommodate both bicycles and pedestrians while providing separation from vehicular traffic, which is ideal for routes frequented by youth. The final design includes a 6-foot concrete sidewalk with a curb, which is the maximum width possible without moving catch basins and stormwater lines along a segment of the street with closed drainage. The design will also include 2-foot striped shoulders on both sides of the road to provide traffic calming.

## **RECOMMENDATIONS**

PTAB has provided recommendations for bicycle and pedestrian facilities to be considered when the following projects reach the design phase:

- Cedar Street - Keep sidewalk on the east side. Abandon and remove sidewalk on the west side. Add 2-way bike lane on the east side.
- Sumner Place - Add a two-way bike lane so bikes can travel in both directions but keep one-way vehicle traffic.
- Woodruff Street (Broadway to Church St.) – Remove the sidewalk on the south side and put utilities underground. Add a two-way bike lane on the south side of the street so bikes can travel in both directions but vehicles traffic remains one-way.
- Old Lake Colby Road - Add one bike lane on the west side that is 8-10 feet wide for two-way bicycle traffic.
- Canaras Avenue (Olive St. to La Pan Hwy.) – Construct a 5' concrete sidewalk with a curb on one side of Canaras. Two 10' travel lanes should be designated by painting the shoulders to provide traffic calming.
- Brandy Brook Avenue – Replace the sidewalk with an 8-10' multi-use path that connects to the Rec Path/proposed rail trail (or construct the widest sidewalk possible given the width of the right-of-way).
- Pine Street (Brandy Brook Ave. to Payeville Ln.) and Payeville Lane – No changes are proposed.

All of the Complete Streets Checklists filled out to date are compiled in **Attachment A**.

## **NEXT STEPS**

PTAB is reviewing the current Complete Streets Policy and intends to propose some edits for the Village Board to consider. The current policy will be compared with similar policies that have been adopted across the region to identify potential opportunities for improvement. The primary item to be proposed is a description of the village process for filling out the Complete Streets Checklists.

**Attachment A**  
**Complete Streets Checklists**

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

Project Title	Brandy Brook Sewer
Project Location	Brandy Brook Ave.
Description	
Segment	RR tracks/rec path to River St.
Street Type	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
Special Zone	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input checked="" type="checkbox"/> NA

1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

2. Is the proposed project consistent with these plans?

- Yes  No  NA

If not, describe reasons/constraints:

3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?

- |  |   |
|--|---|
| <input type="checkbox"/> Schools                     | <input type="checkbox"/> Government buildings         |
| <input type="checkbox"/> Downtown                    | <input type="checkbox"/> Senior centers               |
| <input type="checkbox"/> Shopping areas              | <input type="checkbox"/> Low-income housing complexes |
| <input checked="" type="checkbox"/> Parks            | <input type="checkbox"/> Medical centers              |
| <input checked="" type="checkbox"/> Other: Rec Trail |   |

4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?

- Yes  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input checked="" type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input checked="" type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input checked="" type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input checked="" type="checkbox"/>	Shared-lane markings (sharrows)
<input checked="" type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input checked="" type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
			D	
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

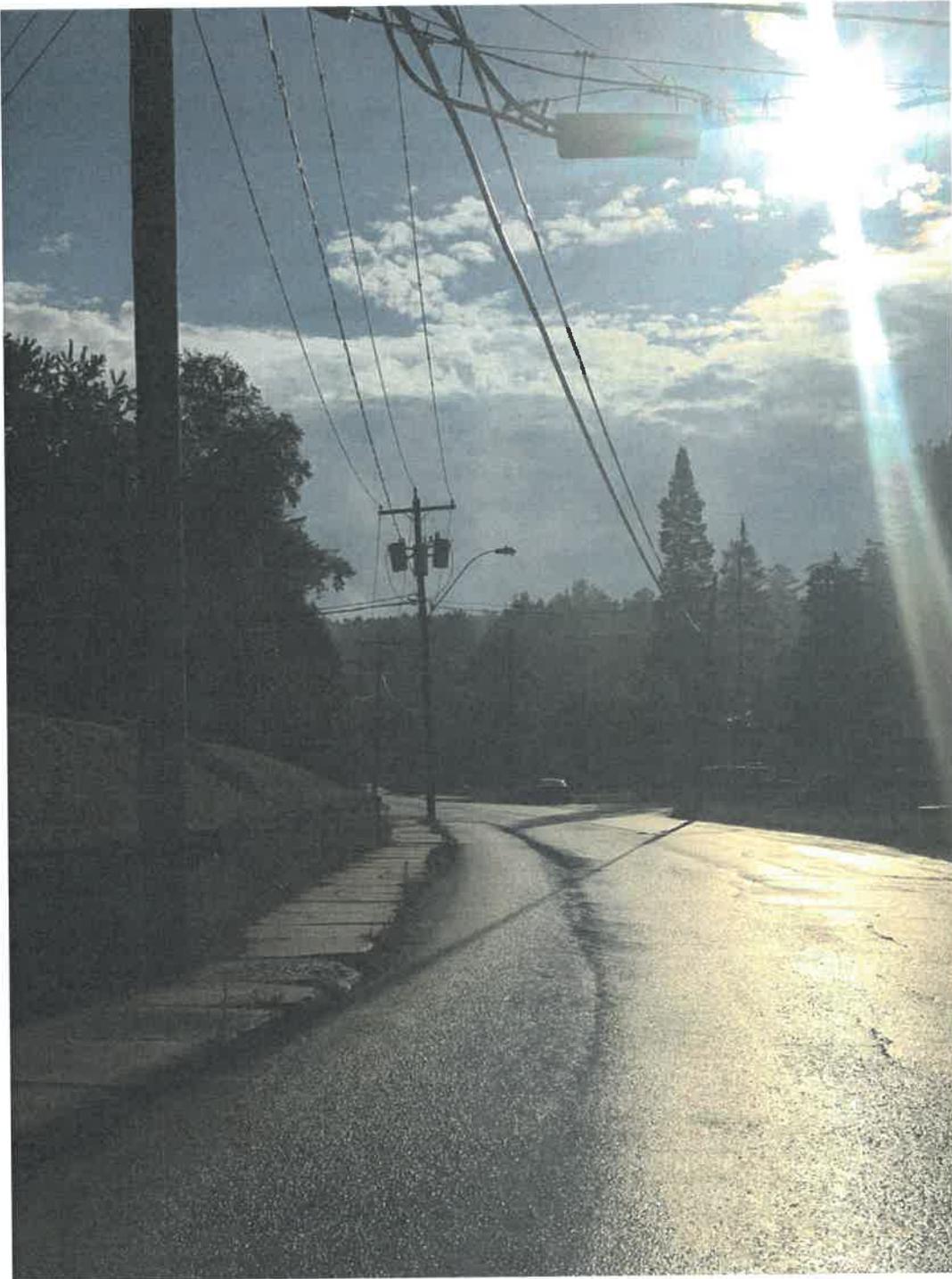
**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

The addition of a shared side path is recommended to replace the sidewalk along this street. The side path should be designed as a wide sidewalk (8-10'). The purpose of the shared path is to provide both bike and pedestrian access to the proposed rail trail. If the rail corridor is converted to a trail corridor, the path could connect directly to the rail trail.

If it is not possible to construct the shared side path, the second choice for design would be to construct the widest sidewalk possible and add shared lane markings.

[more on next page]

There is one utility pole that may impact the design of the sidewalk or shared path. It is at the current edge of the sidewalk, so if a wider sidewalk is constructed it would need to be constructed around the pole (unless it can be moved, but the assumption is that would cost prohibitive). All other utility poles are on the inside of the sidewalk (along a retaining wall) or across the street. \*\* The retaining wall along the NCCC property is leaning over the sidewalk pretty far.



## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Canaras Ave.
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	Olive St. to La Pan Hwy.
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input checked="" type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes  No  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Schools</li> <li><input type="checkbox"/> Downtown</li> <li><input type="checkbox"/> Shopping areas</li> <li><input type="checkbox"/> Parks</li> <li><input type="checkbox"/> Other:</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Government buildings</li> <li><input type="checkbox"/> Senior centers</li> <li><input checked="" type="checkbox"/> Low-income housing complexes</li> <li><input type="checkbox"/> Medical centers</li> </ul> |
|--|--|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input checked="" type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input checked="" type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input checked="" type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input checked="" type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input checked="" type="checkbox"/>	Curb ramps with detectable warnings
<input checked="" type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input checked="" type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input checked="" type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
				D
P	S	G		
P	S	G		
P		G		
P		G		
P				D
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

**\*Refers to Priority Elements Matrix**  
P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

PTAB recommends that a 5' concrete sidewalk with a curb be added to one side of Canaras. Two 10' travel lanes should be designated by painting the shoulders to provide traffic calming.

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Cedar St.
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes
  No
  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><input type="checkbox"/> Schools</li> <li><input checked="" type="checkbox"/> Downtown</li> <li><input type="checkbox"/> Shopping areas</li> <li><input type="checkbox"/> Parks</li> <li><input type="checkbox"/> Other:</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Government buildings</li> <li><input type="checkbox"/> Senior centers</li> <li><input type="checkbox"/> Low-income housing complexes</li> <li><input type="checkbox"/> Medical centers</li> </ul> |
|--|---|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes
  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input checked="" type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input checked="" type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

Keep sidewalk on the east side. Abandon and remove sidewalk on the west side.

Add 2-way bike lane on the east side.

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input checked="" type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input checked="" type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input checked="" type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input checked="" type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
				D
P	S	G		
P	S	G		
				D
P				
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Glenwood Rd.
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	Kiwassa
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

Yes  No  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |   |  |
|---|--|
| <input type="checkbox"/> Schools<br><input type="checkbox"/> Downtown<br><input type="checkbox"/> Shopping areas<br><input type="checkbox"/> Parks<br><input type="checkbox"/> Other: | <input type="checkbox"/> Government buildings<br><input type="checkbox"/> Senior centers<br><input type="checkbox"/> Low-income housing complexes<br><input checked="" type="checkbox"/> Medical centers |
|---|--|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

Yes  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
				D
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

**\*Refers to Priority Elements Matrix**  
P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

No recommendations so the street stayed the same.

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Old Lake Colby Road
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	Broadway to county line or Trudeau Rd.
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes
  No
  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |  |  |
|--|--|
| <input type="checkbox"/> Schools<br><input type="checkbox"/> Downtown<br><input type="checkbox"/> Shopping areas<br><input checked="" type="checkbox"/> Parks<br><input type="checkbox"/> Other: | <input type="checkbox"/> Government buildings<br><input type="checkbox"/> Senior centers<br><input type="checkbox"/> Low-income housing complexes<br><input checked="" type="checkbox"/> Medical centers |
|--|--|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes
  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

**6. What bicycle and pedestrian facilities are included in the proposed project?**

**Street/Zone Type\***

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	<b>Bike lanes</b>
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input checked="" type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
				D
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

Add one bike lane on the west side 8-10 feet wide for two-way traffic

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

The current project is to pave the road. DPW supervisor stated that nothing would change from the current state of the road. PTAB recommended changes are not being implemented because the village does not have the machine necessary to paint fog lines.

Franklin County recently announced that county portion of Old Lake Colby Road would be reconstructed. PTAB recommends coordination with the county to add the 8-10 foot bike lane on one side of the road and ask the county to paint the line when they do the work.

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Olive St.
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	William St. to Canaras
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes
  No
  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Schools<br><input checked="" type="checkbox"/> Downtown<br><input checked="" type="checkbox"/> Shopping areas<br><input checked="" type="checkbox"/> Parks<br><input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Government buildings<br><input type="checkbox"/> Senior centers<br><input type="checkbox"/> Low-income housing complexes<br><input type="checkbox"/> Medical centers |
|---|--|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes
  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input checked="" type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input checked="" type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input checked="" type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input checked="" type="checkbox"/>	High visibility crosswalks (to ped bridge)
<input type="checkbox"/>	Curb extensions
<input checked="" type="checkbox"/>	Pedestrian traffic signals
<input checked="" type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input checked="" type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input checked="" type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
				D
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

The project design includes two 12 foot travel lanes with a 6 foot concrete sidewalk with curbs. The design does not incorporate the 10 foot multi-use path recommended by PTAB because the past DPW Supervisor stated that the village standard for lane width is 12 feet.

PTAB recommends that the Village follow the standard lane width according to National Association of City Transportation Officials (NACTO) and other design guidelines listed in the Complete Streets Policy. NACTO design guidelines state that lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck routes, 11 foot lanes are

recommended. The 12' minimum lane width standard is used for Qualifying Highways on the National Network according to the New York State Highway Design Manual (HDM) design guidelines. The majority of streets in the village are not qualifying state highways and have little to no truck traffic. Therefore, PTAB recommends the village adopt a standard lane width of 10'.

PTAB recommends that the Olive St. project design be revised to include two 10' travel lanes and one of the following pedestrian facilities, listed in order of preference below:

1. 10' multi-use path with a curb. While this is the ideal recommendation from PTAB, it is recognized that this option may be cost prohibitive.
2. 6' concrete sidewalk with a 2' buffer. This option allows for snow storage in the winter as well as a buffer between pedestrians and traffic. It also acts as a traffic calming measure with the narrow travel lanes.
3. 6' concrete sidewalk and a 2' striped shoulder for each travel lane. This is the least pedestrian-friendly option, especially because this is a primary route to schools. Maintenance of the striped shoulders may be a challenge for village.

These three options were reviewed by Village staff and it was determined that option 3 is the most feasible. Implementation of option #1 or #2 would require moving catch basins and the storm water line along a section of Olive St. that has closed drainage.

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Payeville Sewer Project
<b>Project Location</b>	Payeville Lane
<b>Description</b>	
<b>Segment</b>	entire street
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes  No  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Schools                | <input type="checkbox"/> Government buildings         |
| <input type="checkbox"/> Downtown                          | <input type="checkbox"/> Senior centers               |
| <input type="checkbox"/> Shopping areas                    | <input type="checkbox"/> Low-income housing complexes |
| <input type="checkbox"/> Parks                             | <input type="checkbox"/> Medical centers              |
| <input checked="" type="checkbox"/> Other: athletic fields |   |

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
			D	
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

There are not any existing pedestrian amenities other than pedestrian-scale lighting. PTAB does not recommend adding any new amenities. Demand for pedestrian facilities is relatively low and there are no adjacent sidewalks to connect to. If the rail trail is completed it would provide a better connection to nearby destinations than an isolated sidewalk segment on the street.

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Pine St.
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	River St. to Payville Ln
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes
  No
  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |   |   |
|---|---|
| <input type="checkbox"/> Schools<br><input type="checkbox"/> Downtown<br><input type="checkbox"/> Shopping areas<br><input type="checkbox"/> Parks<br><input type="checkbox"/> Other: | <input type="checkbox"/> Government buildings<br><input type="checkbox"/> Senior centers<br><input type="checkbox"/> Low-income housing complexes<br><input type="checkbox"/> Medical centers |
|---|---|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes
  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
			D	
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

This section of Pine St. has significant constraints for incorporating pedestrian facilities. The proposed Rail Trail would provide an alternate route for pedestrians along this stretch of Pine St.

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

<b>Project Title</b>	Sumner Place
<b>Project Location</b>	
<b>Description</b>	
<b>Segment</b>	Olive to Dorsey
<b>Street Type</b>	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
<b>Special Zone</b>	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other:

**2. Is the proposed project consistent with these plans?**

- Yes
  No
  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |   |  |
|---|--|
| <input type="checkbox"/> Schools<br><input checked="" type="checkbox"/> Downtown<br><input checked="" type="checkbox"/> Shopping areas<br><input type="checkbox"/> Parks<br><input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Government buildings<br><input type="checkbox"/> Senior centers<br><input type="checkbox"/> Low-income housing complexes<br><input type="checkbox"/> Medical centers |
|---|--|

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes
  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input checked="" type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input checked="" type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input checked="" type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input checked="" type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input checked="" type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
P	S	G		
P				
P	S	G		
			D	
P				
			D	
P	S	G		
P	S	G		
P		G		
P		G		
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

Add a two-way bike lane so bikes can travel in both directions but keep one-way vehicle traffic.

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**

## Complete Streets Checklist for Infrastructure Projects

### PROJECT AREA

Project Title	Woodruff St. Water project
Project Location	Woodruff St. (Broadway to Church St.)
Description	
Segment	Broadway to Church St.
Street Type	<input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary <input type="checkbox"/> Gateway/DOT Highway
Special Zone	<input type="checkbox"/> Downtown <input type="checkbox"/> School Zone <input type="checkbox"/> NA

**1. Do any adopted plans call for the development of bicycle or pedestrian facilities in or linking to the project area?**  No  Yes

- Comprehensive Plan
- Bike & Pedestrian Trails Master Plan
- Local Waterfront Revitalization Program
- Sidewalk Improvement Plan
- Wayfinding Signage Plan
- Other: DRI Strategic Investment PI

**2. Is the proposed project consistent with these plans?**

- Yes  No  NA

If not, describe reasons/constraints:

**3. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?**

- |   |   |
|---|---|
| <input type="checkbox"/> Schools                        | <input type="checkbox"/> Government buildings         |
| <input checked="" type="checkbox"/> Downtown            | <input type="checkbox"/> Senior centers               |
| <input checked="" type="checkbox"/> Shopping areas      | <input type="checkbox"/> Low-income housing complexes |
| <input type="checkbox"/> Parks                          | <input type="checkbox"/> Medical centers              |
| <input checked="" type="checkbox"/> Other: Youth Center |   |

**4. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement?**

- Yes  No

If yes, please describe the situation in detail.

**5. What bicycle and pedestrian facilities currently exist in the project area?**

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input checked="" type="checkbox"/>	Sidewalks buffered from moving traffic
<input checked="" type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input checked="" type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input checked="" type="checkbox"/>	Connections to bicycling/walking facilities
<input checked="" type="checkbox"/>	Connections to key destinations
<input checked="" type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage

**6. What bicycle and pedestrian facilities are included in the proposed project?**

<input checked="" type="checkbox"/>	ADA compliant sidewalk(s)
<input checked="" type="checkbox"/>	Sidewalks buffered from moving traffic
<input checked="" type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input checked="" type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
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<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
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<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input checked="" type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input checked="" type="checkbox"/>	Wayfinding signage
<input checked="" type="checkbox"/>	Relocate utility poles

**Street/Zone Type\***

P	S	G		
		G	D	
P	S	G		
		G		Sc
P				Sc
		G		Sc
		G		Sc
p	S	G		
P				
P	S	G		
			D	
P				
			D	
P	S	G		
P	S	G		
P		G		
P		G		
			D	
P	S	G		
			D	
		G	D	
P	S	G		
P	S	G		

Add a two-way bike lane on the south side of the street so bikes can travel in both directions but vehicles traffic remains one-way. Remove the sidewalk on the south side and put utilities underground.

\*Refers to Priority Elements Matrix

P=Primary Road; S=Secondary Road; G=Gateway/DOT Hwy; D=Downtown; Sc=School Zones

**7. If the proposed project does not incorporate any recommended bicycle or pedestrian facilities list reasons why the project cannot be re-designed to accommodate these facilities.**



Executive Director  
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RAP of

August 20, 2019

Mayor Clyde Rabideau  
Village of Saranac Lake  
39 Main St Suite 9  
Saranac Lake, NY 12983

Dear Clyde:

Adirondack town and village funding of the Adirondack Park Local Government Review Board has been instrumental in helping Adirondack communities by providing strong, unified, effective representation on important Adirondack Park policy issues like recently adopted and needed amendments to the "forever wild" clause of the New York State Constitution to address local government concerns, state land tax payments, protection of property rights of pre-existing landowners, invasive species and Adirondack Park Agency procedural and substantive reform. The Review Board helps provide factual and legal research to legislators and policy makers and disseminates information through almost daily emails, and periodic Op-Eds and Opinion pieces. Here are a few examples:

We worked again last year with our state legislators, the Adirondack Association of Towns and Villages (AATV) and environmental groups on the required Implementation language that was needed to pass the Senate and Assembly for the Constitutional amendment to the forever wild clause of the NYS Constitution. The amendment allows local governments to use a limited number of acres of forest preserve land for necessary highway and bridge safety improvements, utility and broadband projects and other necessary municipal health and safety projects. The amendment passed in a statewide vote in 2017.

We worked this year with our state legislators, the Adirondack Association of Towns and Villages (AATV) and environmental groups on a Conservation Subdivision Design Bill. We attended many meetings, as this Conservation Design bill was a priority for some groups. It appeared at times the Conservation Design Bill could hold up other important Adirondack legislation. We negotiated lower open space limits than currently used by the APA. We were also able to negotiate Density Bonus lots, this will help offset some of the building rights lost to State Land acquisition and Conservation easements. We also have a way to transfer these Density Bonus rights to areas in the Town they were created.

We attended and spoke at hearings throughout the state on the largest state land classification package ever proposed by the Adirondack Park Agency. The final adopted classifications will enable the DEC to meet most of our goals for the classified lands.

Current law allows the APA to pursue alleged violations by Adirondack landowners literally forever. We believe that is unreasonable. We drafted a proposed bill which would create a statute of limitations on alleged violations of the Adirondack Park Agency Act and Regulations.

Every special interest group in the Adirondacks has an influential, well-financed lobbying organization in Albany. Local governments are not a special interest, but we must ensure that our voices – and those of our constituents — are heard loud and clear.

Working closely with our state legislators, the Review Board is a critical information and advocacy resource for Adirondack towns and villages – collecting and disseminating news media, state agency and advocacy group information

CLINTON COUNTY | ESSEX COUNTY | FRANKLIN COUNTY | FULTON COUNTY | HAMILTON COUNTY | HERKIMER COUNTY  
LEWIS COUNTY | ST. LAWRENCE COUNTY | SARATOGA COUNTY | WARREN COUNTY | WASHINGTON COUNTY

immediately to local officials while providing state leaders and the news media with timely, accurate bulletins on the needs of Adirondack communities. We're in regular communication with the APA, DEC, the Cuomo Administration, legislative leaders and statewide news media organizations.

While there are literally dozens of issues the Review Board is working on, let me highlight two of the most important:

**1. Legislation to reform the APA's basis for subdivision jurisdiction.** Current law requires landowners to provide the APA with a title search establishing the chain of title of the parcel to be subdivided back to May 22, 1973, and to document every sale from the 1973 parcel. That requires a search of more than 45 years of deeds, while title standards require a search of only 40 years. The burden and problem becomes worse each year. The Review Board and AATV are working together to revise the law to base jurisdiction on lot size, rather than lot counting.

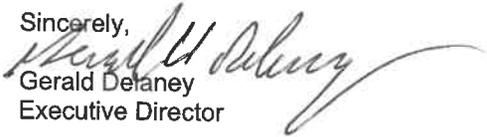
**2. Legislation to create a statute of limitations on alleged violations of the APA Statute and Regulations.** Current law does not provide any statute of limitations protection for Adirondack landowners. The APA is allowed to pursue alleged violations literally forever, and even if the alleged violation occurred as early as 1973 by a former owner several owners back in the chain of title. The Review Board believes that is wrong and must be corrected.

We need your help. Your assistance is crucial to our continued success this year and next.

The Review Board strives to keep expenses low while operating effectively on behalf of local governments. Because of these continued efforts, we are requesting that, if you have not already funded the Review Board in 2019, that you consider 2019 funding in the amount of \$300 so we can continue our critical work on your behalf, and budget the same amount in your 2020 budget. All of our futures may depend on it.

If you require a contract, please sign and return the enclosed contract to me. I will return a signed copy to you. If you have any questions or concerns, or there is something the Local Government Review Board can do for you, please don't hesitate to call me at 518-569-7800.

Sincerely,

  
Gerald Delaney  
Executive Director

Enc: Review Board contract

## A G R E E M E N T

**THIS AGREEMENT** made \_\_\_\_\_, 2020 between the **VILLAGE OF SARANAC LAKE**, hereinafter referred to as the **VILLAGE**, and the **ADIRONDACK PARK LOCAL GOVERNMENT REVIEW BOARD**, a Board duly organized and existing pursuant to the provisions of §803-a of the Executive Law of the State of New York, acting by and through its duly appointed members, hereinafter referred to as the **REVIEW BOARD**.

**WHEREAS**, the Review Board was created by the Legislature of the State of New York and is composed of representatives appointed by the county legislatures of the counties lying in whole or in part within the Adirondack Park; and

**WHEREAS**, the Legislature of the State of New York has provided only partial funding for the **REVIEW BOARD** to perform its statutory functions as outlined in Executive Law §803-a; and

**WHEREAS**, the **VILLAGE** has authorized an appropriation in the sum of Three Hundred Dollars (\$300) in support of the work of the **REVIEW BOARD** in representing the interests of the local governments of the Adirondacks; and

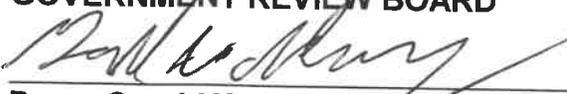
**NOW, THEREFORE**, it is agreed as follows:

1. The **TOWN** agrees to pay to the **REVIEW BOARD** the sum of Three Hundred Dollars (\$300) for the services of the **REVIEW BOARD** in representing the **VILLAGE** in matters relating to the Adirondack Park.
2. The **REVIEW BOARD** agrees to provide to the **VILLAGE** the benefit of its services, including but not limited to, attendance at all meetings of the Adirondack Park Agency, attendance and participation at public hearings conducted by the Adirondack Park Agency on projects under review by said Agency, periodic reports on the activities of the Adirondack Park Agency to the Supervisor of the **VILLAGE**, especially as such activities affect the residents of the **VILLAGE** and generally to report on the administration and enforcement of the Land Use and Development Plan set forth in the Executive Law of the State of New York.

**THE VILLAGE OF SARANAC LAKE**

\_\_\_\_\_  
By Mayor Clyde Rabideau

**THE ADIRONDACK PARK LOCAL  
GOVERNMENT REVIEW BOARD**

  
\_\_\_\_\_  
By **Gerald W. Delaney**  
Executive Director

**Business of the Village Board  
Village of Saranac Lake**

SUBJECT: Police Benevolent Association Agreement      FOR AGENDA OF 9/9/2019

DEPT OF ORIGIN: Village Manager/Treasurer      BILL # 112 -2019

DATE SUBMITTED: 9/5/19      EXHIBITS: 8/15/19 MOA

APPROVED AS TO FORM:

\_\_\_\_\_  
Village Attorney

\_\_\_\_\_  
Village Administration

EXPENDITURE  
REQUIRED:

AMOUNT  
BUDGETED:

APPROPRIATION  
REQUIRED:

**SUMMARY STATEMENT**

Board approval and authorization of the Village Manager to sign Collective Bargaining Agreement between the Village and Saranac Lake Police Benevolent Association.

**RECOMMENDED ACTION**

APPROVAL OF RESOLUTION

MOVED BY: \_\_\_\_\_      SECONDED BY: \_\_\_\_\_

VOTE ON ROLL CALL:

MAYOR RABIDEAU      \_\_\_\_\_

TRUSTEE LITTLE      \_\_\_\_\_

TRUSTEE MURPHY      \_\_\_\_\_

TRUSTEE SHAPIRO      \_\_\_\_\_

TRUSTEE VANCOTT      \_\_\_\_\_

**VILLAGE OF SARANAC LAKE  
BOARD OF TRUSTEES  
Approve and authorize the Village Manager to sign  
Collective Bargaining Agreement  
between the Village and Saranac Lake PBA**

WHEREAS, The Village and Saranac Lake PBA have negotiated modifications and provisions to the current Collective Bargaining Agreement, and

WHEREAS, The negotiations resulted in a signed Memorandum of Agreement dated August 15, 2019, covering the term of June 1, 2012 through May 31, 2023, and

WHEREAS, The Union Membership has ratified and approved the Agreement,

NOW, THEREFORE BE IT RESOLVED, The Village Board of Trustees hereby approves the Memorandum of Agreement by and between the Village of Saranac Lake and Saranac Lake PBA, and authorizes the Village Manager to sign the Collective Bargaining Agreement incorporating the stated provisions.

Tentative Agreement  
Between  
The Village of Saranac Lake  
and  
The Saranac Lake PBA

1) Parties agree to make mutually agreeable updates and editorial changes to the CBA.

2) Article 12 – Section 9

Add the following language to this section:

Effective 6/1/20 the shift differential will be incorporated into Base Wages in schedule A in the amount of \$1040 and this section will no longer be effective.

3) Article 16 – Section 2

Amend to reflect the maximum sick time accrual will increase as follows:

- Effective 6/1/19 the maximum allowed accrual of sick time will increase from 165 days to 180 days.
- Effective 6/1/22 the maximum allowed accrual of sick time will increase from 180 days to 200 days.

4) Article 20 - Section 2

Amend to reflect the following:

- Effective 6/1/20 the longevity increment added to the base wage in appendix "A" will increase by \$5.00 for each year of service for employees with 1-9 years of service and \$10 for each year of

service for employees starting their tenth (10<sup>th</sup>) or greater year of service.

6/1/20 Yrs 1-9 = \$115/yr

6/1/20 Yrs 10+ = \$125/yr

- Effective 6/1/22 the longevity increment added to the base wage in appendix "A" will increase by \$5.00 for each year of service for employees with 1-9 years of service and \$10 for each year of service for employees starting their tenth (10<sup>th</sup>) or greater year of service.

6/1/22 Yrs 1-9 = \$120/yr

6/1/22 Yrs 10+ = \$135/yr

#### 5) Article 22- Section 1

Amend to read as follows:

Section 1(A):

The Village currently offers employees either Excellus BCBS Traditional or Excellus BC/BS EPOH. The Village may at any time after final ratification of this Agreement substitute for either or both Excellus BCBS Traditional and/or Excellus BCBS EPOH the Excellus EPOI of November 2, 2009 and/or the MVP EPO Preferred Plan of April 20, 2009} containing the coverage and benefits with the employee co-pay(s), costs and charges that were described in the respective plan summary document prepared by the Village's insurance consultant. A copy of each plan description is attached to this Agreement and incorporated herein. The Village's offering of the Excellus EPOI or MVP EPO Preferred Plan as described either in addition to the current plans or in lieu of one or both current plans shall not be subject to challenge by the PBA.

The Village may also offer employees additional or different health insurance plans and/or insurance carriers provided that the benefits and coverage available to employees are at least the same as those provided by the Excellus EPOI or MVP EPO Preferred Plan as described. If such additional or different health insurance plan(s), other than Excellus EPOI or MVP EPO Preferred, require co-pays or impose other charges or costs upon employees that are higher than those in the Excellus EPOI or MVP EPO Preferred Plan as described, the Village shall reimburse employees for those co-pays, charges or costs to the extent that they exceed those under the Excellus EPOI or MVP EPO Preferred Plan as described. Employees seeking reimbursement must submit documentation monthly to the Village's designated agent establishing the costs they incurred. The Village shall reimburse employees within two (2)

weeks of the date of receipt of the documented demand for reimbursement.

If the Village proposes to substitute for Excellus BCBS Traditional or BCBS EPOH a health insurance plan or carrier other than Excellus EPOI or MVP EPO Preferred as described, the PBA may seek expedited binding arbitration under the administration of New York State Public Employment Relations Board (PERB) if the PBA believes that the change proposed by the Village would provide employees with health care benefits and coverage that are less beneficial to employees than those in the Excellus EPOI or MVP EPO Preferred Plan as described. The Village must provide the PBA at least thirty (30) calendar days written notice of its intent to change carriers or plans. The PBA, upon written notice to the Village within thirty (30) calendar days, shall be allowed to by-pass the preliminary steps of the Grievance Procedure and submit the issue(s) directly to arbitration under PERB's administration. The Village shall not make any changes in insurance plan or carrier pending the receipt of the Arbitrator's opinion and award. The following criteria shall be considered the Arbitrator in deciding the question submitted: The carrier chosen must be an insurance company licensed to do business in New York State; the plan of insurance must provide at least the same benefits (including prescription drug coverage) in all respects as those in Excellus EPOI or MVP EPO Preferred as described; the geographic areas of acceptability shall be the same in all respects and the participating providers shall be provided when possible. It is recognized that the participating providers may change to some degree if a change in carrier or plan occurs; however, the Village is to make its best efforts to provide an equal number of providers in the same medical specialty as would exist in the Excellus EPOI or MVP Preferred Plan as described. The PBA and Village will set up a committee to look into cost saving measures regarding the health care provider.

#### Section 1(B):

Effective January 1, 2016 The Village changed the plan to the Excellus BCBS Platinum 2 Plan. Effective January 1<sup>st</sup>, 2020 the Excellus BC/BS Platinum 2 Plan will be replaced with the Excellus BC/BS Bronze 4 Plan. A copy of the plan description is attached to the agreement and incorporated herein. The Excellus BC/BS Bronze 4 Plan has a \$6550/\$13100 deductible/out of pocket maximum for individual/dependent coverages. The Village will fund a Health Reimbursement Account (HRA) covering 90% of the applicable deductible/out of pocket maximums coverages. Each year the HRA will be funded by the Village so that the HRA will begin each year at 90% of the deductible/ out of pocket maximums coverages. The HRA shall be available to employees and dependents to fund the first 90% used of the deductible/out of pocket maximum.

The Village may also offer employees additional or different health insurance plans and/or insurance carriers provided that the benefits and coverage available to employees are at least the same as those provided by the Excellus BC/BS Bronze 4 Plan. If such additional or different health insurance plan(s), other than Excellus BC/BS Bronze 4 Plan, require co-pays or impose other charges or costs upon employees that are higher than those in the Excellus BC/BS Bronze 4 Plan as described in the plan description, the Village

shall reimburse employees for those co-pays, charges or costs to the extent that they exceed those under the Excellus BC/BS Bronze 4 Plan. Employees seeking reimbursement must submit documentation monthly to the Village's designated agent establishing the costs they incurred. The Village shall reimburse employees within two (2) weeks of the date of receipt of the documented demand for reimbursement.

If the Village proposes to substitute for Excellus BC/BS Bronze 4 Plan health insurance plan as described in the plan description, the PBA may seek expedited binding arbitration under the administration of New York State Public Employment Relations Board (PERB) if the PBA believes that the change proposed by the Village would provide employees with health care benefits and coverage that are less beneficial to employees than those in the Excellus BC/BS Bronze 4 Plan Plan. The Village must provide the PBA at least thirty (30) calendar days written notice of its intent to change carriers or plans. The PBA, upon written notice to the Village within thirty (30) calendar days, shall be allowed to by-pass the preliminary steps of the Grievance Procedure and submit the issue(s) directly to arbitration under PERB's administration. The Village shall not make any changes in insurance plan or carrier pending the receipt of the Arbitrator's opinion and award. The following criteria shall be considered the Arbitrator in deciding the question submitted: The carrier chosen must be an insurance company licensed to do business in New York State; the plan of insurance must provide at least the same benefits (including prescription drug coverage) in all respects as those in Excellus BC/BS Bronze 4 Plan as described; the geographic areas of acceptability shall be the same in all respects and the participating providers shall be provided when possible. It is recognized that the participating providers may change to some degree if a change in carrier or plan occurs; however, the Village is to make its best efforts to provide an equal number of providers in the same medical specialty as would exist in the Excellus BC/BS Bronze 4 Plan as described. The PBA and the Village will set up a committee to look into cost saving measures regarding the health care provider.

Section 7:

Effective June 1, 2010, employees electing individual health insurance coverage shall contribute ten dollars (\$10.00) per week towards such coverage with the Village paying the remaining premium cost. In the event the Police Officer elects dependant or family coverage, the Police Officer shall contribute twenty-five dollars (\$25.00) per week towards such coverage, with the Village paying the remaining premium cost. Effective June 1, 2010, a Police Officer electing two-person, dependant or family coverage shall contribute thirty dollars (\$30.00) per week towards such coverage, and thirty-two dollars and fifty cents (\$32.50) per week towards such coverage effective June 1, 2011, with the Village paying the remaining cost. Effective January 1, 2020 Police Officers will pay 12.5% of the premium for the selected plan (individual/dependent coverage), with the village paying the remaining premium cost. Effective January 1, 2021 and thereafter police officers will pay 15% of the selected plan (individual/dependent coverage), with the village paying the remaining premium cost.

Premium  
for  
the  
15

6) Article 26- Section 2

Add the following between the existing 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs.

Effective 6/1/20 police officers will receive a uniform allowance of \$600.

Effective 6/1/22 said uniform allowance shall increase to \$650.

Police Officers having served less than a full year at the start of the fiscal year shall receive a prorated amount of the uniform allowance.

7) APPENDIX "A" BASE WAGE SCHEDULE

Amend to reflect the following changes:

- Effective 6/1/14 – Increase rates by 1.5%;
- Effective 6/1/15 – Increase all then current rates by 1.75%;
- Effective 6/1/16 – Increase then current rates by 2%;
- Effective 6/1/17 – Increase then current rates by 2%;
- Effective 6/1/18 – Increase then current rates by 2%;
- Effective 6/1/19 – Increase then current rates by 2%;
- Effective 6/1/20 – Increase then current rates by \$1040 plus 2.25%; (\$1040 is the result of incorporating the Shift Differential into Base wages. The 2.25% increase will be added after the \$1040 is added to the then current rates);
- Effective 6/1/21 – Increase then current rates by 2.25%;
- Effective 6/1/22 – Increase then current rates by 2.25%;
  
- Members currently employed, and those that retired during the term of this agreement, will receive full retroactive pay. Members no longer

employed, who left employment by means other than retirement, will receive \$50 per month for each full month of their employment during the term of this agreement, excluding time spent in the academy or field training.

- Retroactive payments will be paid within thirty (30) days of legislative approval of this agreement. Each officer will receive a breakdown of how retroactive pay was calculated.
- All retroactive pay shall be reported to the retirement system.
- The PBA will vote on the agreement by August 25<sup>th</sup> and the Village will vote on the agreement by September 23, 2019.

For the Village  
of Saranac Lake

For the Saranac Lake  
PBA

Name John A.weeney

Name [Signature]

Title Village Manager

Title President of PBA

Date 8/15/19

Date 8/15/19

**Business of the Village Board  
Village of Saranac Lake**

SUBJECT: Call for a Public Hearing

Date: 9-9-19

DEPT OF ORIGIN: Community Development

Bill: 13-2019

DATE SUBMITTED: 9-5-19

EXHIBITS: Exhibit A, B, C, D, E, F

APPROVED AS TO FORM:

\_\_\_\_\_  
Village Attorney

\_\_\_\_\_  
Village Administration

EXPENDITURE  
REQUIRED:

AMOUNT  
BUDGETED

APPROPRIATION  
REQUIRED:

Call for a public hearing on Monday September 23, 2019 at 5:30pm for amending the Village of Saranac Lake Development Code

MOVED BY: \_\_\_\_\_ SECONDED BY: \_\_\_\_\_

VOTE ON ROLL CALL :

MAYOR RABIDEAU \_\_\_\_\_

TRUSTEE LITTLE \_\_\_\_\_

TRUSTEE MURPHY \_\_\_\_\_

TRUSTEE SHAPIRO \_\_\_\_\_

TRUSTEE VAN COTT \_\_\_\_\_

**RESOLUTION OF THE  
VILLAGE OF SARANAC LAKE BOARD OF TRUSTEES**

SUBJECT: RESOLUTION CALLING FOR A PUBLIC HEARING

**WHEREAS**, in 2016 the Village Board adopted the Village of Saranac Lake Unified Development Code; and

**WHEREAS**, amendments to the Code are allowed for purposes of public necessity, convenience and the general welfare, and

**WHEREAS**, the Board has received draft Village Development Code amendments with input from the Village Development Board and staff; and

**WHEREAS**, the Board seeks to call a public hearing and to consider adoption of the draft amendments.

**NOW, THEREFORE, BE IT RESOLVED**, the Village Board hereby sets a public hearing for Monday, September 23, 2019 at 5:30PM in the Village of Saranac Lake Offices at 39 Main Street, for the purpose of gathering public input about the proposed Local Law Amending the Village of Saranac Lake Unified Development Code.

## Exhibit "A"

Note: Edits to Section 106-81 in red

### § 106-81. Access, parking and circulation.

- A. Objective. The design objective for the access, parking and circulation standards is to:
- (1) Emphasize the importance of site accessibility from a variety of modes of transportation wherever appropriate, including pedestrians, bicycles, automobiles, and any current or potential future transit service;
  - (2) Provide the optimal amount of vehicle parking for individual sites, recognizing that both too little parking and too much parking create negative impacts;
  - (3) Ensure the appropriate site location and design features that mitigate the impact of parking lots on other land uses and urban design goals for surrounding districts;
  - (4) Create the least visible impact of parking on adjacent private and public property;
  - (5) Promote parking designs that minimize runoff and incorporate infiltration of stormwater into the ground; and
  - (6) Reduce the need to dedicate areas of individual, adjacent sites to underutilized or redundant vehicle parking.
- B. Site access and circulation.
- (1) Rights-of-way. To the extent practicable, the width of the ROW shall be limited to the current dimension, and additional purchases of property should be avoided.
- C. Street design.
- (1) Travel lane width shall be minimized to calm the flow of traffic through the district and to allow to the maximum extent practicable shared space for other modes of transportation (i.e., bicycles and pedestrians) within the width of the existing public ROW.
  - (2) Roadways shall be curbed. Acceptable materials for curbing include concrete and granite. Asphalt curbing is not permitted.
  - (3) Bicycle facility design.
    - (a) Intersecting points with regional bikeways and local pathways shall be accommodated.
    - (b) Accessory and ancillary facilities (i.e., bicycle racks, signage, striping, and designation of crossing points) shall be provided at regular intervals.
    - (c) Development proposals shall provide for secure, integrated bicycle parking at the rate of one bicycle rack with the capacity to secure a minimum of one bicycle for every five vehicle parking spaces.
    - (d) Incorporation of improvements and connections with other modes of transportation (pedestrian, vehicular and trails) as called for in the Village's 2012 Bicycle, Pedestrian and Trail Master Plan.

(4) Pedestrian facility design.

- (a) Development proposals shall incorporate sidewalks and pedestrian pathways that, to the maximum extent practicable, comply with Americans with Disabilities Act standards.
- (b) Continuous internal pedestrian walkways or sidewalks, no less than five feet in width, shall be provided from the public sidewalk or ROW to the principal customer entrance of all commercial buildings on the site. Curbed walkways are preferred.
- (c) Continuous internal pedestrian walkways or sidewalks, no less than five feet in width, shall be provided between the principal customer entrance of all commercial buildings on the site and off-street parking areas.
- (d) Sidewalks at least five feet in width shall be provided along all sides of the lot that abut a public street in accordance with the Village of Saranac Lake Sidewalk Plan, as amended. Sidewalks shall be constructed in accordance with specifications set forth by the Village of Saranac Lake.
- (e) At a minimum, walkways or sidewalks shall connect focal points of pedestrian activity such as, but not limited to, transit stops, adjoining properties and buildings, street crossings, building and store entry points.
- (f) All internal walkways, sidewalks and crosswalks shall be distinguished from vehicular surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, stamped concrete, scored concrete or properly maintained surface treatment to enhance pedestrian safety as well as the attractiveness of the walkway or sidewalk.
- (g) Developments shall provide for exterior pedestrian furniture in appropriate locations at the rate of one seat for every 20,000 square feet of gross floor area.
- (h) Intersecting points with regional trails and local walkways shall be accommodated.
- (i) Accessory and ancillary facilities (i.e., crossing signage, striping, and designation of crossing points) shall be provided at regular intervals.
- (j) Separate and dedicated interconnecting walkways shall be provided between parcels containing commercial uses.
- (k) Waiver of interconnection requirements when necessary for public safety. The Development Board may omit required interconnecting walkways when deemed to be necessary, for reasons of public safety.

D. Parking and loading.

(1) Off-street parking design.

- (a) Off-street parking spaces shall be located in the side or rear yard, **except;**
  - **Single Family and Two Family Dwellings may have 2 front yard parking stalls per dwelling unit or a parking area with a maximum coverage area not to exceed 30 percent of the front yard.**
- (b) Off-street parking areas should be set back a minimum of five feet from any property line.
- (c) All off-street parking spaces and drive aisles must comply with the minimum dimensional standards shown in the Parking Stall and Drive Aisle Dimensions Table below:

Parking Stall and Drive Aisle Dimensions Table						
	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
Stall Angle	Stall Width (A)	Stall Depth (B)	Skew Width (C)	Drive Aisle Width, 1-Way (D)	Drive Aisle, 2-Way (E)	Vertical Clearance
0° (parallel)	8'	18'	—	11'	22'	7'6"
30°	8'6"	15'	16'6"	11'	—	7'6"
45°	8'6"	17'9"	11'8"	11'10"	—	7'6"
60°	8'6"	19'	9'6"	13'6"	—	7'6"
90° (head-in)	8'6"	18'	—	—	23'	7'6"

Parking Stall and Drive Aisle Dimensions Table						
	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
Stall Angle	Stall Width (A)	Stall Depth (B)	Skew Width (C)	Drive Aisle Width, 1-Way (D)	Drive Aisle, 2-Way (E)	Vertical Clearance

- (d) Six-inch-tall curbing with a ninety-degree vertical angle shall be used when creating islands for vegetation or lighting.
- (e) Parking areas of more than 50 spaces, or in other cases as deemed appropriate by the Development Board, should be segmented with the use of landscaped islands or medians that are at least 10 feet in width.
- (f) Curb cuts should only be as wide as necessary to accommodate needed lanes. The number of curb cuts and curb radiuses should be kept to a minimum.
- (g) Parking areas should be designed so that cars may exit and enter without backing onto the right-of-way.
- (h) Secondary access points from side roads should be employed when warranted.
- (i) Adjacent parking areas should be connected by pedestrian pathways whenever possible.
- (j) Where transit stops occur in the public right-of-way, pedestrian walkways should provide a direct and clear connection from the building's main entrance to the transit stop.
- (k) Shared parking areas serving two or more uses are encouraged and may be required.
- (l) Parking area design should accommodate adequate provisions for snow removal and storage.

- (m) All parking areas should be designed to properly drain and not create a nuisance on adjacent properties and shall be constructed ~~with a dustless of concrete, asphalt, brick pavers or gravel surface, as appropriate.~~ The use of pervious materials to reduce stormwater runoff is encouraged and may be required.
- (2) Parking area landscaping and screening.
- (a) Parking areas; ~~except for Single Family and Two Family Dwelling uses,~~ shall be landscaped and screened from roadways and adjacent properties by a wall, fence, thick hedge or berm. Such screening should not be less than three or more than eight feet in height. Such planting and fencing shall be designed and installed in a manner consistent with the standards set forth in § 106-82, Landscape standards.
  - (b) Walls, fencing, and architectural details in parking areas should complement the materials used in adjacent architectural styles.
- (3) Parking area lighting.
- (a) Parking area lighting levels and design should comply with the Illuminating Engineering Society of North America's Recommended Practices and Design Guidelines, latest editions. Energy-efficient lighting sources are recommended and may be required at the discretion of the Development Board. The Development Board shall have the right to impose time limitations on lighting, including the requirement of photocells, timers, and hours of operation, along with maximum illumination levels.
  - (b) A lighting plan demonstrating conformance to applicable IESNA Design Guidelines may be required for review. Such plan should be developed using the Guidelines for Good Exterior Lighting Plans, prepared by the Dark Sky Society.  
<http://www.darksksociety.org/handouts/LightingPlanGuidelines.pdf>.
  - (c) Parking area light fixtures should be designed with a concealed or recessed light source that shields light downward to confine light spread and shall not exceed a maximum of 24 feet in height. When within 50 feet of residential properties, fixtures shall not exceed 18 feet in height.
  - (d) Poles should be located in medians and buffer areas. Concrete bases for poles should be no higher than six inches above grade.
- (4) Loading areas. Off-street loading areas (open or enclosed berths) shall be provided for each commercial or industrial building or use constructed, established or expanded so as to require a building permit and/or site plan review and having a gross floor area in excess of 1,500 square feet, in accord with the following:
- (a) The Development Board shall determine the required off-street loading area, if any, in each particular situation.
  - (b) Off-street loading shall not interfere with pedestrian or vehicular traffic.
  - (c) All loading areas shall be on the same lot as the use to which they are accessory, except that adjacent establishments may provide joint facilities.
  - (d) Adequate screen planting, fencing or other visual separation shall be provided for in conjunction with any required off-street loading area. Such planting and fencing shall be designed and installed in a manner consistent with the standards set forth in § 106-82, Landscape standards.

## Exhibit "B"

Note: Edits to Section 106-90 in red

### § 106-90. Accessory structures and appurtenant structures.

#### A. Accessory structures.

- (1) All accessory structures must meet dimensional requirements of Schedule 2 and this chapter.<sup>33</sup>
- (2) A building permit is required for accessory structures over 144 square feet in area as measured by plan or elevation view, whichever is larger.
- ~~(3) All accessory structures must meet setback and height requirements of the zoning district in which they are located.~~
- (4) No accessory structure shall be built or placed in the front yard, **except:**
  - a) The minimum front setback for an accessory building may be 15 feet if the primary entrance is facing the side or rear yard.
- (5) No accessory structure, or portion thereof, may be built upon a public ROW or easement.
- (6) Detached garages and/or accessory structures shall not exceed 15% of the total lot area associated with the primary building.
- (7) All accessory structures, except for wind- and solar-powered structures, shall be similar in design, exterior materials, and roof pitch to the principal and/or surrounding neighborhood buildings.
- (8) The exterior walls of accessory structures shall not exceed ~~nine~~ 10 feet in height above the finished floor, measured at the primary access to the building.
- (9) The maximum height of accessory structures shall not exceed ~~15~~ 16 feet above the finished grade, measured at the primary access to the building.
- (10) If used for off-street parking, the accessory structure must be accessible from a street, paved alley, or driveway intended to serve such off-street parking.
- (11) Where multiple lots of record have continuous frontage and are under single ownership, the accessory structure is located on the lot upon which the principal building is located.

#### B. Appurtenant structures.

- (1) A building permit is required for all appurtenant structures.
- (2) All appurtenant structures must meet setback and height requirements for the zoning district in which they are located.

## Exhibit "C"

Note: Edits to Section 106-91 in red

### § 106-91. Fencing, retaining walls and hedges.

- A. Applicability. Administrative approval is required for any fence or retaining wall, except for fences or retaining walls that do not exceed three feet in height and temporary garden fences erected between April 15 and October 15 and constructed of materials commonly used for such applications.
- B. Fences and retaining walls over 100 square feet in area shall be located more than 50 feet from the shoreline of a lake, river or pond.
- C. No solid fences or retaining walls over 26 inches in height shall be permitted in the triangular area formed by the intersecting street lines and a straight line joining the street lines at points which are 20 feet in distance from the point of intersection measured along the street lines. Measurement of height shall be from the grade of the abutting top of curb or from the crown of the abutting road, if there is no curbing. Split-rail fences or other similarly open fences are permitted in the triangular area and are permitted to be 36 inches in height, provided that they do not create a traffic hazard and block visibility. No hedge over three feet in height shall be planted or maintained in this same triangular area.
- D. Fence design.
  - (1) Fences shall be constructed of a common type such as split rail, picket, chain link, or stockade. Fences shall have the most decorative side facing adjacent properties.
  - (2) No stockade-type or privacy fence shall be allowed in any front yard of a corner lot.
  - (3) The fencing does not include barbed-wire, electric or similar materials designed to injure or maim anyone who attempts to climb such a fence.
  - (4) Fences shall not be erected within two feet of a publicly owned curb or sidewalk and shall not be erected within a public ROW.
- E. Fence height.
  - (1) Fence height shall be measured from the natural grade of the land along the fence line.
  - (2) No fence over four feet in height shall be erected or maintained in the front yard.
  - (3) Waterfront lots shall be considered as having dual front yards, the yard facing the street and the yard facing the water body, river or stream. In these instances no fence over four feet in height shall be erected or maintained in either front yard.
  - (4) No fence over six feet in height shall be erected or maintained in any rear yard or side yard.
  - ~~(5) Fences erected or maintained in the two rear yards of a corner lot (the yards not facing a street) shall not exceed six feet in height.~~

F. Retaining wall design.

- (1) Existing stone retaining walls shall be preserved to the maximum extent practicable. Prior to the demolition or removal of a stone retaining wall, a demolition permit shall be obtained.
- (2) Retaining walls shall be constructed of natural or manufactured stone, concrete, or wood.
- (3) Retaining walls shall not be erected within two feet of a publicly owned curb or sidewalk and shall not be erected within a public ROW.

G. Retaining wall height.

- (1) Retaining wall height shall be measured from the lowest point of the natural grade of the property.
- (2) No retaining wall over four feet in height shall be erected or maintained in the front yard.
- (3) The Director may approve the replacement of an existing retaining wall over four feet in height that is located in the front yard if the following conditions are met:
  - (a) The Director determines that the retaining wall, if it is constructed of stone, cannot be safely or cost effectively repaired.
  - (b) The height and length of the new retaining wall is less than or equal to the height and width of the retaining wall to be replaced.
  - (c) The existing grade is unchanged and the original need for the retaining wall still exists.

H. Maintenance. All fences and retaining walls shall be maintained in good repair and shall not interfere with the public right-of-way.

## Exhibit "D"

Note: Edits to Section 106-112 in red

### § 106-112. Alternate members.

- A. Alternate members of the Development Board may be appointed by the Board of Trustees and designated by the Chairperson of the Development Board in accordance with the provisions of this section when a regular member of the Development Board is unable to participate on an application or matter before the respective board as set forth herein.
- B. The Board of Trustees shall appoint two alternate members to the Development Board who shall serve for a term of five years. One alternate member shall be designated as the "first alternate Development Board member," and the other alternate member shall be designated as the "second alternate Development Board member." No more than two alternate members may serve at any time on the Development Board;
- C. The Chairperson of the Development Board may designate the first alternate Development Board member to substitute for a member of the Development Board when such member is unable to participate on an application or matter before the Board due to **illness, absence**, conflict of interest or other ethical consideration which results in a recusal of that Board member from acting on the particular application before the Board. If the first alternate Development Board member is unable or unwilling to act, the Chairperson shall designate the second alternate member to act.
- D. When designated, the alternate member shall possess all the powers and responsibilities of such regular member of the Board. Such designation shall be entered into the minutes of the initial Development Board meeting at which the substitution is made. The appointed alternate member shall participate as a member of the Development Board with respect to the particular application only until final action has been taken on the particular application.
- E. All provisions of state and local laws relating to Development Board eligibility, vacancy in office, removal, compatibility of office and service on other boards, as well as any provisions of Village Law or a local law relating to training, continuing education, compensation and attendance, shall apply to alternate members.

## Exhibit "E"

Note: Edits to Schedule 2 in red

### Village of Saranac Lake Development Code

#### Schedule 2 - Dimensional Standards

District & Sub-District	Yard Setbacks						Lot Size & Coverage			Building Height	
	Principal Buildings			Accessory Structures			Min. Lot Size	Max. Lot Coverage: Principal Building	Max. Lot Coverage: Impervious Surface	Max. Building Height	
	Front	Rear	Side	Front 4	Rear	Side					
<b>A</b>											
A-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'	15'	NP	8'	8'	5,000	40%	30%	40'	
A-2							10,000				
A-3							5,000				
A-4							10,000				
A-5							10,000				
<b>B</b>											
B-1	20'	20'	15'	NP	8'	8'	SPR	40%	30%	40' or SPR	
B-2							10,000				
B-3							10,000				
B-4							SPR				
<b>C</b>											
C-1	30'						25,000	40%	30%	40'	
C-2	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'	10'	NP	8'	8'	25,000	40%	30%	40'	
C-3							30'				SPR
C-4							Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides				10,000
<b>D</b>											
D-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'					SPR	40%	30%	40'	
D-2		20'	10'	NP	8'	8'	10,000				
D-3		30'	20'	15'	NP	8'	8'				SPR
<b>E</b>											
E-1	0'	0'	0'	NP	8'	8'	SPR	SPR	SPR	Min: 24' & 2 stories Max: SPR	
E-2	0'	0'	0'								
E-3	15'	15' <sup>1</sup>	10' <sup>1</sup>								
<b>F</b>											
F-1	SPR	SPR	10'	NP	8'	8'	SPR	40%	30%	40'	
F-2	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'	10'				5,000				
<b>G</b>											
District-Wide	30'	20'	15'	NP	8'	8'	5,000	40%	30%	40' or SPR	

## SARANAC LAKE CODE

District & Sub-District	Yard Setbacks						Lot Size & Coverage			Building Height
	Principal Buildings			Accessory Structures			Min. Lot Size	Max. Lot Coverage: Principal Building	Max. Lot Coverage: Impervious Surface	Max. Building Height
	Front	Rear	Side	Front <sup>4</sup>	Rear	Side				
<b>H</b>										
H-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	20'	10'	NP	8'	8'	10,000	40'	30'	40'
H-2			15'				25,000			
H-3							25,000			
<b>I</b>										
District-Wide	20' <sup>2</sup>	20' <sup>1</sup>	15' <sup>1</sup>	NP	8'	8'	SPR	40'	30'	40'
<b>J</b>										
J-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	20'	10'	NP	8'	8'	10,000	40%	30%	40'
J-2							30'			
<b>K</b>										
K-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	25'	15'	NP	8'	8'	25,000	40%	30%	40'
K-2			10,000							
K-3			25'				25,000			
K-4			SPR							
<b>L</b>										
L-1	20'	20'	15'	NP	8'	8'	25,000	40%	30%	40'
L-2							10,000			
L-3							0'			
<b>PUDD</b>										
<b>Lake Flower</b>	See Attachment 4									

NP — Not Permitted

SPR — To be determined during Site Plan Review

**Notes:**

~~The setback for accessory buildings may be 15 feet if the primary entrance is facing the side or rear yard.~~

The minimum shoreline setback for all structures in all districts is 50 feet unless otherwise noted.

<sup>1</sup> This requirement shall be the same as the existing building (if applicable). If no building is present, then the requirement is as shown.

<sup>2</sup> This setback is mandatory.

<sup>3</sup> Minimum rear yard setback can be reduced to zero feet if the back of the lot abuts a street.

~~<sup>4</sup> The setback for accessory buildings may be 15 feet if the primary entrance is facing the side or rear yard.~~

## Exhibit "F"

Note: Edits to Schedule 2 and Section 106-41 in red

### Village of Saranac Lake Development Code Schedule 2 - Dimensional Standards

District & Sub-District	Minimum Yard Setbacks						Lot Size & Coverage			Building Height
	Principal Buildings			Accessory Structures			Min. Lot Size	Max. Lot Coverage: Principal Building	Max. Lot Coverage: Impervious Surface	Max. Building Height
	Front	Rear	Side	Front	Rear	Side				
<b>A</b>										
A-1	25'	15'	15'	NP	8'	8'	5,000	40%	30%	40'
A-2							10,000			
A-3							5,000			
A-4							10,000			
A-5							10,000			
<b>B</b>										
B-1	20'	20'	15'	NP	8'	8'	SPR	40%	30%	40' or SPR
B-2							10,000			
B-3							10,000			
B-4							SPR			
<b>C</b>										
C-1	25'	15'	10'	NP	8'	8'	25,000	40%	30%	40'
C-2							25,000			
C-3							SPR			
C-4							10,000			
<b>D</b>										
D-1	25'	15'	10'	NP	8'	8'	SPR	40%	30%	40'
D-2		20'					10,000			
D-3		15'					SPR			
<b>E</b>										
E-1	0'	0'	0'	NP	8'	8'	SPR	SPR	SPR	Min: 24' & 2 stories Max: SPR
E-2	0'	0'	0'							
E-3	15'	15' <sup>1</sup>	10' <sup>1</sup>							
<b>F</b>										
F-1	SPR	SPR	10'	NP	8'	8'	SPR	40%	30%	40'
F-2	25'	15'	10'				5,000			
<b>G</b>										
District- Wide	25'	20'	15'	NP	8'	8'	5,000	40%	30%	40' or SPR
<b>H</b>										
H-1	25'	20'	10'	NP	8'	8'	10,000	40%	30%	40'
H-2			25,000							
H-3			25,000							
<b>I</b>										
District- Wide	20' <sup>2</sup>	20' <sup>1</sup>	15' <sup>1</sup>	NP	8'	8'	SPR	40%	30%	40'
<b>J</b>										
J-1	25'	20'	10'	NP	8'	8'	10,000	40%	30%	40'
J-2	25'						SPR			
<b>K</b>										
K-1	25'	25'	15'	NP	8'	8'	25,000	40%	30%	40'
K-2			10,000							
K-3			25,000							
K-4			SPR							
<b>L</b>										
L-1	20'	20'	15'	NP	8'	8'	25,000	40%	30%	40'
L-2							10,000			
L-3							0'			
<b>PUDD</b>										
Lake Flower	See Attachment 4									

NP — Not Permitted      SPR — To be determined during Site Plan Review

**Notes:**

The setback for accessory buildings may be 15 feet if the primary entrance is facing the side or rear yard.

The minimum shoreline setback for all structures in all districts is 50 feet unless otherwise noted.

1. This requirement shall be the same as the existing building (if applicable). If no building is present, then the requirement is as shown.
2. This setback is mandatory.
3. Minimum rear yard setback can be reduced to zero feet if the back of the lot abuts a street.

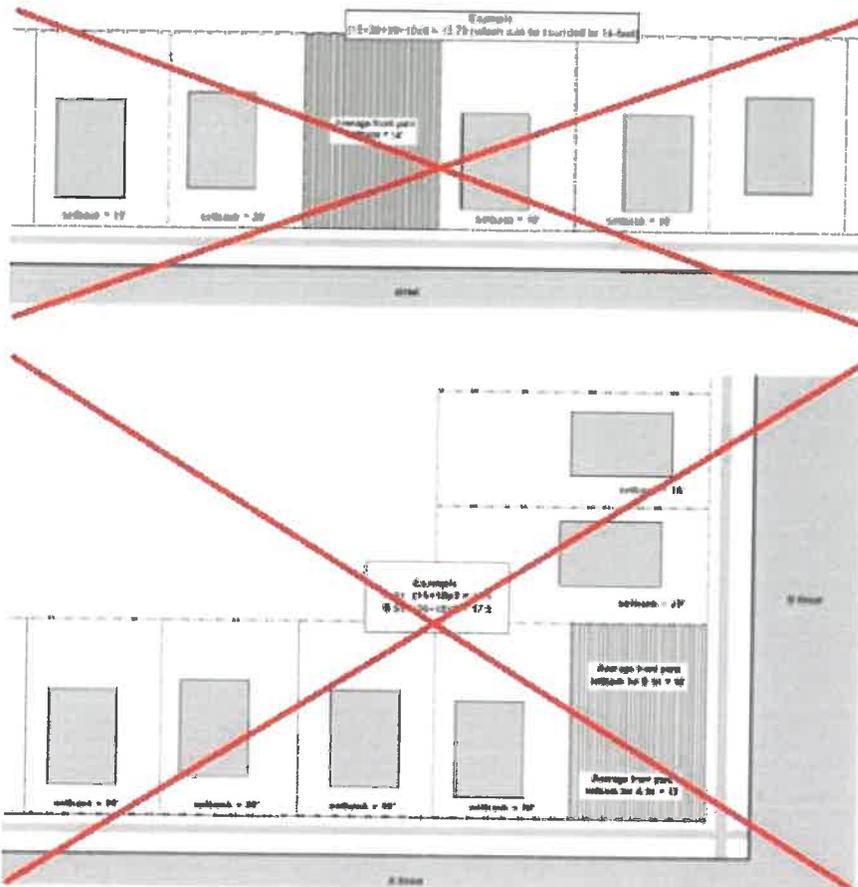
[§ 106-41 Dimensional standards.](#)

**G. Setbacks required.** Unless otherwise authorized or specified in this chapter, a setback shall be provided between any proposed structures and/or site features and the front, side and rear yard property lines as follows:

**(1) Front yard.** In order to maintain the existing pattern of development along a given street, **both** a minimum **and maximum** front yard setback shall be as required under the provisions of Schedule 2, Dimensional Standards.<sup>[3]</sup>

<sup>[3]</sup>*Editor's Note: Schedule 2 is included as an attachment to this chapter.*

**(2) Lots having frontage on more than one public street** shall maintain a front yard setback on each public street except access alleys.



**(3) Side yard.** The minimum side yard setback for any principal structure shall be as required under the provisions of Schedule 2, Dimensional Standards.<sup>[4]</sup>

<sup>[4]</sup>*Editor's Note: Schedule 2 is included as an attachment to this chapter.*

**(4) Rear yard.** Minimum rear yard setback for any principal structure shall be as required under the provisions of Schedule 2, Dimensional Standards.<sup>[5]</sup>

**Business of the Village Board**

**Village of Saranac Lake**

SUBJECT: Grade "D" Operator's Certification Course FOR AGENDA OF 9/9/2019

DEPT OF ORIGIN: DPW BILL # 114-2019

DATE SUBMITTED: 9/5/2019 EXHIBITS: \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Village Attorney

\_\_\_\_\_  
Village Administration

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EXPENDITURE REQUIRED:	AMOUNT BUDGETED:	APPROPRIATION REQUIRED:
Course: \$ 650.00	\$2000.00	\$0.00
Meals: \$214.00		
Lodging: \$376.00		
Total: \$1,240.00		

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**SUMMARY STATEMENT**

RESOLUTION AUTHORIZING OVERNIGHT TRAVEL FOR TWO (2) DPW EMPLOYEES TO ATTEND Grade "D" OPERATOR'S CERTIFICATION COURSE>

**RECOMMENDED ACTION**

APPROVAL OF RESOLUTION

MOVED BY: \_\_\_\_\_ SECONDED BY: \_\_\_\_\_

VOTE ON ROLL CALL:

MAYOR RABIDEIU \_\_\_\_\_

TRUSTEE SHAPIRO \_\_\_\_\_

TRUSTEE MURPHY \_\_\_\_\_

TRUSTEE LITTLE \_\_\_\_\_

TRUSTEE VAN COTT \_\_\_\_\_

**RESOLUTION AUTHORIZING OVERNIGHT TRAVEL FOR VILLAGE  
EMPLOYEE TO ATTEND SUNY MORRISVILLE FOR GRADE "D"  
OPERATOR CERTIFICATION COURSE**

WHEREAS, the Village of Saranac Lake encourages its employees to attend and participate in schooling, training, and correspondence courses that will increase their knowledge, skills and job performance,

NOW THEREFORE BE IT RESOLVED, Shawn Snyder and Jay Bradish, are hereby approved to register and attend the Grade "D" Operator's Certification Course on Oct.22<sup>th</sup> and 23<sup>th</sup>, 2019 at SUNY Morrisville and,

BE IT FURTHER RESOLVED, the registration fee of \$1,240.00 which includes registration, training, lodging and meals will be taken from 004-8340-0406 water fund budget, travel and training line item.



## Resolution on Climate Week 2019

Whereas our major industries of agriculture and outdoor tourism are affected by unpredictable and changing weather

And

Whereas in our lifetime we have already experienced environmental changes that have endangered our farmers' crops and our winter tourism

And

Whereas climate change, based on the known changes that have already occurred, will accelerate over the next ten years, likely changing our temperatures in our community at three times the national rate

And

Whereas there is still time to tackle climate change, but it will require effort from all sectors of society

And

Whereas to boost ambition and accelerate actions to implement the Paris Agreement on Climate Change, UN Secretary-General António Guterres will host the 2019 Climate Action Summit on 23 September to meet the climate challenge.

Therefore, be it resolved that

The Village of Saranac Lake supports our local students in their participation in the Global Climate Strike on September 20<sup>th</sup> and our local community in the collective effort to urgently focus on climate change during the week of September 20<sup>th</sup> to 27<sup>th</sup> and into the future.



prescribe the conditions under which the purchases may be made (County Law, Section 408-a). Pursuant to GML Section 103(3), purchases through the county are exempted from the competitive bidding requirements of GML Section 103.

## **V. STATE CONTRACTS**

Pursuant to GML 104, political subdivisions are authorized to make purchases of materials, equipment and supplies (except printed material) through the NYS Office of General Services (OGS), subject to rules established by OGS (see State Finance Law, Section 163). GML Section 104 provides that purchases by political subdivisions are exempt from competitive bidding requirements. Note: No official may make a purchase through the OGS when bids have already been received unless the purchase may be made upon the same terms, conditions and specifications, but at a lower price, through OGS.

## **VI. PIGGYBACK CONTRACTS**

The definition of a “Piggyback Contract” is a contract let by the United States or any agency thereof, any state or any other county, political subdivision or district therein. In order for the “Piggyback Contract” exclusion to apply, the contract must be let in a manner consistent with GML section 103 and made available for use by other governmental entities.

GML section 103 stipulates that three (3) prerequisites that *must* be met in order for a procurement to take place under this exception.

1. Contract must have been let by the United States or any agency thereof, any state or any other political subdivision or district therein.
2. Contract must have been “*made available for use by other governmental entities.*” This means the contract must have included language extending the terms and conditions of the contract to other governmental entities.
3. Contract must have been “let to the lowest responsible bidder or on the basis of best value in a manner consistent with GML 103.”

Due to the requirements of GML 103, each contract presented under this section of the Purchasing Policy must be individually evaluated on a case by case basis. Any proposed agency or political subdivision must have a due diligence assessment performed to ensure it is in compliance with GML. If the due diligence demonstrates compliance with GML 103, then a resolution must be presented to the Village Board that approves the purchase.

***The “piggybacking” references contained in this policy are subject to sunset provisions, which are currently set for July 31, 2019–2021***

**Business of the Village Board  
Village of Saranac Lake**

SUBJECT: Clean Energy Communities Program Date: 9-8-2019

DEPT OF ORIGIN : Village Manager BILL # 117-2019

DATE SUBMITTED: EXHIBITS: \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Village Attorney

\_\_\_\_\_  
Village Administration

EXPENDITURE  
REQUIRED: \$ 0

AMOUNT  
BUDGETED: \$

APPROPRIATION  
REQUIRED:

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**SUMMARY STATEMENT**

Authorize a letter in support of Clean Energy Communities Program

MOVED BY: \_\_\_\_\_ SECONDED BY: \_\_\_\_\_

VOTE ON ROLL CALL:

MAYOR RABIDEAU \_\_\_\_\_

TRUSTEE LITTLE \_\_\_\_\_

TRUSTEE SHAPIRO \_\_\_\_\_

TRUSTEE MURPHY \_\_\_\_\_

TRUSTEE VAN COTT \_\_\_\_\_



Capital of the Adirondacks™

**Village of Saranac Lake**

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9-6-19

New York State Energy Research and Development Authority and New York State Public Service Commission,

We, The Village of Saranac Lake would like to express our appreciation for the technical assistance provided by the Capital District Regional Planning Commission and its Eastern Upstate Territory team in support of the Clean Energy Communities Program.

Our municipality, which is located in the North Country region, has received technical assistance through the Adirondack North County Association's (ANCA) outreach coordinators. This local support has been instrumental in helping us successfully navigate the Clean Energy Communities Program requirements. With the support of this program, we have been able to implement several clean energy actions and achieve designation as a Clean Energy Community. The technical assistance provided by ANCA's outreach coordinators has been instrumental for prioritizing local clean energy goals, completing high impact actions, logging our progress and taking advantage of available funding opportunities. Specifically, ANCA's outreach coordinators have helped us access a combination of rebates and incentives to support installation of Electric Vehicle charging stations. That was our fourth high impact action, which led to our designation as a Clean Energy Community. That designation qualified us for a \$50,000 incentive, which is being used toward a LED streetlight conversion project. The outreach coordinators have provided invaluable technical assistance as we navigate the procurement process for this project. In addition, the outreach coordinators provide assistance to a Village's Task Force that is working to achieve Climate Smart Communities Certification.

We thank NYSERDA for developing and funding the CEC program, which has been invaluable in assisting and inspiring our community to become more energy efficient and to transition to renewable energy sources. We encourage you to continue to provide funding support to this program and to the CDRPC and its Eastern Upstate team as we work together to advance NY State's clean energy goals.

Sincerely,

Mayor Clyde Rabideau  
Village of Saranac Lake