

**VILLAGE OF SARANAC LAKE BOARD OF TRUSTEES  
REGULAR MEETING AGENDA 5:30PM  
Monday October 15, 2019  
Roberts Rules of Order will be in Effect for this Meeting**

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

**B. ROLL CALL**

**C. PUBLIC HEARING – Amendments to the Development Code**

**D. AUDITING**

- a. Pay Vouchers
- b. Approve Minutes 9-23-19

**E. PUBLIC COMMENT PERIOD**

**F. CORRESPONDENCE- 2019-2020 SL Volunteer Rescue Squad Funding Request, Riverwalk letter from Joe Garso, Verizon Information on Small Cells, Letter from Mary Bartel**

**G. ITEMS FOR BOARD ACTION**

<b>BILL</b>	<b>123</b>	<b>2019</b>	<b>SEQR Negative Declaration for Development Code Amendments</b>
<b>BILL</b>	<b>124</b>	<b>2019</b>	<b>LWRP Determination for Development Code Amendments</b>
<b>BILL</b>	<b>125</b>	<b>2019</b>	<b>Adopt Development Code Amendments</b>
<b>BILL</b>	<b>126</b>	<b>2019</b>	<b>Determine Date, Time and Polling Place for Village Election – Wednesday March 18, 2020</b>
<b>BILL</b>	<b>127</b>	<b>2019</b>	<b>Urban Forestry Grant</b>

**H. OLD BUSINESS**

**Extension of Village Riverwalk**

**I. NEW BUSINESS**

**J. ITEMS FOR DISCUSSION**

**K. EXECUTIVE SESSION- The proposed acquisition/sale/lease of real property when publicity might affect value**

**L. 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.



Capital of the Adirondacks

**Village of Saranac Lake** 39 Main Street, 2nd Floor Suite 9 • Saranac Lake, NY 12983-2294 • Phone: (518) 891-4150 • [www.saranaclakeny.gov](http://www.saranaclakeny.gov)

## Public Hearing Notice

Saranac Lake Village Board of Trustees

Village of Saranac Lake, Inc.

NOTICE IS HEREBY GIVEN, that the Saranac Lake Village Board of Trustees will hold a PUBLIC HEARING on Tuesday, October 15, 2019 at 5:30PM in the Village Office at 39 Main Street, Saranac Lake NY 12983. The purpose of the hearing is to receive public comment on proposed amendment Village of Saranac Lake Unified Development Code. The amendment can be found at [www.saranaclakeny.gov](http://www.saranaclakeny.gov) or reviewed at the Village Office at 39 Main Street Saranac Lake NY 12983.

## 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.darkskysociety.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 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	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'									
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'			
C-4							SPR			
							10,000			
<b>D</b>										
D-1	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'	10'	NP	8'	8'	SPR	40%	30%	40'
D-2		20'								
D-3		10,000								
<b>E</b>										
E-1	0'	0'	0'	NP	8'	8'	SPR	40%	30%	40'
E-2	0'	0'	0'							
E-3	15'	15'	10'							
<b>F</b>										
F-1	SPR	SPR	10'	NP	8'	8'	SPR	SPR	SPR	Min: 24' & 2 stories Max: SPR
F-2	Max/Min: +/- 5-ft of average of 2 adjoining properties on both sides	15'	10'							
							5,000	40%	30%	40'
<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			25'				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							5,000			
<b>PUDD</b>	0'	5'	0'							
<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				
A	25	15'	15'	NP	8'	8'	5,000	40%	30%	40'
A-1							10,000			
A-2							5,000			
A-3							10,000			
A-4							10,000			
A-5	10,000									
B	20	20'	15'	NP	8'	8'	SPR	40%	30%	40' or SPR
B-1							10,000			
B-2							10,000			
B-3							SPR			
B-4	10,000									
C	25	15'	10'	NP	8'	8'	25,000	40%	30%	40'
C-1							25,000			
C-2							SPR			
C-3							SPR			
C-4	SPR									
D	25	15'	10'	NP	8'	8'	SPR	40%	30%	40'
D-1							10,000			
D-2							10,000			
D-3	10,000									
E	0'	0'	0'	NP	8'	8'	SPR	40%	30%	40'
E-1							SPR			
E-2							SPR			
E-3	SPR									
F	15	15'	10'	NP	8'	8'	SPR	SPR	SPR	Min: 24' & 2 stories Max: SPR
F-1							SPR			
F-2	SPR									
G	25	15'	10'	NP	8'	8'	SPR	40%	30%	40'
District-Wide							5,000			
H	25	20'	15'	NP	8'	8'	5,000	40%	30%	40' or SPR
H-1							10,000			
H-2							10,000			
H-3	10,000									
I	20	20'	15'	NP	8'	8'	25,000	40%	30%	40'
District-Wide							25,000			
J	25	20'	10'	NP	8'	8'	SPR	40%	30%	40'
J-1							SPR			
J-2	SPR									
K	25	25'	15'	NP	8'	8'	10,000	40%	30%	40'
K-1							SPR			
K-2							SPR			
K-3							SPR			
K-4	SPR									
L	20	20'	15'	NP	8'	8'	25,000	40%	30%	40'
L-1							10,000			
L-2							10,000			
L-3	10,000									
PUDD	0	5'	0'	NP	8'	8'	25,000	40%	30%	40'
Lake Flower							10,000			
							5,000			

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.

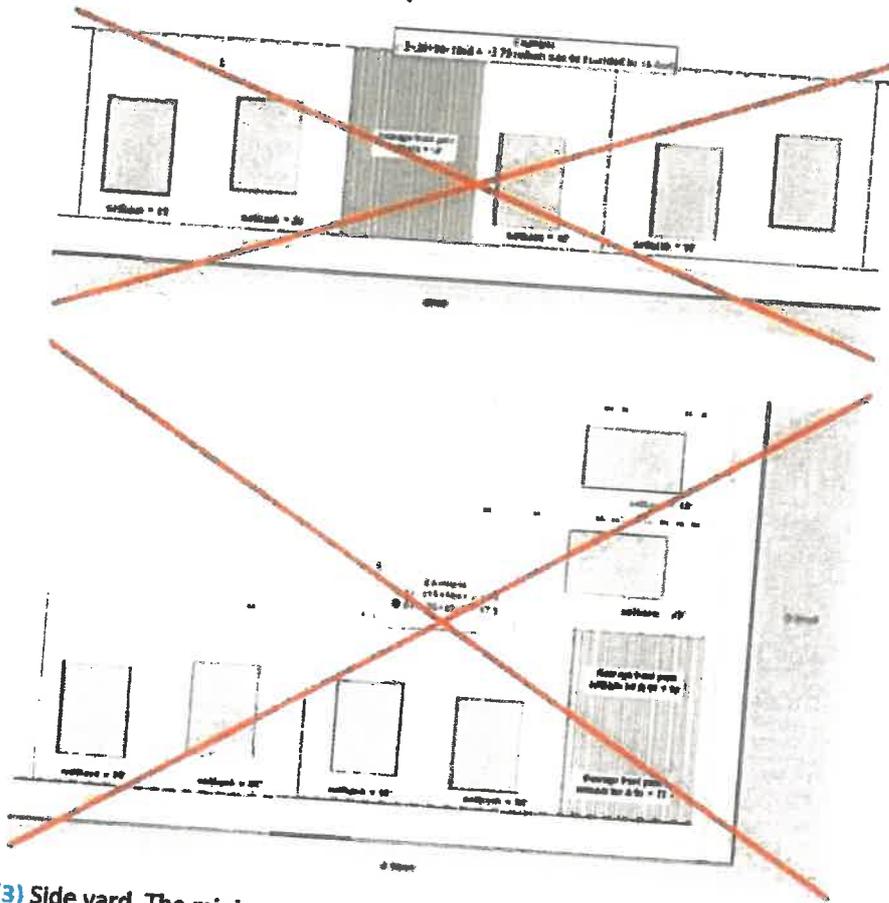
§ 106-41 Dimensional standards.

**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>

REGULAR MEETING OF THE BOARD OF TRUSTEES  
September 23, 2019

**ROLL CALL FOR REGULAR MEETING:** Present: Mayor Clyde Rabideau  
Trustees: Richard Shapiro, Patrick Murphy, and Melinda Little.

Absent: Trustee Paul Van Cott

Also present: Village Manager, John Sweeney, Village Treasurer, Elizabeth Benson, Code Enforcement Officer, Paul Blaine, 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 September 9, 2019

Motion: Little Second: Shapiro

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

**AUDITING**

Chair Rabideau called for a motion to approve payment for the 2020 Budget \$212,661.07 voucher number 11042315 to 11042403 complete detail of these vouchers is attached and made part of these minutes.

Motion: Little Second: Murphy

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

**PUBLIC COMMENT PERIOD**

No one spoke

**CORRESPONDENCE:** August Police Report

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 absent

**ITEMS FOR BOARD ACTION:**

**Bill 119-2019 Declare Equipment Surplus Allow Sale**

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

Chair Mayor Rabideau called for a motion.

Motion: Shapiro Second: Murphy

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

**Bill 120-2019 Travel and Training DPW Superintendent**

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

Chair Mayor Rabideau called for a motion.

Motion: Little Second: Murphy

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

**Bill 121-2019 Hydro Award Contract**

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

Chair Mayor Rabideau called for a motion.

Motion: Shapiro Second: Murphy

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

**Bill 122-2019 Call For A Public Hearing 10-15-19 Amending the SL Development Code**

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

Chair Mayor Rabideau called for a motion.

Motion: Shapiro Second: Murphy

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

**OLD BUSINESS**

Discuss on information for short term rentals

**MOTION TO ADJOURN**

Chair Mayor Rabideau called for a motion to adjourn.

Motion: Little Second: : Murphy

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

Respectfully submitted,

Kareen Tyler, Village Clerk

2019-20 FUNDING REQUEST  
SARANAC LAKE VOLUNTEER RESCUE SQUAD INCORPORATED

The Saranac Lake Volunteer Rescue Squad has been operating independently since October 2010. We continue to operate four fully functional ALS trucks and one BLS truck to serve our community. Currently, there are 10 full time employees and 15 part time or per diem employees. As you know, we have a unique situation in that the SLVRS service territory covers parts of 2 counties, a village, and 6 towns. This is unheard of anywhere else in NYS. Some may look at this as a problem; I look at it as a benefit because the cooperation of our village and towns has made it possible to improve our service and to insure that no one village or town has to shoulder the financial burden of having their own rescue squad.

For the last couple of years, I have discussed the nationwide shortage of EMS providers. We are currently at full staffing but continue to have turnover which costs us in time and double coverage for training. The newest challenge we are facing is the start of the Essex county fly car system which is funded through a large grant that allows them to offer significantly higher wages and county benefits. We are losing one staff member due to that draw and Lake Placid has lost two. When the Essex County system is fully funded it makes it very difficult to compete in a field where there is already a critical shortage of providers.

Leaders in the EMS field are acutely aware of the shortage of EMS providers. Here is what is happening locally to mitigate our provider shortage.

-Elizabethtown hospital has started its second Paramedic program. Ryan Thompson, our Administrator, is just finishing that 18 month class. In addition, the Critical Care to Paramedic Bridge class is now being offered. This program is the state's attempt to convert all the Critical Care Technicians to Paramedic and then eventually dissolve that level. I personally feel this is a big mistake as the CC level is a 9 month program which costs around \$1,200 and the Paramedic program is a 2 year program that costs between \$6-10,000. The state is prohibiting the teaching of any new Critical Care Technicians and will allow renewals using the pilot program for a short time. This will lead to fewer ALS providers in the next 5 years.

-NCCC continues to provide annual EMS training. They have made the commitment to teach one EMT and one AEMT class a year to help train new individuals. SLVRS now has three new AEMT's and three individuals in the EMT class that just began. We see this as an important piece in a long-term solution to regional staffing problems.

Last year we discussed that SLVRS was in the process of buying the building we are currently in. That process is completed and we have spent the last year doing renovations and upgrades to create a beautiful kitchen in the day room, a new training room and an executive office which is 98% done. The money we save by not paying rent has allowed us to make those improvements. We continue to keep H&R Block as a renter so we will have some additional financial assistance.

SLVRS continues to support our surrounding agencies through ALS link ups, and Mutual Aid calls. In a 12 month period the Saranac Lake Volunteer Rescue Squad handled 916 calls for 911 services and another 440 doing Interfacility transports. In a 12 month period (6/1/18 to 5/31/19) we assisted our neighbors a total of 128 times. SLVRS did 23 ALS link ups to Tupper Lake and handled their entire call 51 times. We also did 13 runs for Lake Placid and stood by for them while they had all their rigs tied up another 30 times. We also did 11 ALS Intercepts with Saint Regis Falls. The figures on the Location summary vary slightly due to the report being run for different dates. This reflects that almost 9% of our calls are to assist other agencies.

In June of 2013 SLVRS began to expand our role in community health care by taking on a contract to do transports with Adirondack Health. We continue to contract with Adirondack Health to move patients from AMC SL to other facilities when our rural hospital cannot meet the needs of the patient. All of our paid providers are cross trained so that they can be utilized wherever they are needed at the time. This cross training

has benefited us time and again by having a second crew in house to pick up second calls. This has helped strengthen our depth in coverage, improve our financial stability, and provide steady employment for several more individuals.

We plan to continue to utilize the SLVFD drivers for the coming year. By sharing the expense of the paid drivers, we not only provide an immediate response to calls but we eliminate the need to hire additional drivers to drive just for Rescue Calls. This year's funding request of \$238,354 includes \$203,353 for a 45% share of the drivers' salaries and benefits and \$35,000 for the working expenses of the Rescue Squad. The village figures have been obtained for the drivers and it is an increase over last year. I was informed that this increase is due to the fact that they are still working to fulfill the settlement on the last union contract.

Below is the summary of fees for the Village and 6 Towns; this is the same method used for the last several years.

Municipality	Equal split of driver contribution	2 rate method	Rescue operating	20120 contract sums
Village of SL	\$29,053	36.25%	\$12,688	\$41,741
Harrietstown	\$29,050	36.25%	\$12,688	\$41,738
Santa Clara	\$29,050	5.50%	\$ 1,925	\$30,975
N. Elba	\$29,050	5.50%	\$ 1,925	\$30,975
St Armand	\$29,050	5.50%	\$ 1,925	\$30,975
Brighton	\$29,050	5.50%	\$ 1,925	\$30,975
Franklin	\$29,050	5.50%	\$ 1,925	\$30,975
	\$203,353		\$35,000	\$238,354

The SLVRS Board strongly believes that this is the best option we have available at this time. We remain open to suggestions for future discussion of alternative methods to distribute the funding request for the Rescue Squad. I would be glad to meet with anyone to discuss alternatives or to answer any questions you may have.

The contracts will be completed and mailed to you by November 15 so that you will have time to sign and return them for a January 1, 2020 start date. Again I thank you for your continued support and willingness to work towards the best solution for our unique multi-town Rescue Squad. If you have concerns or questions please feel free to call me directly and discuss them. Please consider this an open invitation to all of you; if you would like to stop down and tour the new building you are welcome.

Sincerely,



Julie Harjung

President

(518) 810-3985 cell

j.harjung@saranaclakerescue.com

slrs@centralny.twcbc.com

### Saranac Lake Call Location Report

8/1/2018-7/31/2019										
Location of call	# of Claims	# of Residents	Total Service Charge	Total Received to Date	Contractual Difference Total	tax subsidized	Outstanding Receivable	Claims Billed	Claims Paid	% of call
Saranac Lake	516	467	424,937	198,716	155,449	19,247	70,838	513	445	56.33
N. Elba	39	21	36,262	15,752	15,429	781	5,080	39	33	4.26
St Armand	43	39	41,591	16,967	14,880	2,445	9,744	43	34	4.69
Brighton	46	22	46,657	13,510	24,908	1,003	8,238	46	39	5.01
Franklin	50	42	43,100	17,022	18,625	2,972	7,453	50	42	5.46
Harrietstown	139	106	115,866	46,414	56,064	5,049	13,387	139	127	15.17
Santa Clara	4	3	3,696	1,549	1,104	96	1,043	4	3	0.44
Vill Lake Placid	7	2	6,471	1,282	1,326	1,021	3,863	7	3	0.76
Tupper Lake	42	5	53,060	20,990	23,763	1,275	8,307	42	36	4.60
ALS Link up	30	0	21,275	12,320	5,130	0	3,825	29	24	3.28
<b>Totals</b>	<b>916</b>	<b>707</b>	<b>792,914</b>	<b>344,523</b>	<b>316,679</b>	<b>33,889</b>	<b>131,779</b>	<b>912</b>	<b>786</b>	<b>100.00</b>

RAF OF

**North Woods  
Engineering PLLC**

Joseph A. Garso, P.E.  
Timothy J. Northrup, P.E.

26 September 2019

Mr. John Sweeney  
Village of Saranac Lake  
39 Main Street  
Saranac Lake, NY 12983

Subject: Riverwalk Boardwalk

Dear Mr. Sweeney,

On 25 September 2019, Joseph A. Garso, P.E. of North Woods Engineering, PLLC, conducted a site visit to the boardwalk section of the Riverwalk, behind the Harrietstown Town Hall. The site visit was requested by you. You and two VSL DPW employees were present.

The visit was requested following conditions that were revealed when the DPW was conducting minor repairs on the boardwalk. As part of the repair work, deck boards were removed in three locations, which allowed the viewing of structural components below. With the deck boards removed, it was apparent that there is severe rusting and section loss of metal fasteners and joist hangers. This is widespread.

The AASHTO LRFD Guide Specification for Design of Pedestrian Bridges Building Code mandates a load rating for this structure of 90 pounds per square foot. With the level of rusting and section loss of the metal fasteners and joist hangers, this office is unable to provide a load rating for the structure.

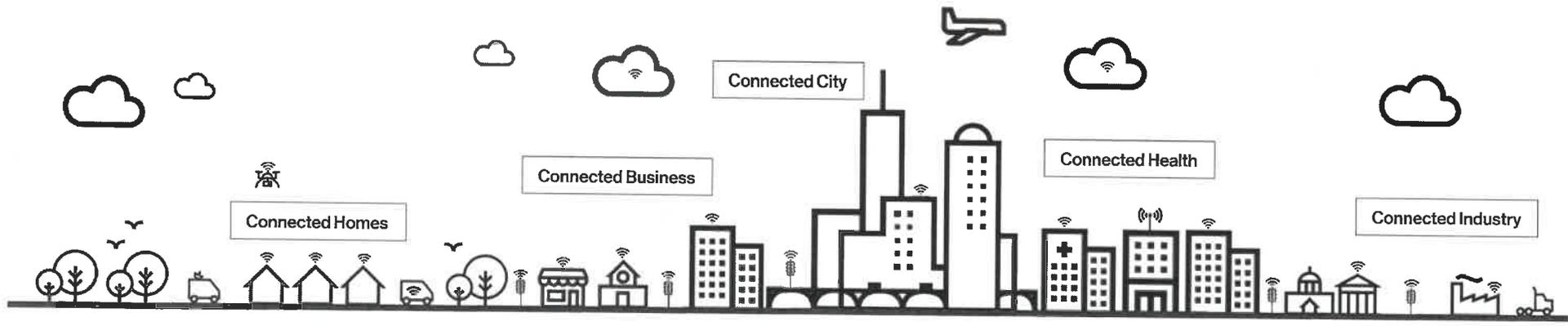
Until corrective actions are made, we are unable to provide a load rating, and therefore recommend the boardwalk's closure.

Please call us with any questions.

Sincerely,

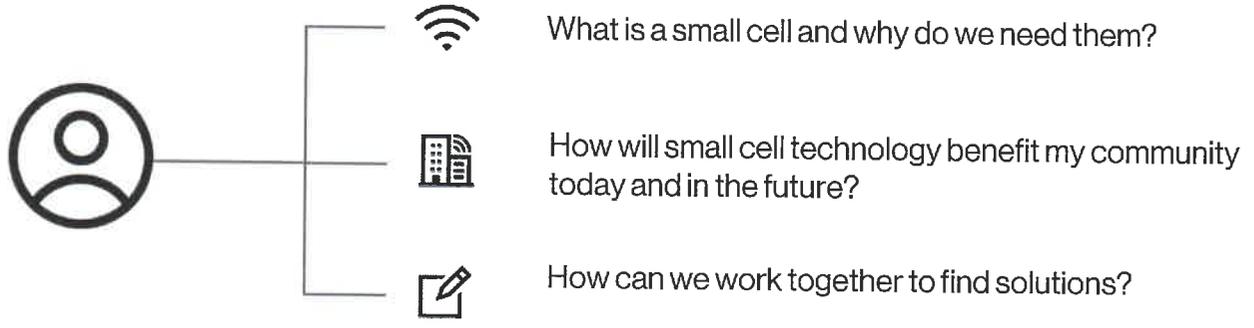
  
Joseph A. Garso, PE

# Small Cells... How will they impact the Village of Saranac Lake?



## Partner with Verizon Wireless

Meet with your local Verizon Wireless Upstate NY Network team today to make sure you can answer these questions for your community and learn how Verizon can help you prepare for Small Cells in your Right of Way



**At Verizon, We Don't Wait for the Future, We Build It**



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# Small Cell Preparation

Small Cells are small in size but big in capabilities. Over the past five years, Verizon has been deploying small cells in our network across Upstate New York to increase capacity and improve service to your community.

These 4G Small Cells will pave the way for future 5G deployments. Both of these networks will depend less on large cell towers, and more on a number of small cells and sensors sending and receiving data. If you start laying the groundwork now, you will increase the likelihood that your citizens are able to benefit from small cell technology within the next few years.

Some of the things you can do to be ready for small cell deployments include: Familiarizing yourself with the FCC Declaratory Ruling and Third Report and FCC Order 18-133, establishing a streamlined approval process for small cells within your public rights-of-way, managing your assets and identifying or staffing a point person(s) as a one-stop-shop for internal management and external communications.

It is imperative that every municipality not only advocates for the values and interests of their residents, but that they also establish collaborative partnerships with wireless providers. In effect, we are not asking you to give up your legislative power but, in fact, we are reminding you that your role is critical in connecting your community with our wireless technologies in order to improve the lives of your citizens and bolster your economic viability.

---

# Small Cell Facts

## **What is a small cell?**

A small cell is just like the name implies a mini cell site with a radio, antenna, power and a fiber connection that augments Verizon's network in a given area. Small cells are short range cell sites used to compliment larger macro cells (or cell towers). The antennas and radios are typically placed on existing vertical structures, including utility poles and street lights and often go unnoticed. Small cell antennas, which can be as small as a backpack, are big on capabilities, and provide added 5G and 4G wireless capacity and coverage to meet the growing needs of data consumption.

## **Do small cells replace the need for macro sites?**

For Verizon, small cells are part of a balanced approach to network coverage and capacity. Verizon will continue to add traditional macro cell sites to expand our footprint for bandwidth and capacity. Small cells are typically designed to cover a smaller areas while macro sites are still necessary to cover larger areas. Typically it would require at least ten to fifteen small cell sites to fill the space of an urban/suburban macro site.

## **Why small cells?**

People are using wireless devices to do more things in more places. As a result, wireless data use has grown at an explosive rate and it's showing no sign of slowing down. It's predicted that Americans will use five times more mobile data by 2021 than we use today. Verizon focuses every day to stay ahead of customer demand for wireless data and to prepare for the future by increasing network capacity through multiple solutions including small cells.

Small cells add service in specific areas to improve capacity, coverage, voice quality, reliability, and data speeds for local residents, businesses, first responders and visitors using the Verizon Wireless network.

## **How does it work?**

A small cell uses small radios and small antennas placed on existing utility poles, transit poles, street lights, signs, signal light poles and rooftops. The coverage area can range from a few hundred feet to upwards of 1,000 ft. depending on topography, capacity needs, and more. This small focused footprint supports 5G and 4G enabled devices, meeting consumer demand for wireless services.

## **Where has Verizon deployed small cells?**

We use small cells to improve capacity in heavy customer usage areas, including neighborhoods, business districts and community gathering places. A small cell is typically placed on existing utility poles, transit poles, street lights, signs, signal light poles in the typical ROW area and also on rooftops. These small cells will equip your municipality with the necessary infrastructure that 5G and 4G wireless applications rely on.

---

# Small Cell Facts

## **Are small cells subject to regulation like a traditional/macro cell site?**

The approval process for small cells varies from jurisdiction to jurisdiction. Verizon works respectfully and responsibly with each local jurisdiction on small cells placement including right-of-way regulations and more.

This is a tremendous moment in time for municipalities, cities and states to meet their residents' and businesses' growing demand for wireless data by championing the deployment of critical infrastructure, like small cells, which significantly enhance wireless capacity where customers need it most.

By working responsibly with communities and elected officials to deliver small cells now, we're putting into place a key building block to deliver 5G wireless in the coming months and years. Forward thinking municipalities, cities and states that can streamline their siting and permitting processes and make them consistent will be among the first to market with next gen wireless technology for their residents, and will play a major role in shaping the future of our national economy.

## **Are small cells safe?**

No matter which generation of technology we use, all Verizon equipment must comply with federal government safety standards. Those standards have wide safety margins and are designed to protect everyone, including children. Multiple federal agencies supported and adopted the standards after examining the RF research that scientists in the US and around the world conducted for decades. The research continues to this day, and agencies continue to monitor it.

Based on all the research, federal agencies have concluded that equipment that complies with the safety standards poses no known health risks. And advisers to the World Health Organization have specifically concluded that the same goes for 5G equipment. In fact, the RF safety standards adopted by the United States Federal Communications Commission (FCC) are even more conservative than the levels adopted by some international standards bodies.

---

## Wireless Trends

**7/10**

Americans support more small cell deployments.<sup>1</sup>

**80%**

of small business leaders support more small cell deployments.<sup>1</sup>

**83%**

of millennials said cell service was the most important factor in purchasing a home.<sup>2</sup>

**18x**

How much mobile traffic has grown over the past 5 years<sup>3</sup>

**90%**

of U.S. households use wireless service<sup>4</sup> and around 57% of American households are now wireless only for voice service.<sup>5</sup>

**80%**

of all 9-1-1 calls are made from wireless devices.<sup>6</sup>

1. <https://www.ctia.org/the-wireless-industry/infographics-library> | 2. RootMetrics/Money, The Surprising Thing Home Buyers Care About More than Schools, June 2, 2015 | 3. Cisco VNI Global Mobile Data Traffic Forecast Update, 2016-2021 White Paper | 4. CTIA, June 2015 | 5. CDC's 2016 Wireless Substitution: Early Release of Estimates From the National Health Interview Survey, July-December | 6. National Highway Traffic Administration, February 2016

# Future 5G Applications

The most realistic and immediate 5G applications are:



## Wireless and Fixed Broadband:

1. This will be an alternative to the existing Cable and Fiber ISP's
2. 5G will radically improve the bandwidth, capacity and reliability of mobile broadband
3. Mobile and Fixed data speeds over 1 Gbps and up to 10 Gbps
4. Live Broadcasting/Conferencing
5. Verizon's 5G Home is live in Los Angeles CA., Sacramento CA., Indianapolis IN. and Houston TX.
6. Verizon's 5G Ultra Wide band is live in Chicago IL., Minneapolis MN., Providence RI. and Denver CO.

Future 5G applications may include the following:



## Smart City:

Smart lighting, traffic control, public safety surveillance, smart parking meters



## Retail:

Inventory management, smart displays, shelf monitoring, traffic tracking



## Smart Home:

Intrusion detection, energy management, appliance control, smart metering



## Health:

Remote diagnostic, remote robotic surgery, health monitoring, fall detection



## Transportation:

Autonomous driving cars, vehicle diagnostics, drone monitoring



## Asset Management:

Fleet tracking, container tracking, temperature monitoring, package tracking



## Internet of Things (IoT):

Connected everything, support for 1 million connected devices per km<sup>2</sup>

**At Verizon, We Don't Wait for the Future, We Build It**



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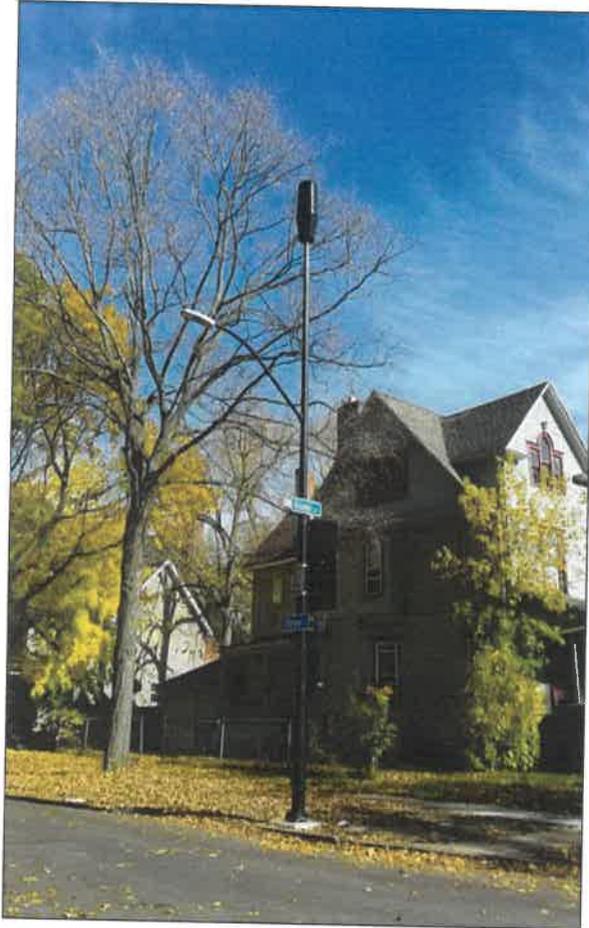
---

## How can the Village of Saranac Lake encourage wireless technology investment?

- ✓ Familiarize yourself with the FCC Infrastructure Order on fees, shot clocks and aesthetics
  - ✓ How would your current Code address small wireless facilities? Would it meet the requirements of the 2018 FCC Infrastructure Orders and new Federal Regulations? Is a code revision necessary?
- ✓ Establish a practical and streamlined approval process to accommodate small cells within your public rights-of-way
  - ✓ How would your existing permit process accommodate small wireless facilities within the public ROW? Is a new small wireless facility permit or ROW License Agreement necessary?
- ✓ Develop aesthetic guidelines for pole attachments
- ✓ Inventory your municipal-owned assets such as utility and light poles and existing buried fiber

# Verizon Small Cell Photographs

4G Small Cell



4G Small Cell



4G Small Cell



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# Verizon Small Cell Photographs

5G Colo on 4G Small Cell



4G + 5G Small Cell



5G Small Cell



# Thank you

Verizon Wireless

Upstate NY Network Real Estate Team

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Handles Western NY
- Katherine Tyler, [katherine.tyler@verizonwireless.com](mailto:katherine.tyler@verizonwireless.com), 585-405-4626,  
Handles the Genesee Valley – Finger Lakes area



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518-354-2425 [mary@innerquestyoga.net](mailto:mary@innerquestyoga.net) [www.innerquestyoga.net](http://www.innerquestyoga.net)

October 8, 2019

Village Board  
Village of Saranac Lake  
39 Main St. #9  
Saranac Lake, NY 12983

RE: Trash on the RR Tracks and throughout our town

Good day all,

I love Saranac Lake and have lived here longer than anywhere, beginning with College in the late 1970's. The railroad tracks are in my backyard and I regularly walk them in both directions. Over the past few years there has been an increase in the littering along the tracks, including evidence of drug use (needles) and alcohol. Two popular locations are at the Train Station and west of the bridge overlooking the river. Closer attention reveals trash strewn around town.

On many walks I pick up a stray plastic bag and fill it with litter. This weekend my husband Kevin and I filled 10+ large trash bags along the tracks from Cedar St. to Bloomingdale Ave. then later in the day started back down from Bloomingdale Ave. towards Pine Street. We collected hazardous litter on an embankment that would otherwise have made it to the river.

This poses many concerns especially the welfare of those using and addicted to drugs and alcohol, how might they be helped? I also recognize that some areas may be difficult to monitor but wonder about placing signs throughout the village, at the train station, and at the railroad tracks where they cross the town roads about litter fines and patrols might help. Perhaps web cams in areas of concern. Of course, the trash is a public health hazard, an environmental concern, not to mention a desecration of our community.

Thank you for your consideration.

Sincerely,

*Mary Bartel*

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

SUBJECT: SEQR NEGATIVE DECLARATION

Date: 10-15-19

DEPT OF ORIGIN: Community Development

Bill: 123 2019

DATE SUBMITTED: 9-24-19

EXHIBITS: \_\_\_\_\_

APPROVED AS TO FORM:

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

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

EXPENDITURE  
REQUIRED:

AMOUNT  
BUDGETED

APPROPRIATION  
REQUIRED:

Resolution to issue a Negative Declaration for purposes of SEQR regarding proposed Village Code amendments

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

VOTE ON ROLL CALL :

MAYOR RABIDEAU

\_\_\_\_\_

TRUSTEE LITTLE

\_\_\_\_\_

TRUSTEE MURPHY

\_\_\_\_\_

TRUSTEE SHAPIRO

\_\_\_\_\_

TRUSTEE VAN COTT

\_\_\_\_\_

Date: 9/24/2019

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

**SUBJECT: RESOLUTION RECOGNIZING UNLISTED SEQR ACTION**

**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**, in consideration of the circumstances as described above the Board needs to amend the Village of Saranac Lake Unified Development Code; and

**WHEREAS**, the Saranac Lake Village Board of Trustees held a public hearing on October 15, 2019, to consider a local law amending the Village of Saranac Lake Unified Development Code, as more fully set forth in the text of the Local Law; and

**WHEREAS**, the Board must evaluate all proposed actions submitted to it for its consideration that may affect the environment in light of the State Environmental Quality Review Act ("SEQR") and the regulations promulgated thereunder, and

**WHEREAS**, the required environmental assessment will be conducted by the Board; and

**WHEREAS**, the Board desires to serve and act as the lead agency for the purposes of SEQR; and

**WHEREAS**, this project is an Unlisted action for the purposes of SEQRA as it adopts amendments to the Development Code; and;

**NOW, THEREFORE, BE IT RESOLVED**, the Board makes the following findings and determinations with respect to the proposed project:

(1) That the proposed Development Code amendments have been determined not to have a significant impact on the environment and a negative declaration is issued.

## Short Environmental Assessment Form Part 1 - Project Information

### Instructions for Completing

**Part 1 – Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 – Project and Sponsor Information</b>			
Village of Saranac Lake Board of Trustees			
Name of Action or Project: Amendment of Village Development Code			
Project Location (describe, and attach a location map): Village of Saranac Lake			
Brief Description of Proposed Action: Proposed adoption of amendments to the Village of Saranac Lake Development Code			
Name of Applicant or Sponsor: Village of Saranac Lake		Telephone: 518-891-4150	
Address: 39 Main Street		E-Mail: ceo2@saranaclakeny.gov	
City/PO: Saranac Lake		State: NY	Zip Code: 12983
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		_____ acres	
b. Total acreage to be physically disturbed?		_____ acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?		NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		NO	YES
If Yes, identify: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels?		NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are public transportation services available at or near the site of the proposed action?		<input type="checkbox"/>	<input type="checkbox"/>
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?		<input type="checkbox"/>	<input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements?		NO	YES
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply?		NO	YES
If No, describe method for providing potable water: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities?		NO	YES
If No, describe method for providing wastewater treatment: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?		NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?		<input type="checkbox"/>	<input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?		NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?		<input type="checkbox"/>	<input type="checkbox"/>
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____			

<p>14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:</p> <p><input type="checkbox"/> Shoreline   <input type="checkbox"/> Forest   <input type="checkbox"/> Agricultural/grasslands   <input type="checkbox"/> Early mid-successional</p> <p><input type="checkbox"/> Wetland   <input type="checkbox"/> Urban   <input type="checkbox"/> Suburban</p>		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input type="checkbox"/>	<input type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input type="checkbox"/>
If Yes, briefly describe:		
_____		
_____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:	<input type="checkbox"/>	<input type="checkbox"/>
_____		
_____		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	<input type="checkbox"/>	<input type="checkbox"/>
_____		
_____		
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	<input type="checkbox"/>	<input type="checkbox"/>
_____		
_____		
<p><b>I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b></p> <p>Applicant/sponsor/name: <u>Village of Saranac Lake</u> Date: <u>10/15/2019</u></p> <p>Signature: _____ Title: <u>Mayor of Saranac Lake</u></p>		

**PRINT FORM**

**Agency Use Only [If applicable]**

Project: Village Development Code amendment  
 Date: 10/15/2019

**Short Environmental Assessment Form  
 Part 2 - Impact Assessment**

**Part 2 is to be completed by the Lead Agency.**

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing: a. public / private water supplies? b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**PRINT FORM**

Project: **Village code amendmen**

Date: **10/15/2019**

**Short Environmental Assessment Form  
Part 3 Determination of Significance**

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Village of Saranac Lake Board of Trustees

10/15/2019

Name of Lead Agency

Date

Mayor Clyde Rabideau

Mayor of Saranac Lake

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Paul Baine, Development Code Administrator

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from Responsible Officer)

**PRINT FORM**

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

SUBJECT: LWRP DETERMINATION

Date: 10-15-19

DEPT OF ORIGIN: Community Development

Bill: 124 2019

DATE SUBMITTED: 9-24-19

EXHIBITS: \_\_\_\_\_

APPROVED AS TO FORM:

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

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

EXPENDITURE  
REQUIRED:

AMOUNT  
BUDGETED

APPROPRIATION  
REQUIRED:

Resolution to find the proposed Village Code amendments consistent and in accordance with the goals and objectives of LWRP policies and standards

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

VOTE ON ROLL CALL :

MAYOR RABIDEAU

\_\_\_\_\_

TRUSTEE LITTLE

\_\_\_\_\_

TRUSTEE MURPHY

\_\_\_\_\_

TRUSTEE SHAPIRO

\_\_\_\_\_

TRUSTEE VAN COTT

\_\_\_\_\_

Date: 9/24/2019

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

**SUBJECT: RESOLUTION CONSIDERING LOCAL WATERFRONT REVITALIZATION PLAN**

**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**, in consideration of the circumstances as described above the Board needs to amend the Village of Saranac Lake Unified Development Code; and

**WHEREAS**, the Saranac Lake Village Board of Trustees held a public hearing on October 15, 2019, to consider a local law amending the Village of Saranac Lake Unified Development Code, as more fully set forth in the text of the Local Law; and

**WHEREAS**, the Board must evaluate all proposed amendments in relation to the goals and objectives of the LWRP; and

**NOW, THEREFORE, BE IT RESOLVED**, the Board makes the following findings and determinations with respect to the proposed project:

- (1) That the proposed Village Code amendments have been determined to be consistent and in accordance with the goals and objectives of LWRP policies and standards



## Village of Saranac Lake

Community Development Department  
 3 Main Street  
 Saranac Lake, NY 12983  
 Phone (518) 891-0490  
 Fax (518) 891-5928  
[www.saranaclakeny.gov](http://www.saranaclakeny.gov)

### VILLAGE OF SARANAC LAKE WATERFRONT ASSESSMENT FORM (WAF)

#### Section A. Instructions

Instructions: Applicants or, in the case of direct actions, Village agencies, shall complete this WAF for proposed actions which are subject to the LWRP consistency review law. This assessment is intended to supplement other information used by a Village agency in making a determination of consistency with the Village's Local Waterfront Revitalization Program.

Before answering the questions in Section C, the preparer of this form should review the policies and explanations of policy contained in the Local Waterfront Revitalization Program (LWRP), a copy of which is on file in the Village of Saranac Lake Offices, 3 Main Street, Saranac Lake, NY 12983 or online at [www.saranaclakeny.gov](http://www.saranaclakeny.gov). A proposed action should be evaluated as to its significant beneficial and adverse effects upon the waterfront area.

If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the LWRP policy standards and conditions contained in the consistency review law. Thus, the actions should be analyzed in more detail and, if necessary, modified prior to making a determination that it is consistent to the maximum extent practicable with the LWRP policy standards and conditions. If an action cannot be certified as consistent with the LWRP policy standards and conditions, it shall not be undertaken.

#### SECTION B. Description of Site and Proposed Action

1. Name of applicant: <b>Village of Saranac Lake</b>		3. Telephone Number: <b>518-891-4150</b>	
2. Mailing address: <b>39 Main St</b>		5. Tax Map # (s): <b>N/A</b>	
4. Location of action: <b>N/A</b>		7. Present land use(s): <b>N/A</b>	
6. Size of site: <b>N/A</b>		9. Percentage of site which contains slopes of 15% or greater: <b>N/A</b>	
8. Present zoning classification: <b>N/A</b>		10. Type of action (check appropriate response) <input type="checkbox"/> Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction) <input type="checkbox"/> Financial assistance (e.g. grant, loan, subsidy) <input type="checkbox"/> Permit, approval, license, certification <input checked="" type="checkbox"/> Agency undertaking action: <b>Village of Saranac Lake</b>	
11. Streams, lakes, ponds, or wetlands existing within or continuous to the project area? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, Waterbody Name: _____ Waterbody Size(In acres): _____			
12. Describe nature and extent of action: <b>Local Law</b>			
13. Describe any unique or unusual land forms on the project site (i.e. bluffs, ground depressions, other geological formations):			
14. Will the action be directly undertaken, require funding, or approval by a State or Federal Agency? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, which State or Federal Agency? _____			

## SECTION C. Waterfront Assessment (To be completed by reviewing agency)

	YES	NO
<b>1. Will the proposed action have a significant effect upon:</b>		
(a) Commercial or recreational use of fish and wildlife resources	<input type="checkbox"/>	<input type="checkbox"/>
(b) Scenic quality of the waterfront environment?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Development of future, or existing water dependent uses?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Stability of the shoreline?	<input type="checkbox"/>	<input type="checkbox"/>
(e) Surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Existing or potential public recreation opportunities?	<input type="checkbox"/>	<input type="checkbox"/>
(g) Structures, sites or districts of historic, archeological or cultural significance to the Village, State or nation?	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Will the proposed action involve or result in any of the following:</b>	YES	NO
(a) Physical alteration of land along the shoreline, land under water or coastal waters?	<input type="checkbox"/>	<input type="checkbox"/>
(b) Physical alteration of two (2) acres or more of land located elsewhere in the waterfront area?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Expansion of existing public services or infrastructure in undeveloped or low density areas of the waterfront area?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Energy facility not subject to Article VII or VIII of the Public Service Law?	<input type="checkbox"/>	<input type="checkbox"/>
(e) Mining, excavation, filling or dredging?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Reduction of existing or potential public access to or along the shore?	<input type="checkbox"/>	<input type="checkbox"/>
(g) Sale or change in use of publicly-owned lands located on the shoreline or under water?	<input type="checkbox"/>	<input type="checkbox"/>
(h) Development within designated flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>
(i) Development on a natural feature that provides protection against flooding or erosion?	<input type="checkbox"/>	<input type="checkbox"/>
(j) Diminished surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>
(k) Removal of ground cover from the site?	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. Project:</b>	YES	NO
(a) If a project is to be located adjacent to shore:		
(1) Will water-related recreation be provided?	<input type="checkbox"/>	<input type="checkbox"/>
(2) Will public access to the shoreline be provided?	<input type="checkbox"/>	<input type="checkbox"/>
(3) Does the project require a waterfront site?	<input type="checkbox"/>	<input type="checkbox"/>
(4) Will it supplant a recreational or maritime use?	<input type="checkbox"/>	<input type="checkbox"/>
(5) Do essential public services and facilities presently exist at or near the site?	<input type="checkbox"/>	<input type="checkbox"/>
(6) Is it located in a flood prone area	<input type="checkbox"/>	<input type="checkbox"/>
(7) Is it located in an area of high erosion	<input type="checkbox"/>	<input type="checkbox"/>
(b) If the project site is publicly owned:		
(1) Will the project protect, maintain and/or increase the level and types of public access to water-related recreation resources and facilities?	<input type="checkbox"/>	<input type="checkbox"/>
(2) If located in the foreshore, will access to those and adjacent lands be provided?	<input type="checkbox"/>	<input type="checkbox"/>
(3) Will it involve the siting and construction of major energy facilities?	<input type="checkbox"/>	<input type="checkbox"/>
(4) Will it involve the discharge of effluents from major steam electric generating and industrial facilities into a waterway	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project site presently used by the community as an open space or recreation area?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Does the present site offer or include scenic views or vistas known to be important to the community?	<input type="checkbox"/>	<input type="checkbox"/>
(e) Will the surface area of any waterways or wetland areas be increased or decreased by the proposal?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Will the project involve any waste discharges?	<input type="checkbox"/>	<input type="checkbox"/>
(g) Does the project involve surface or subsurface liquid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>
(h) Does the project involve transport, storage, treatment or disposal of solid waste or hazardous material?	<input type="checkbox"/>	<input type="checkbox"/>
(i) Does the project involve shipment or storage of petroleum products?	<input type="checkbox"/>	<input type="checkbox"/>
(j) Does the project involve discharge of toxics, hazardous substances or other pollutants?	<input type="checkbox"/>	<input type="checkbox"/>
(k) Will the project affect any area designated as a freshwater wetland?	<input type="checkbox"/>	<input type="checkbox"/>
(l) Will the project alter drainage flow, patterns or surface water runoff on or from the site	<input type="checkbox"/>	<input type="checkbox"/>
(m) Will best management practices be utilized to control storm water runoff into waterways?	<input type="checkbox"/>	<input type="checkbox"/>
(n) Will the project cause emissions which exceed Federal or State air quality standards or generate significant amounts of nitrates or sulfates?	<input type="checkbox"/>	<input type="checkbox"/>

## SECTION D. Remarks or Additional Information

For questions answered "Yes" in Section C, explain methods you will undertake to reduce adverse effects. Review the LWRP to see if the project is consistent with each policy. List policies the project is not consistent with and explain all mitigating actions. Add any additional sheets necessary to complete this form.

**SECTION E. Preparer Information**

Preparer's Name (Please print): <b>Paul Blaine</b>	
Title: <b>Development Code Administrator</b>	
Organization Name: <b>Village of Saranac Lake</b>	
Phone Number: <b>518-891-4150 ext. 236</b>	
Signature: <i>Paul Blaine</i>	Date: <b>9/24/2019</b>

**SECTION F. Determination of LWRP Consistency (To be completed by the Planning Board)**

The Village of Saranac Lake Planning Board finds that the above referenced project is:  
 consistent with LWRP policy standards and conditions.  
 not consistent with LWRP policy standards and conditions and shall not be undertaken.

Clyde Rabideau, Mayor

Print Name of Planning Board Chair \_\_\_\_\_

10/15/19

Signature of Planning Board Chair \_\_\_\_\_

Date \_\_\_\_\_

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

SUBJECT: LOCAL LAW AMENDMENTS      Date: 10-15-19

DEPT OF ORIGIN: Community Development      Bill: 1252019

DATE SUBMITTED: 9-24-19

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

APPROVED AS TO FORM:

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

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

EXPENDITURE  
REQUIRED:

AMOUNT  
BUDGETED

APPROPRIATION  
REQUIRED:

Resolution for amendments to the Village of Saranac Lake Unified Development Code

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

VOTE ON ROLL CALL :

MAYOR RABIDEAU

\_\_\_\_\_

TRUSTEE LITTLE

\_\_\_\_\_

TRUSTEE MURPHY

\_\_\_\_\_

TRUSTEE SHAPIRO

\_\_\_\_\_

TRUSTEE VAN COTT

\_\_\_\_\_

Date: 10/15/2019

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

**SUBJECT: RESOLUTION AMENDING THE VILLAGE OF SARANAC LAKE UNIFIED  
DEVELOPMENT CODE**

**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**, in consideration of the circumstances as described above the Board needs to amend the Village of Saranac Lake Unified Development Code; and

**WHEREAS**, the Saranac Lake Village Board of Trustees held a public hearing on October 15, 2019, to consider a local law amending the Village of Saranac Lake Unified Development Code, as more fully set forth in the text of the Local Law; and

**WHEREAS**, the Board has reviewed the proposed amendment for purposes of the State Environmental Quality Review Act (SEQRA) and determined that a negative declaration should be issued with respect to the proposed action; and

**WHEREAS**, the Board has reviewed the proposed amendments in regard to the Local Waterfront Revitalization Program and found it consistent and in accordance with the goals and objectives of the LWRP policies and standards; and

**NOW, THEREFORE, BE IT RESOLVED**, the Board makes the following findings and determinations with respect to the proposed project:

- (1) The Village of Saranac Lake Board of Trustees amends the Village Code with changes as set forth in Exhibits A, B, C, D, E, F.
- (2) The amendment will become effective upon filing with the Secretary of State.

## 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:

	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"

	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)						
30° Angled (30°)						
45° Angled (45°)						
60° Angled (60°)						
90° (Head In)						

- (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 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	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'									
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'			
C-4							SPR			
							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		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'	10'							
<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	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>1</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.

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				
A										
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-1	20'	20'	15'	NP	8'	8'	SPR	40%	30%	40' or SPR
B-2							10,000			
B-3							10,000			
B-4							SPR			
C										
C-1	25	15'	10'	NP	8'	8'	25,000	40%	30%	40'
C-2							25,000			
C-3							SPR			
C-4							10,000			
D										
D-1	25	15'	10'	NP	8'	8'	SPR	40%	30%	40'
D-2		20'					10,000			
D-3		15'					SPR			
E										
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'	10'							
F										
F-1	SPR	SPR	10'	NP	8'	8'	SPR	40%	30%	40'
F-2	25'	15'	10'							
G										
District- Wide	25'	20'	15'	NP	8'	8'	5,000	40%	30%	40'
H										
H-1	25'	20'	10'	NP	8'	8'	10,000	40%	30%	40' or SPR
H-2			15'				25,000			
H-3			25,000							
I										
District- Wide	20'	20'	15'	NP	8'	8'	SPR	40%	30%	40'
J										
J-1	25'	20'	10'	NP	8'	8'	10,000	40%	30%	40'
J-2	25'						SPR			
K										
K-1	25	25'	15'	NP	8'	8'	25,000	40%	30%	40'
K-2			10,000							
K-3			25,000							
K-4			SPR							
L										
L-1	20'	20'	15'	NP	8'	8'	25,000	40%	30%	40'
L-2							10,000			
L-3							5,000			
PUDD										
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.

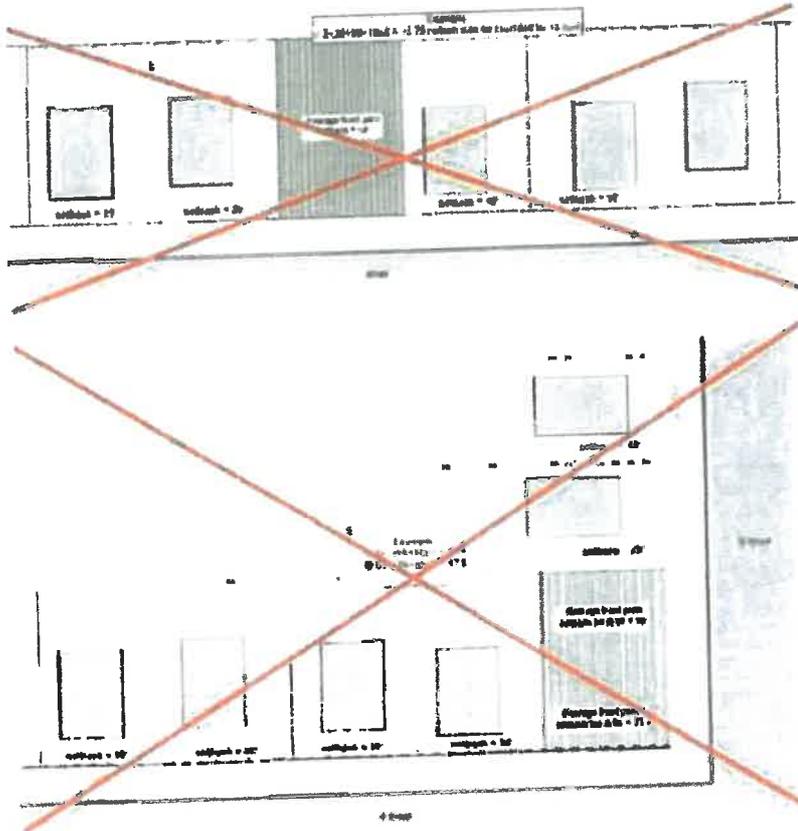
§ 106-41 Dimensional standards.

**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>[5]</sup>

**[3] 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>[6]</sup>

**[4] 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: Time and Date of Village Election

Date 10-15-19

DEPT OF ORIGIN: Village Manager

Bill # 124-2019

DATE SUBMITTED:   

EXHIBITS:                     

APPROVED AS TO FORM:

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

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

EXPENDITURE  
REQUIRED

AMOUNT  
BUDGETED

APPROPRIATION

Designate March 18, 2020 as Village Election Day and provide the polling place and time polls will be open.

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

VOTE ON ROLL CALL:

MAYOR RABIDEAU

\_\_\_\_\_

TRUSTEE SHAPIRO

\_\_\_\_\_

TRUSTEE LITTLE

\_\_\_\_\_

TRUSTEE VAN COTT

\_\_\_\_\_

TRUSTEE MURPHY

\_\_\_\_\_

Whereas, Election Law § 15-104(3) provides the Village Board must adopt a resolution identifying the polling place and the hours the polls will be open.

Therefore Be it Resolved,

1. The polling place for the forthcoming Village Election on March 18, 2020 will be the Town of Harrietstown Town Hall Auditorium, 39 Main Street, Saranac Lake, New York.
2. The polls shall be open from 12:00 noon until 9:00 pm



**RESOLUTION AUTHORIZING SUBMISSION OF AN URBAN AND COMMUNITY FORESTRY GRANT PROGRAM APPLICATION**

WHEREAS, DEC has announced the availability of Environmental Protection Fund (EPF) funding for government entities to implement tree inventory, community forest management planning, tree planting, tree maintenance, or educational programming projects in NYS; and

WHEREAS, DEC is dedicated to providing support and assistance to communities in the development of comprehensive projects to create healthy urban and community forests while enhancing the quality of life for urban residents; and

WHEREAS, a priority project in the Village's Downtown Revitalization Strategic Investment Plan is the expansion of the tree canopy along the Broadway and Main Street corridors; and

WHEREAS, the Village maintains a variety of trees along village roadways and within village parks; and

WHEREAS, the Village's Urban Forest Management Plan was last updated in 1999 and since then new issues have developed in the region, including the threat of invasive species affecting trees; and

WHEREAS, an updated tree inventory and urban forest management plan are needed in order to effectively maintain and manage the urban forest within the village; and

WHEREAS, the Village of Saranac Lake is eligible to seek funding for this project through the Urban and Community Forest Grant Program, which is a reimbursement grant that does not have a local match requirement; and

WHEREAS, the project will help the implement goals of various Village plans including the Downtown Strategic Investment Plan, Comprehensive Plan, Park Vision Plan, Local Waterfront Revitalization Program and Bicycle and Pedestrian Trail Master Plan;

THEREFORE, BE IT RESOLVED, the Village of Saranac Lake Board of Trustees authorizes the Village Manager to submit an Urban and Community Forestry Grant Program Application seeking up to \$500,000 to develop a tree inventory and community forest management plan.

---

*Draft Alternatives Report*

# Extension of Village Riverwalk and Riverwalk Linkage through Dorsey Street Parking Lot

Prepared for  
**Village of Saranac Lake**

39 Main Street  
Saranac Lake, New York

Revision 0  
October 2019



**Department  
of State**

This project was prepared with funding provided  
by the New York State Department of State under  
Title 11 of the Environmental Protection Fund.

**Barton&Loguidice**

**Extension of Village Riverwalk and Redevelopment of Dorsey Street Parking Lot  
Village of Saranac Lake, Franklin County, New York**

**Draft Alternatives Report**

**October 2019**

**Prepared for**

**Village of Saranac Lake  
39 Main Street  
Saranac Lake, New York 12983**

**Prepared by**

**Barton & Loguidice, D.P.C.  
443 Electronics Parkway  
Liverpool, New York 13088**

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- Appendix A – Project Location Map
- Appendix B – Existing Conditions and Photos
- Appendix C – Proposed Enhancements Concept Plans and Details
- Appendix D – Preliminary Project Cost Estimates

## 1.0 INTRODUCTION AND PROJECT OBJECTIVES

The Village of Saranac Lake is located in the heart of the Adirondack region, on the county line separating Franklin and Essex Counties. Settled early in the 1800s, and officially incorporated in 1892, the small village quickly became a recognized place of healing for those with sickness and disease, especially tuberculosis. The fresh air and relatively low population of the area provided the perfect environment for those in crowded, urban environment to escape to in order to seek treatment. Once a medicinal treatment was discovered, people began returning to the area to set up summer homes along the various lakes and waterways in the region. Many of these "camps," along with various "cure cottages" built as places to seek treatment are still standing today, with over 230 structures in the Saranac Lake area on the National Register of Historic Places.

Still to this day, Saranac Lake remains a village with seasonal attraction for a variety of reasons. Despite the season, many frequent the area to enjoy the various outdoor recreational activities. Paul Smith College also attracts many students to the area, further adding to the frequent come-and-go of people to the area. That being said, Saranac Lake is a village rich with history and ideals that date back to its early beginnings. The residents of Saranac Lake have long been interested in making the village one that is clean, modern, and enticing for both people and businesses, dating all the way back to 1910 when the Village Improvement Society was founded.

Founded on this forward thinking mentality, there have been many documents created over the years with plans for how to better improve the village. Being one of the integral parts of the village, there have been many plans created detailing how to improve the areas along the Saranac River. The Saranac River Walk Conceptual Plan created in 1992 highlighted the importance of the waterway to the community as well as the importance of providing opportunities for residents, tourists, and businesses along the riverfront. The 1.5 mile-long pedestrian trail, commonly called the Riverwalk, was created with this intent in mind. The Riverwalk, in theory, would provide people with the opportunity to bring more people into the village for recreational purposes, boost pedestrian traffic in and around the village, and expand use of the river.

In 2003, the Village adopted the Village of Saranac Lake Local Waterfront Revitalization Program (LWRP). The purpose of the LWRP is to promote economic development and revitalization of the Village's waterfront area while assuring the protection and beneficial use of waterfront resources. The LWRP provides a comprehensive framework whereby critical waterfront issues can be addressed and planned waterfront improvement projects can be pursued and implemented. This plan was subsequently approved by the New York State Secretary of State in 2004 and allowed the village to pursue funding toward the preservation and development of waterfront revitalization projects.

Furthermore, the Comprehensive Plan created in 2013, expanded on these ideas to create goals and initiative for the village moving forward. In terms of community and economic development, there was a focus on increasing connectivity within the village, as well as, retaining current businesses while at the same time, recruiting new businesses. Looking at future recreational resources, the plan emphasized the

need to reinforce the image of a "healthy community" that provided opportunities for both children and adults, along the waterfront particularly. Lastly, in terms of infrastructure and utilities, the 2013 Comprehensive Plan pointed out the need for enhanced sidewalks and pathways, with improved way finding and signage for pedestrians.

That same year, the Bike & Pedestrian Trail Plan was created, which noted some specific improvements to be made. Overall, the plan called for increased connectivity between pedestrian-used pathways throughout the village. Specifically looking at the Riverwalk, the plan noted a missing connection in the trail, and detailed plans for completing that segment. It also identified the need for improved pedestrian accommodation, including a lack of way finding signs between the Riverwalk and Main Street, Broadway, and Church Streets, and a lack of crosswalks and paths from the walkway to nearby businesses.

Similarly, 2018 memorialized the Saranac Lake Park Vision Plan on the same goals and objectives of the Bike & Pedestrian Trail Plan. This plan created a comprehensive strategic vision for incremental improvements within key park areas, including the Saranac Lake Riverwalk. The parks included in this strategic plan serve as a tremendous community resource that the Village is continuously leveraging for the benefit of its residences and destinations for visitors.

According to the Saranac Lake Region Comprehensive Economic Development Strategy, it identifies the Saranac Lake Vision Statement as follows:

*"The greater Saranac Lake region of the Adirondacks is poised to become a distinguished location for environmental and biological based businesses. The region will become home to an increasing number of private businesses engaged in the development of products and services to fill the needs of a global, knowledge based economy. Skilled employment opportunities for residents will be supported by well planned business locations, quality office space, world-class telecommunications and broadband infrastructure and a superb quality of life. Along with a unique mountain lifestyle, supporting health and wellness industries, the region will offer quality housing; a downtown with extensive retail shopping; arts, entertainment, cultural venues; and enjoyable public areas."*

These plans, documents, and vision statement lead us to today, where the Village has been awarded a NYS Local Waterfront revitalization grants for design and construction of the Riverwalk Extension and Redevelopment of the Riverwalk Linkage through the Dorsey Street Parking Lot projects. In addition, a combination of LWRP and DRI funding has been awarded for construction of the Riverwalk Extension. Both of these projects address concerns and ideas mentioned in the plans drafted by the Village over the last 30 years. The Riverwalk Extension aspect of this project aims to build that connection that is currently missing along the existing Riverwalk. The Redevelopment of the Dorsey Street Parking Lot aspect of the project is focused on improving pedestrian enhancements in the area, implementing well-defined parking spaces, updating crosswalks and sidewalks throughout the lot leading to Main Street, and including way finding signs to the Riverwalk and towards Main Street. Both of these projects embrace the ideas of past documents, and will be able to make these plans a reality.

## 2.0 PROJECT BACKGROUND AND EXISTING CONDITIONS

### A. Project Area 1 – Extension of Village Riverwalk

The Riverwalk, as previously mentioned, is a 1.5 mile-long pedestrian walkway that provides a north-south trail through the Village of Saranac Lake. Near the middle of the Riverwalk, there is a missing link in the trail along the east side of the Saranac River corridor, running from the Dorsey Street Parking Lot to the Broadway bridge. With the missing segment, pedestrians have no continuous path along the river corridor, and must use one of several alternate sidewalk routes within the community, including the Dorsey Street Parking Lot to walk over the Dorsey Street Bridge to Dorsey Street and head to Broadway. Not only is this inconvenient for pedestrians trying to walk along the Saranac River, but it also prohibiting opportunities for businesses along the Riverwalk. By completing this connection, there will be a complete and continuous link through the Village that improves connectivity in favor of both pedestrians and businesses within the community. See Appendix B for representative site photos.

### B. Project Area 2 – Riverwalk Linkage through the Dorsey Street Parking Lot

While the Riverwalk provides for tremendous access and vantage point to the Saranac River corridor, linkage with the businesses along Broadway is not well defined. Accessing these business requires either abutting ingress/egress points at the Broadway Bridge and NYS Rte. 3 Bridge or non-delineated access through the Dorsey Street parking lot. The Dorsey Street parking lot is a mixed use area that mainly serves as public parking, but also provides secondary access to business and residences along the back side of the buildings fronting Broadway. The Riverwalk runs along the west side of the parking lot, and many pedestrians cut through the parking lot to access these buildings/business by way of (4) different alleyways connecting Dorsey Street with Broadway. The loosely assembled parking lot layout and lack of way finding paths makes it difficult for pedestrians to knowingly/safely navigate this open area. A need to better define pedestrian pathways through this area will be evaluated. This plan will present an alternative to provide dedicated/delineated pedestrian pathways through the Dorsey Street parking lot. Additional pedestrian amenities will also incorporated to enhance the comfort of walkers and bikers (benches, bike stands, lighting, etc.). See Appendix B for representative site photos.

### 3.0 PROPOSED PROJECT ENHANCEMENTS

#### A. Project Area 1 – Extension of Village Riverwalk

As discussed above, the primary objective of this area of the project is to establish a linkage between two separate segments of the existing Riverwalk. Three alternatives will be considered to accomplish this goal.

Alternative 1 – The initial consideration to complete the Riverwalk as a continuous trail is to construct the new facility along the eastern side of the Saranac River. This would extend the current Riverwalk terminus in the Dorsey Street parking lot to Broadway. This corridor would utilize the space along the shoreline, adjacent to two existing buildings. The facility would be constructed as an elevated style boardwalk that connects the higher elevation at Broadway and the lower elevation of the Riverwalk to the south.

Several challenges exist in implementing this alternative. The most feasible space to construct the Riverwalk along this corridor is owned by a private party and occupied by a portion of the 27 Broadway (former Dew Drop Inn) building. Implementation would require securing a permanent easement with this property owner and the Riverwalk would have to be potentially integrated with the structural features and logistical redevelopment plan of this building. At this time, the plans to redevelop this property is unclear.

In addition, redevelopment of this property has an impact on the ability to determine the viability of providing a fully compliant ADA walkway. If an entirely sloped walkway meeting ADA standards is constructed, this would limit public/private shared use options for the redevelopment of this property (due to an inclining structure along the building face). Otherwise, a level walkway could be developed, whereby accommodating a more flexible shared use space. Under this scenario, a set of stairs would be integrated to facilitate the grade change. This scenario is similar to the existing Riverwalk path on the north side of Broadway. ADA accessibility around these stairs would be accommodated along the sidewalk network on Broadway and Dorsey Street.

Lastly, portions of this proposed Riverwalk alternative would be subject to flood flows, similar to the exposure seen along the Riverwalk adjacent to the Dorsey Street parking lot (based on the hydraulic studies performed for the prior Riverwalk implementation). Resiliency of this proposed facility would have to be managed through the selective use of construction materials, but this would not ensure that the facility would be free of impacts from known flooding hazards and flood flows.

For these reasons, this alternative has been determined not feasible and will not be considered further.

Alternative 2 – This alternative considers the construction of a shared use pedestrian bridge over the Saranac River (adjacent to the Dorsey Street parking lot access bridge) and enhance the sidewalk along Dorsey Street to provide for a fully functional multi-use walkway. While this walkway corridor will not be technically located along the Saranac River, this walkway will be considered part of the Riverwalk trail and designated as such.

Currently, pedestrians can cross the Dorsey Street parking lot bridge and utilize the sidewalk that runs along the east side of Dorsey Street. However, this bridge and the sidewalk along Dorsey Street are too narrow to be used as a shared use space. Pedestrians have to use the shoulder of the bridge for access and the sidewalk along Dorsey Street varies between 4 to 5 feet.

This alternative would propose installing a prefabricated pedestrian bridge across the Saranac River and increasing the width of the Dorsey Street sidewalk to 8 feet minimum. A direct connection to the current Riverwalk would be made immediately east of the Dorsey Street bridge and the Dorsey Street sidewalk connects with Broadway at a point approximately 75 feet from the southerly terminus of the Riverwalk with the Broadway bridge.

In order to accomplish this increased width, a new curb line would be constructed 8 feet from the face of the existing buildings and a new concrete sidewalk would be constructed. This increased width would be removed from the existing travel lanes. Consideration would be given to maintaining two way traffic along Dorsey Street having 9 foot travel lanes or re-designate Dorsey Street to one way traffic (direction of travel to be determined).

Pros

- ADA compliant along main walkway.
- Increased patron exposure for business along Dorsey Street (St. Regis Canoe Outfitters, etc.).
- Not exposed to potential flooding and erosion impacts.

Cons

- Does not meet the objective to have a continuous Riverwalk corridor.
- Potential negative impact on the travelway width of Dorsey Street.
- Potential overhead utility relocations.

Estimated Construction Cost (Alternative 2)      \$220,000

Alternative 3 – Alternative 3 designates a dedicated shared use link between the northerly end of the Riverwalk along the Dorsey Street parking lot and Broadway. There is an alleyway between the buildings at 15 & 19 Broadway that provides a connection with Broadway. This access point to Broadway is approximately 150 feet from the southerly terminus of the Riverwalk with the Broadway Bridge.

In order to have a dedicated walkway in this area, a portion of the parking lot would have to be reapportioned. The walkway would be delineated using alternate materials such as precast concrete blocks or a methacrylate pavement inlay. While this walkway will not be technically along the river corridor, this walkway will be considered part of the Riverwalk trail and designated as such.

Pro

- ADA compliant along main walkway.
- Not exposed to potential flooding and erosion impacts.

Cons

- Does not meet the objective to have a continuous Riverwalk corridor.
- Requires Permanent Easement agreements.
- Displaces parking spaces behind 19 Broadway.
- Safety concerns with the proximity of this Riverwalk segment and the continued use of this area for parking.

Estimated Construction Cost (Alternative 3)      \$23,900

**B. Project Area 2 – Riverwalk linkage through the Dorsey Street Parking Lot**

As discussed above, the primary objective of this component of the project is to establish a linkage between the existing Riverwalk and businesses along Broadway via a delineated walkway(s) for pedestrian travel. While there are (4) alleyways that connect Broadway with the Riverwalk/Dorsey Street parking lot, these pedestrian waypoints do not connect with any delineated pathways and they are poorly integrated with the vehicular movements within the Dorsey Street parking lot. In addition, only (1) of these alleyways currently holds a right-of-way easement for public use. Access opportunities are limited, and the need for better pedestrian/vehicular integration is warranted.

At the present time, there is a delineated pedestrian access point from the Riverwalk to the Dorsey Street parking lot at the Triangle Flower garden. This access point is generally aligned with the alleyway between 63 & 67 Broadway, which also coincides with the alleyway that currently holds a public right-of-way. At a minimum, a delineated walkway is proposed to connect the Triangle Flower garden with this alleyway. A proposed sketch is included in Appendix C. Delineation would incorporate alternate materials such as precast concrete blocks or a methacrylate pavement inlay. As this pathway progresses through the Dorsey Street parking lot, a raised median refuge area would be constructed to separate the pedestrian movement and the dedicated parking spaces.

Similar dedicated pedestrian walkways can be constructed that connect other parts of the Rivewalk with the remaining alleyways. However, right-of-way easements would have to be

secured to build out these pedestrian corridors. In addition, there is also the potential to redevelop the backside of the Broadway buildings into store fronts to enhance business opportunities. Similarly, additional right-of-way easements would have to be secured to develop a longitudinal pedestrian corridors along the backside of these buildings.

The parking lot would be improved/enhanced for efficiency by limiting circulation to one direction (counter clockwise) and incorporating diagonal parking spaces. This limits potential conflicts between the delineated pedestrian pathways and vehicular movement. The park lot would also be repaved with a new surface and consideration would be given to a new closed drainage system where needed.

Along with the mobility enhancement noted above, additional pedestrian amenities to be incorporated include (but not limited to):

- Improved wayfinding signage pedestrian lighting;
- More benches and bike racks;
- Drinking fountain at the Triangle Flower garden;
- Additional landscaping.

Estimated Construction Cost (without closed drainage system)	\$183,400
Estimated Construction Cost (with closed drainage system)	\$268,000

**4.0 PROPOSED PROJECT SCHEDULE**

The following schedule is proposed to complete the preliminary design, final design and bidding phase for this project:

Schematic (Preliminary) Design	September 13, 2019
Public Meeting	Week of October 28, 2019
Construction Requirements Analysis	December 6, 2019
Draft Final Design	December 6, 2019
Environmental Process	January 10, 2019
Bid Process & Construction Award	February 28, 2019

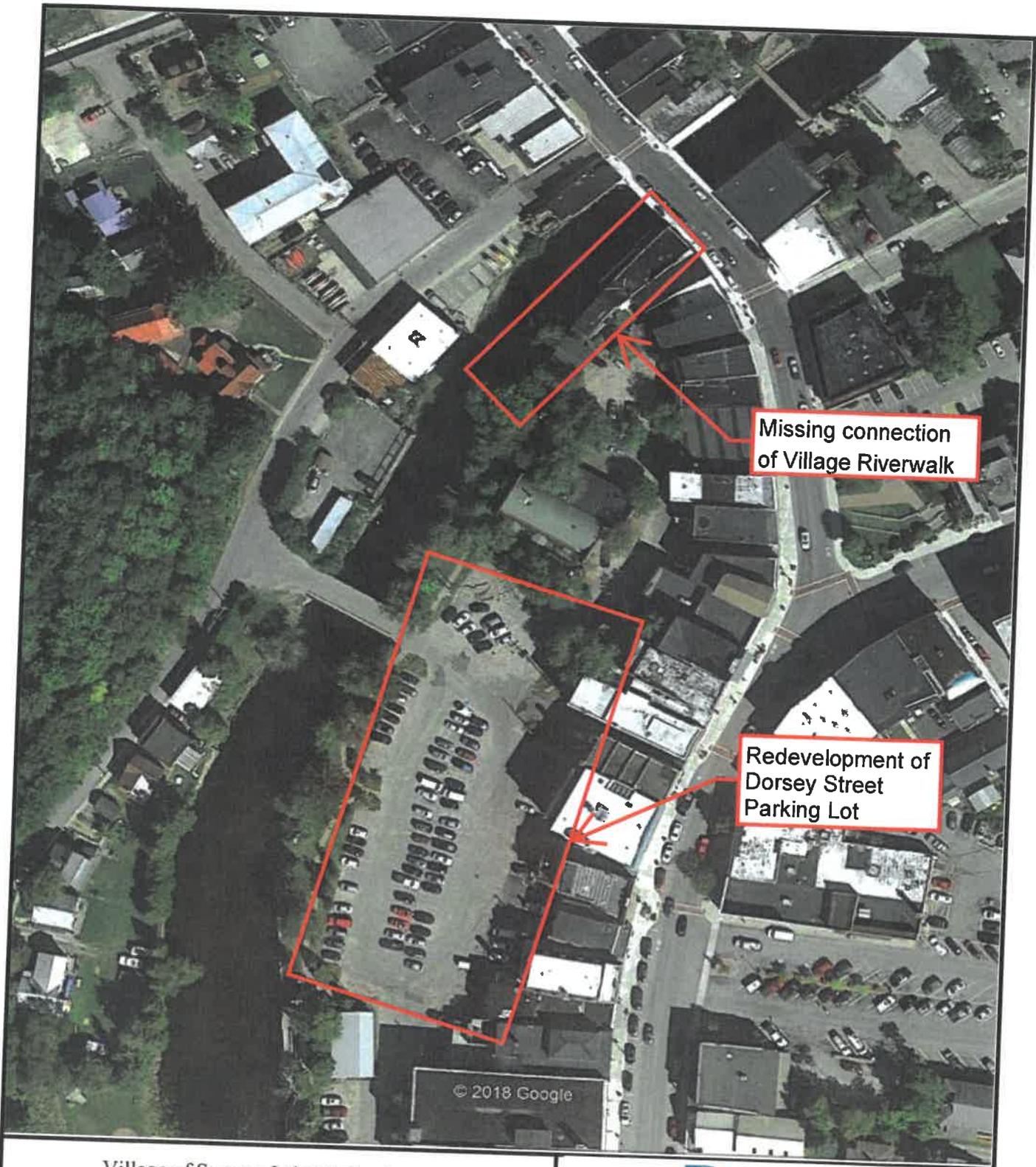
**5.0 ANTICIPATED REGULATORY APPROVALS AND PERMITS**  
**[To Be Completed as the Selected Alternative is Developed]**

*The experience to*  
**listen**  
*The power to*  
**solve**<sup>SM</sup>

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**APPENDIX A  
PROJECT LOCATION MAPS**



Missing connection  
of Village Riverwalk

Redevelopment of  
Dorsey Street  
Parking Lot

Village of Saranac Lake Redevelopment

Site Location Map #1

Village of Saranac Lake

**Barton  
&Loguidice**



Department  
of State

This project was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.

**APPENDIX B  
EXISTING CONDITIONS AND PHOTOS**

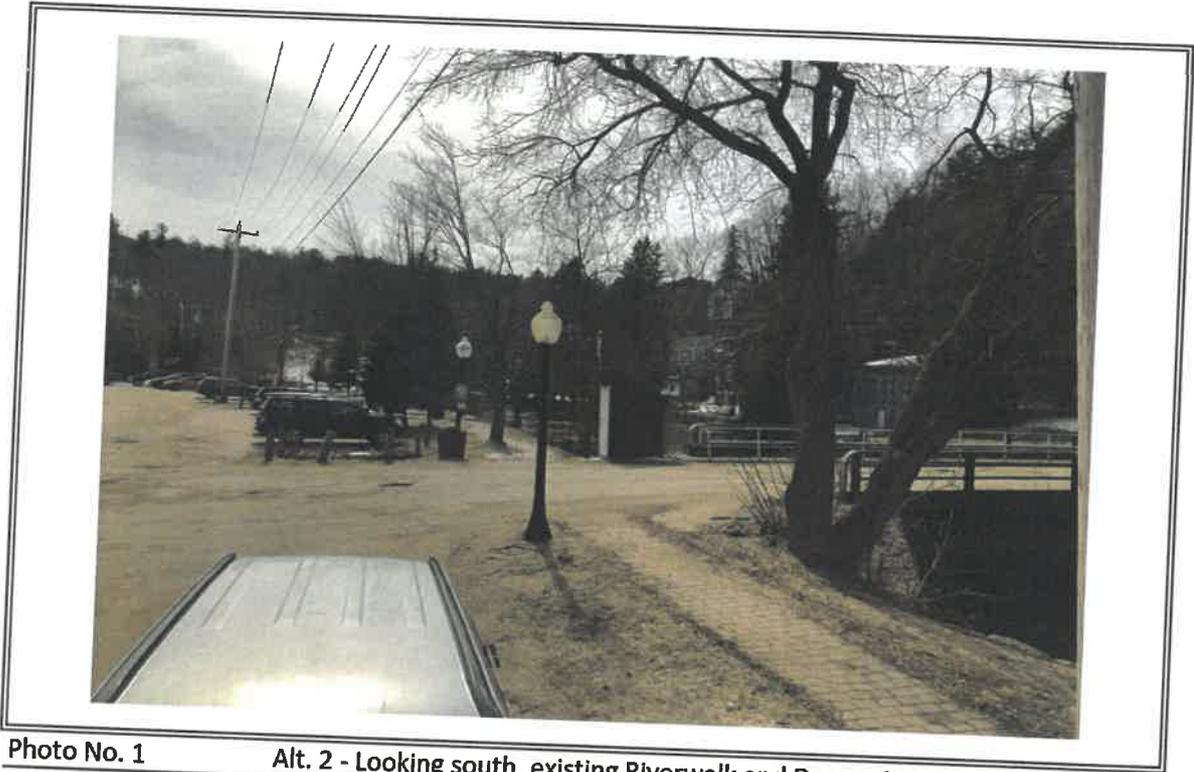


Photo No. 1      Alt. 2 - Looking south, existing Riverwalk and Dorsey Street bridge

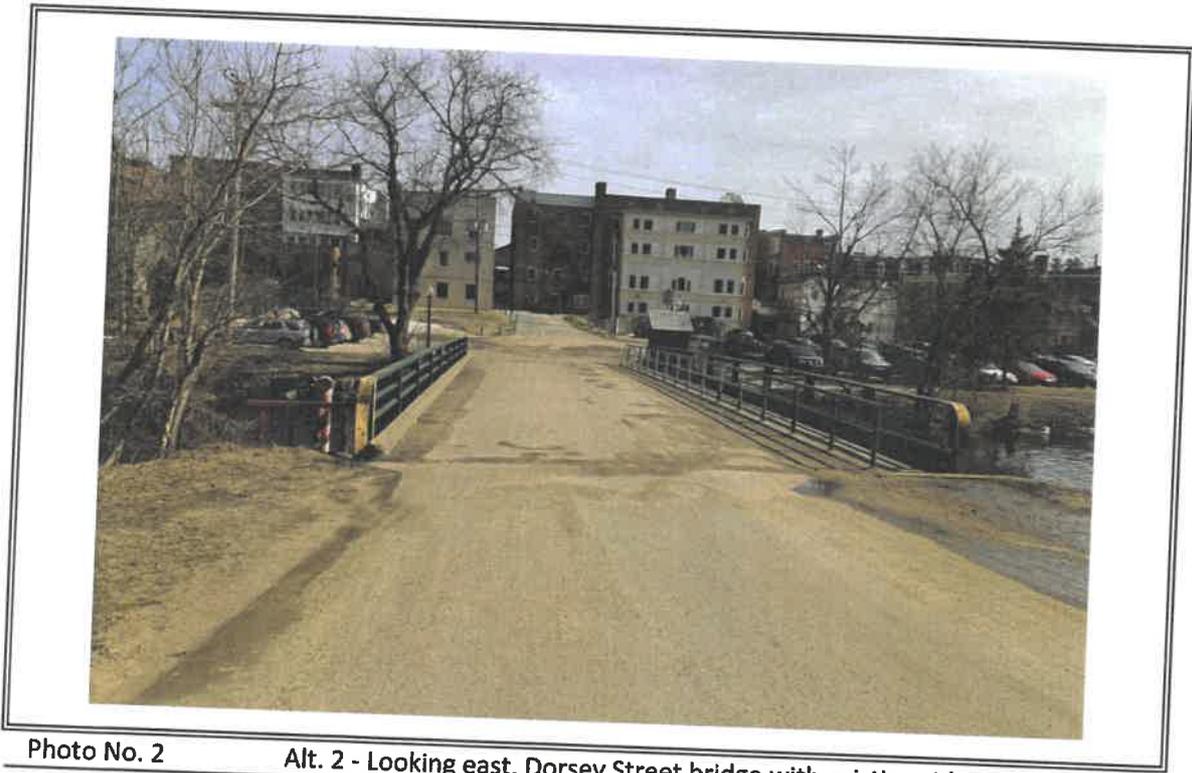


Photo No. 2      Alt. 2 - Looking east, Dorsey Street bridge with existing sidewalk



Photo No. 3      Alt. 2 - Looking south towards Dorsey Street bridge intersection



Photo No. 4      Alt. 2 - Looking south, intersection of Dorsey Street and Broadway

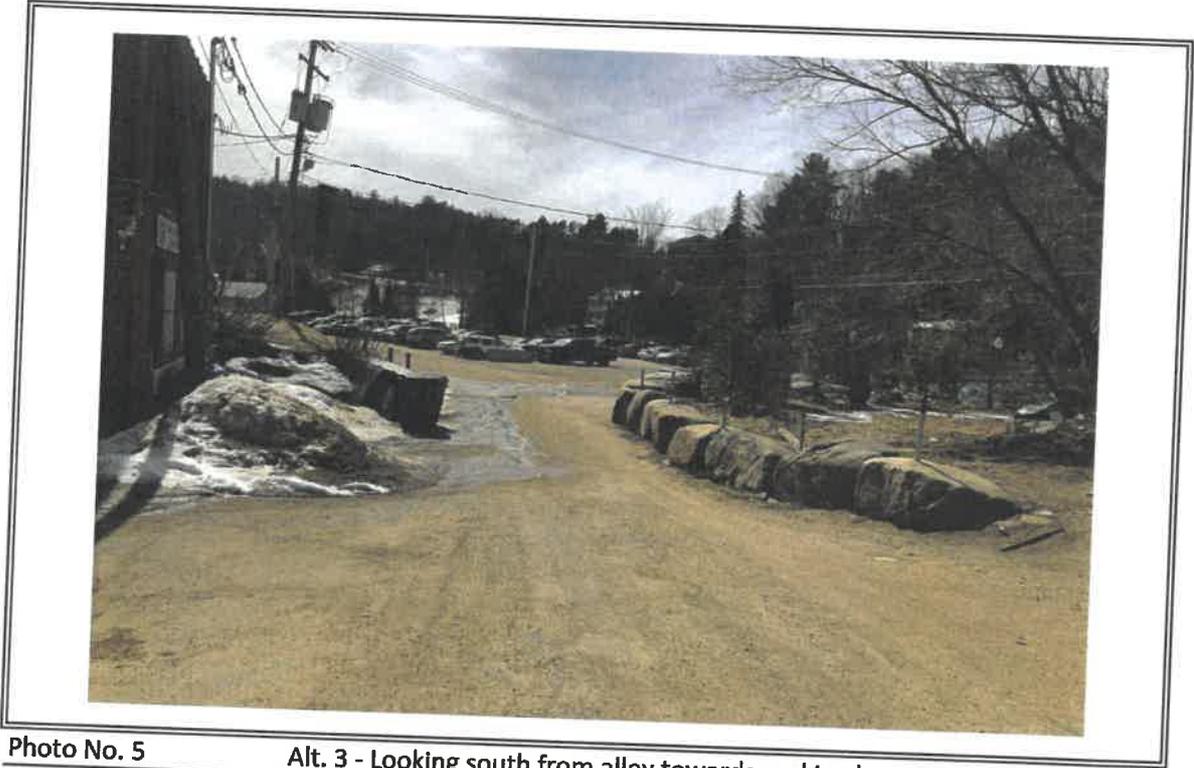


Photo No. 5

Alt. 3 - Looking south from alley towards parking lot

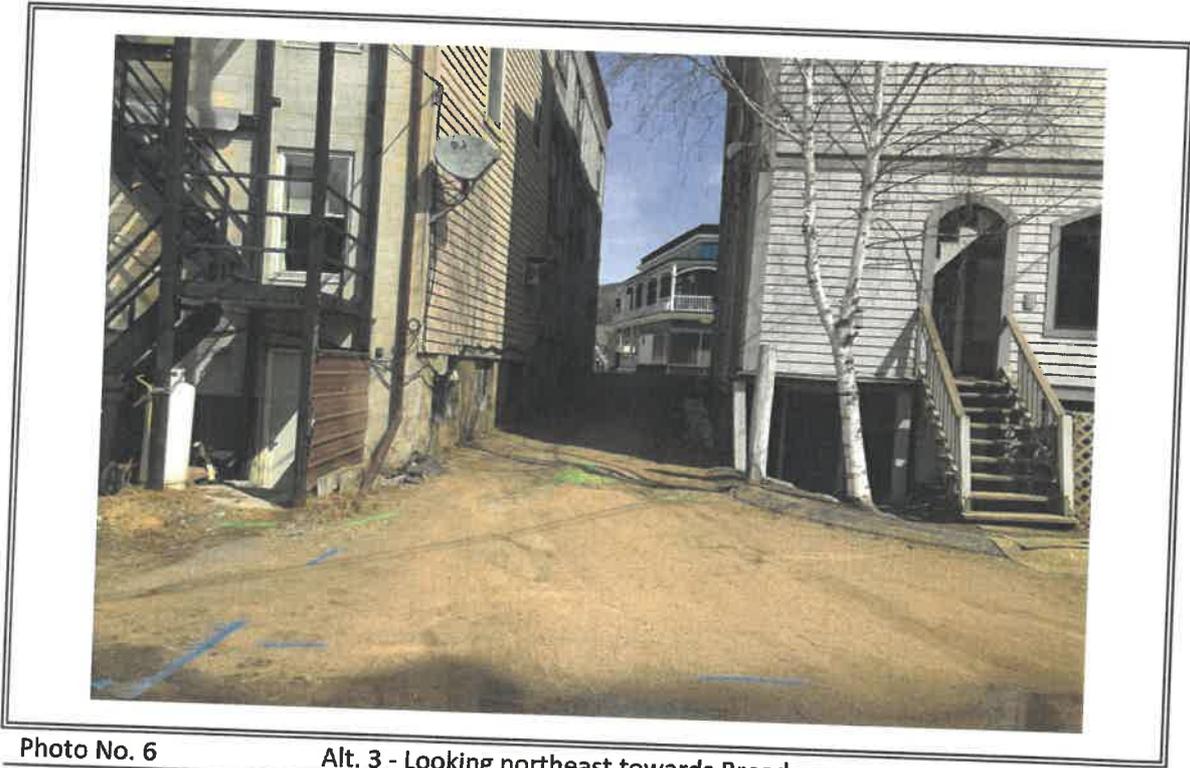


Photo No. 6

Alt. 3 - Looking northeast towards Broadway



Photo No. 7

Alt. 3 - Looking southwest from Broadway



Photo No. 8

Alt. 3 - Looking northwest from alley towards Broadway bridge

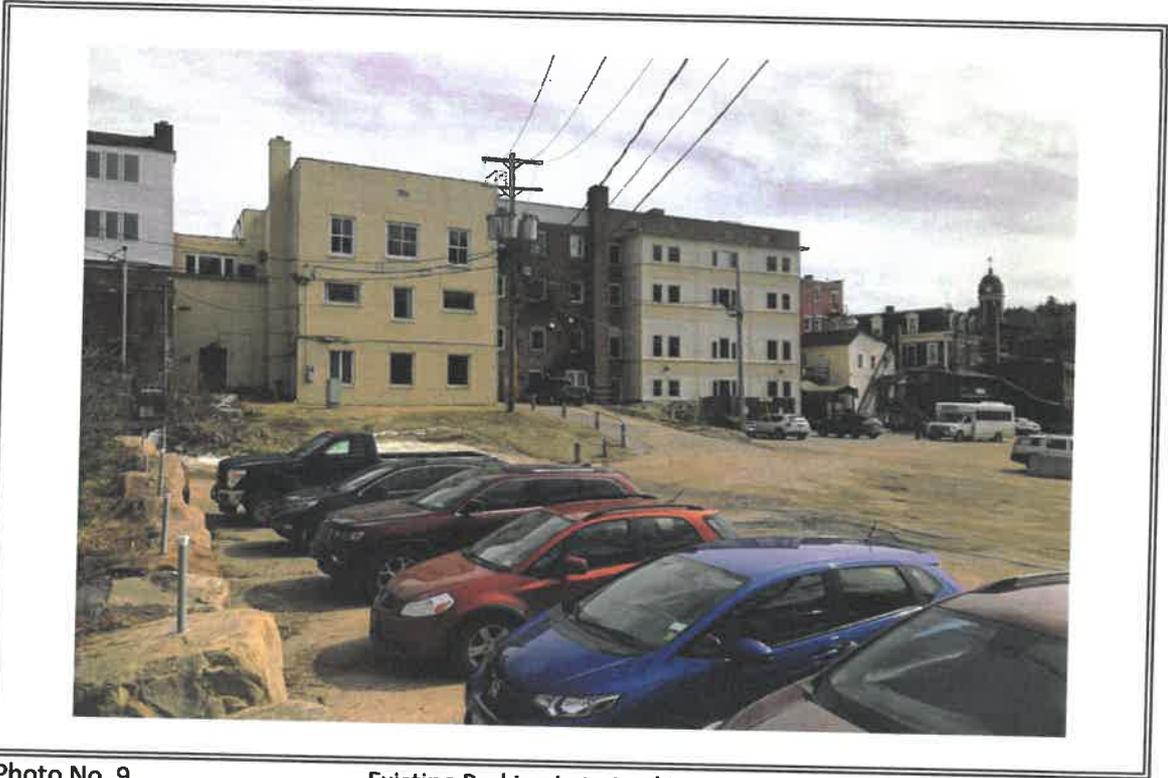


Photo No. 9

Existing Parking Lot - Looking east

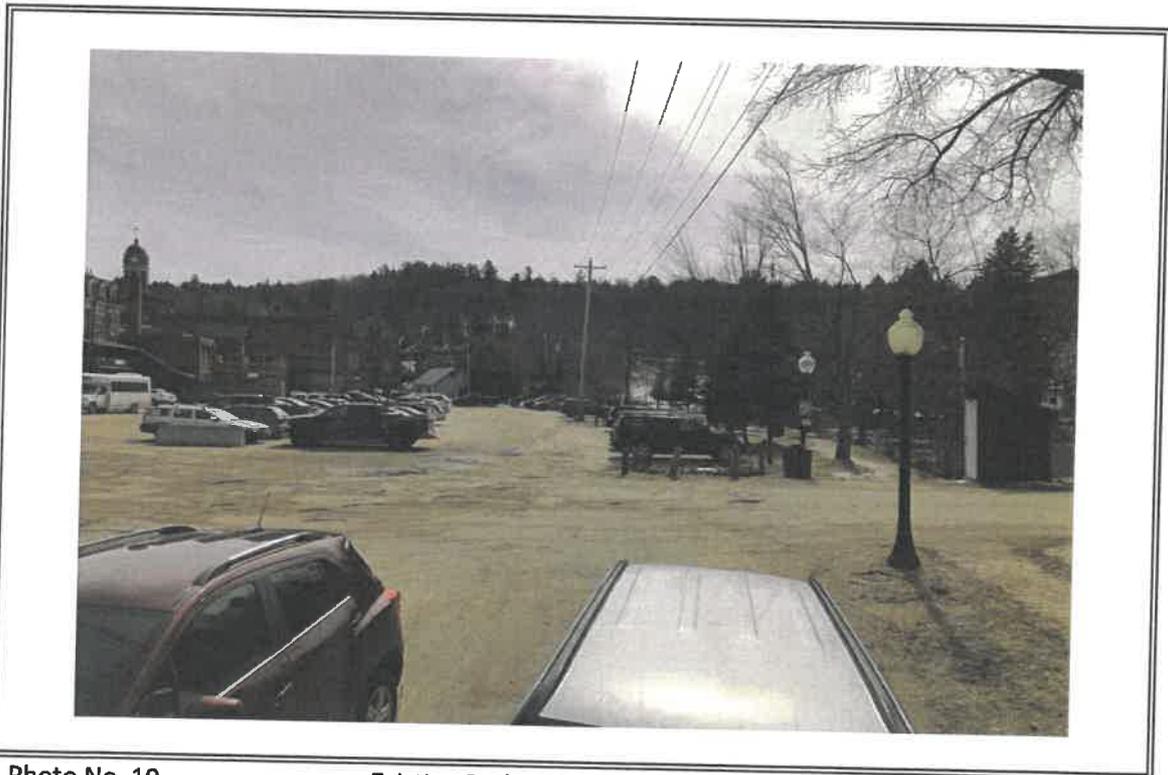


Photo No. 10

Existing Parking Lot - Looking south

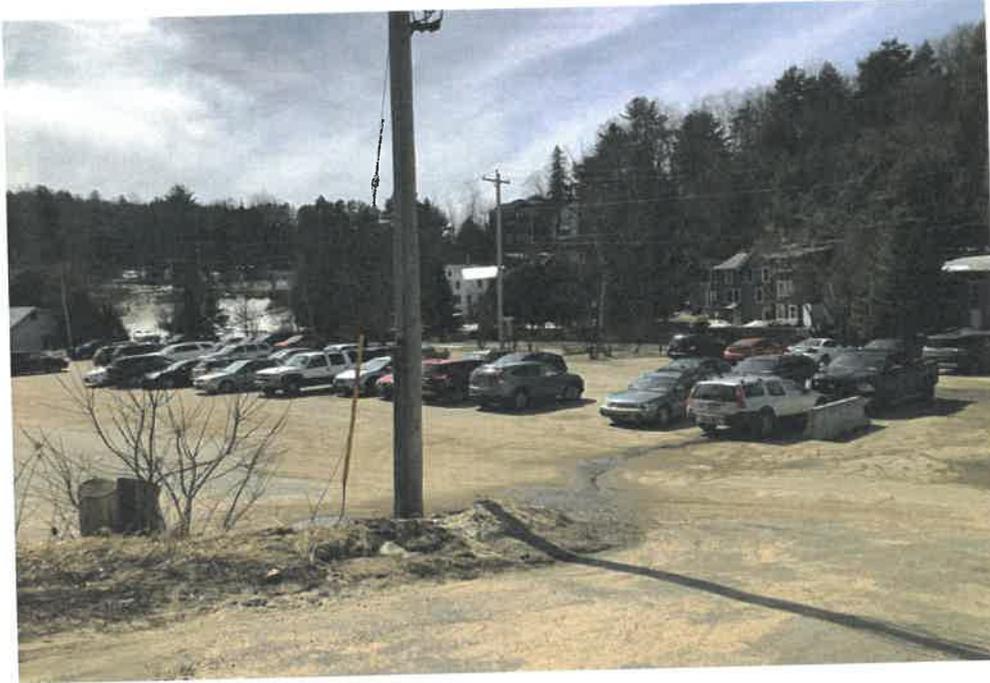


Photo No. 11

Existing Parking Lot - Looking west



Photo No. 12

Existing Parking Lot - Looking north

**APPENDIX C**  
**PROPOSED ENHANCEMENTS CONCEPT PLANS AND DETAILS**

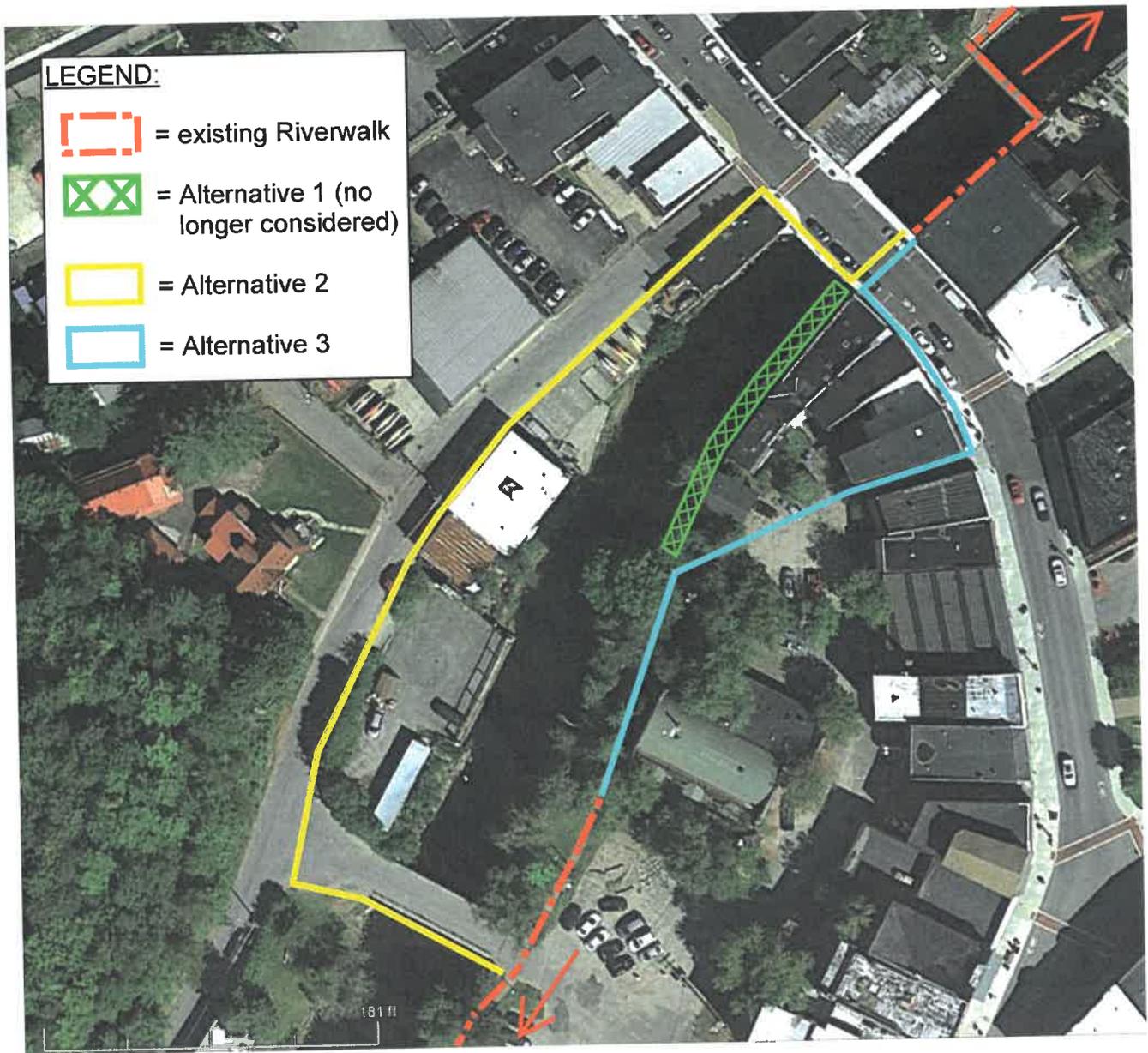
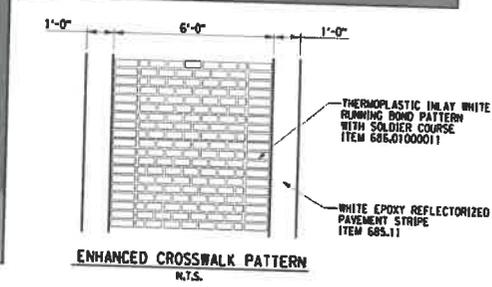


Figure 1 - Plan View of Proposed Riverwalk Alternatives

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path  
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**LEGEND:**

(X) - NUMBER OF PARKING STALLS

**NOTES:**

1. DIMENSIONS OF PROPOSED PARKING STALLS DEVELOPED IN CONFORMANCE WITH DESIGN GUIDELINES SET FORTH WITHIN IVSARANAC ZONING CODES

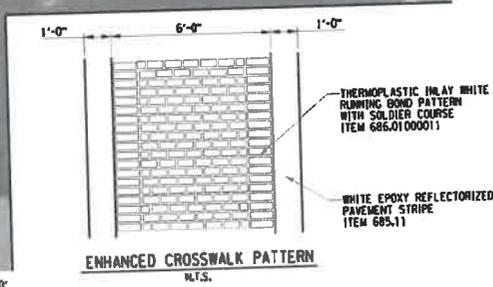
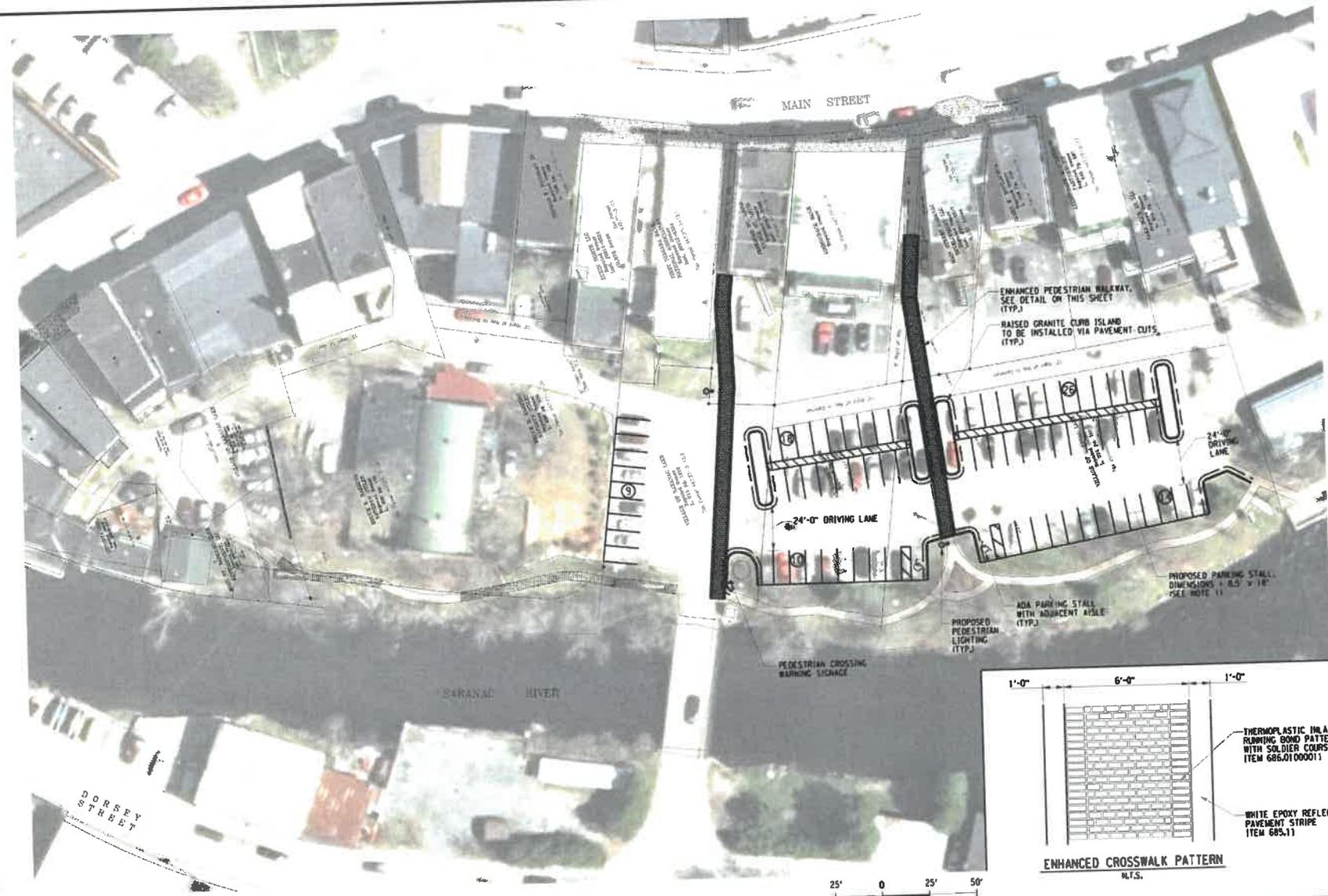
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<b>Barton &amp; Loguidice</b> <small>UNAUTHORIZED REPRODUCTION OR ADDITION TO THIS DRAWING IS A VIOLATION OF NEW YORK STATE EDUCATION LAW ARTICLE 143 SECTION 2203</small>	
RIVERWALK EXTENSION	FRANKLIN COUNTY
VILLAGE OF SARANAC LAKE	
PRELIMINARY DESIGN ALTERNATIVE #1	
SCALE: AS SHOWN	
DATE ISSUED: 7/2019	
DRAWING	
DA-1	

THIS PROJECT WAS PREPARED WITH FUNDING PROVIDED BY THE NEW YORK STATE DEPARTMENT OF STATE UNDER TITLE 11 OF THE ENVIRONMENTAL PROTECTION FUND.



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**LEGEND:**  
 (P) - NUMBER OF PARKING STALLS

**NOTES:**  
 1. DIMENSIONS OF PROPOSED PARKING STALLS DEVELOPED IN CONFORMANCE WITH DESIGN GUIDELINES SET FORTH WITHIN VWSARANAC ZONING CODES

THIS PROJECT WAS PREPARED WITH FUNDING PROVIDED BY THE NEW YORK STATE DEPARTMENT OF STATE UNDER TITLE 11 OF THE ENVIRONMENTAL PROTECTION FUND.



 VILLAGE OF SARANAC LAKE	
<b>Barton &amp; Loguidice</b> <small>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145, SECTION 7209</small>	
RIVERWALK EXTENSION	FRANKLIN COUNTY
VILLAGE OF SARANAC LAKE	
PRELIMINARY DESIGN ALTERNATIVE #2	
SCALE: AS SHOWN	
DATE ISSUED: 7/2019	
DRAWING DA-2	

**APPENDIX D**  
**PRELIMINARY PROJECT COST ESTIMATES**

## Riverwalk Alternative #2

### Pedestrian Improvements Estimate

Saw Cut	LF	510	\$5	\$2,550
Excavation	CY	190	\$50	\$9,500
Subbase	TON	110	\$55	\$6,050
Asphalt Base Course	TON	40	\$115	\$4,600
Asphalt Binder Course	TON	15	\$120	\$1,800
Asphalt Top Course	TON	10	\$125	\$1,250
Concrete walk	CY	50	\$500	\$25,000
Concrete curb	LF	500	\$25	\$12,500
<b>Pedestrian Improvements Subtotal</b>				<b>\$63,250</b>

<b>Project Subtotal Costs</b>	<b>\$63,250</b>
<b>Contingency (20%)</b>	<b>\$12,700</b>
<b>Project Total Costs</b>	<b>\$75,950</b>

## Riverwalk Alternative #3

### **Pedestrian Improvements Estimate**

Asphalt Saw Cutting	LF	350	\$5	\$1,750
Miscellaneous Milling	SY	110	\$18	\$1,980
Asphalt Binder Course	TON	13	\$120	\$1,560
Asphalt Top Course	TON	10	\$125	\$1,250
Asphalt Surface Treatment	SF	1025	\$12	\$12,300
White Epoxy Striping	LS	1	\$1,000	\$1,000
<b>Pedestrian Improvements Subtotal</b>				<b>\$19,840</b>

<b>Project Subtotal Costs</b>	<b>\$19,840</b>
<b>Contingency (20%)</b>	<b>\$4,000</b>
<b>Project Total Costs</b>	<b>\$23,840</b>

## Redevelopment of Dorsey Parking Lot - Alternative #1

BASE ITEMS	UNITS	QUANTITY	UNIT COST	TOTAL
<b>Signage &amp; Wayfinding</b>				
Entrance Sign	EA	1	\$2,500	\$2,500
Wayfinding Signs at Mainstreet Walk	EA	4	\$1,000	\$4,000
<b>Signage &amp; Wayfinding Subtotal</b>				<b>\$6,500</b>
<b>Art Installations</b>				
Clearing and Pads for art pieces	EA	6	\$2,500	\$15,000
<b>Art Installations Subtotal</b>				<b>\$15,000</b>
<b>Plantings &amp; Landscaping</b>				
Trees (3" caliper)	EA	8	\$750	\$6,000
Remove Dead/Decayed Vegetation	LS	1	\$6,500	\$6,500
<b>Plantings &amp; Landscaping Subtotal</b>				<b>\$12,500</b>
<b>Site Accessories</b>				
Benches	EA	2	\$1,800	\$3,600
Trash Receptacles	EA	4	\$1,000	\$4,000
Portable Toilets	EA	2	\$2,000	\$4,000
Bicycle Racks	EA	1	\$1,200	\$1,200
Bollard Replacement	EA	2	\$800	\$1,600
Bike Rail (Perforated Steel)	EA	2	\$5,000	\$10,000
<b>Site Accessories Subtotal</b>				<b>\$24,400</b>
<b>Erosion and Sediment Control Measures</b>				
Silt Fence & inlet Protection	LS	1	\$2,000	\$2,000
<b>Erosion and Sediment Control Measures Subtotal</b>				<b>\$2,000</b>
<b>Base Cost Estimate Sub Total</b>				<b>\$60,000</b>

### Formalize Parking Stalls

Asphalt Saw Cutting	LF	405	\$5	\$2,025
Excavation	CY	105	\$50	\$5,250
Subbase	CY	30	\$55	\$1,650
Asphalt Base Course	TON	30	\$115	\$3,450
Asphalt Binder Course	TON	10	\$120	\$1,200
Asphalt Top Course	TON	10	\$125	\$1,250
Granite Curb	LF	350	\$35	\$12,250
Topsoil & Seed	CY	30	\$70	\$2,100
Parking Stall Striping	LF	3000	\$0.50	\$1,500
<b>Formalize Parking Stalls Subtotal</b>				<b>\$30,675</b>

### Pedestrian Improvements Estimate

Asphalt Saw Cutting	LF	520	\$5	\$2,600
Miscellaneous Milling	SY	220	\$18	\$3,960
Asphalt Binder Course	TON	24	\$120	\$2,880
Asphalt Top Course	TON	20	\$125	\$2,500
Asphalt Surface Treatment	SF	1950	\$12	\$23,400
Lighting Installations	EA	2	\$6,000	\$12,000
<b>Pedestrian Improvements Subtotal</b>				<b>\$47,340</b>

Project Subtotal Costs	\$138,015
Contingency (20%)	\$27,600
<b>Project Total Costs</b>	<b>\$165,615</b>



This project was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.

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## Redevelopment of Dorsey Parking Lot - Alternative #1-A

BASE ITEMS	UNITS	QUANTITY	UNIT COST	TOTAL
<b>Signage &amp; Wayfinding</b>				
Entrance Sign	EA	1	\$2,500	\$2,500
Wayfinding Signs at Mainstreet Walk	EA	4	\$1,000	\$4,000
<b>Signage &amp; Wayfinding Subtotal</b>				<b>\$6,500</b>
<b>Art Installations</b>				
Clearing and Pads for art pieces	EA	6	\$2,500	\$15,000
<b>Art Installations Subtotal</b>				<b>\$15,000</b>
<b>Plantings &amp; Landscaping</b>				
Trees (3" caliper)	EA	8	\$750	\$6,000
Remove Dead/Decayed Vegetation	LS	1	\$6,500	\$6,500
<b>Plantings &amp; Landscaping Subtotal</b>				<b>\$12,500</b>
<b>Site Accessories</b>				
Benches	EA	2	\$1,800	\$3,600
Trash Receptacles	EA	4	\$1,000	\$4,000
Portable Toilets	EA	2	\$2,000	\$4,000
Bicycle Racks	EA	1	\$1,200	\$1,200
Bollard Replacement	EA	2	\$800	\$1,600
Bike Rail (Perforated Steel)	EA	2	\$5,000	\$10,000
<b>Site Accessories Subtotal</b>				<b>\$24,400</b>
<b>Erosion and Sediment Control Measures</b>				
Silt Fence & Inlet Protection	LS	1	\$2,000	\$2,000
<b>Erosion and Sediment Control Measures Subtotal</b>				<b>\$2,000</b>
<b>Base Cost Estimate Sub Total</b>				<b>\$60,000</b>

<b>Formalize Parking Stalls</b>				
Asphalt Saw Cutting	LF	405	\$5	\$2,025
Excavation	CY	105	\$50	\$5,250
Subbase	CY	30	\$55	\$1,650
Asphalt Base Course	TON	30	\$115	\$3,450
Asphalt Binder Course	TON	10	\$120	\$1,200
Asphalt Top Course	TON	10	\$125	\$1,250
Granite Curb	LF	350	\$35	\$12,250
Topsoil & Seed	CY	30	\$70	\$2,100
Parking Stall Striping	LF	3000	\$0.50	\$1,500
<b>Formalize Parking Stalls Subtotal</b>				<b>\$30,675</b>

<b>Pedestrian Improvements Estimate</b>				
Asphalt Saw Cutting	LF	520	\$5	\$2,600
Miscellaneous Milling	SY	220	\$18	\$3,960
Asphalt Binder Course	TON	24	\$120	\$2,880
Asphalt Top Course	TON	20	\$125	\$2,500
Asphalt Surface Treatment	SF	1950	\$12	\$23,400
Lighting Installations	EA	2	\$6,000	\$12,000
<b>Pedestrian Improvements Subtotal</b>				<b>\$47,340</b>

<b>Drainage Improvements</b>				
Asphalt Saw Cutting	LF	660	\$5	\$3,300
Trench & Culvert	CY	310	\$30	\$9,300
Subbase	CY	60	\$55	\$3,300
Asphalt Base Course	TON	60	\$115	\$6,900
Asphalt Binder Course	TON	20	\$120	\$2,400
Asphalt Top Course	TON	10	\$125	\$1,250
Drainage Structures	EA	4	\$5,000	\$20,000
Drainage Piping & Backfill	LF	300	\$80	\$24,000
<b>Drainage Improvements Subtotal</b>				<b>\$70,450</b>

**Project Subtotal Costs**     \$208,465  
**Contingency (20%)**       \$41,700  
**Project Total Costs**        \$250,165



This project was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.



## Redevelopment of Dorsey Parking Lot - Alternative #2

BASE ITEMS	UNITS	QUANTITY	UNIT COST	TOTAL
<b>Signage &amp; Wayfinding</b>				
Entrance Sign	EA	1	\$2,500	\$2,500
Wayfinding Signs at Mainstreet Walk	EA	4	\$1,000	\$4,000
<b>Signage &amp; Wayfinding Subtotal</b>				<b>\$6,500</b>
<b>Art Installations</b>				
Clearing and Pads for art pieces	EA	6	\$2,500	\$15,000
<b>Art Installations Subtotal</b>				<b>\$15,000</b>
<b>Plantings &amp; Landscaping</b>				
Trees (3" caliper)	EA	8	\$750	\$6,000
Remove Dead/Decayed Vegetation	LS	1	\$6,500	\$6,500
<b>Plantings &amp; Landscaping Subtotal</b>				<b>\$12,500</b>
<b>Site Accessories</b>				
Benches	EA	2	\$1,800	\$3,600
Trash Receptacles	EA	4	\$1,000	\$4,000
Portable Toilets	EA	2	\$2,000	\$4,000
Bicycle Racks	EA	1	\$1,200	\$1,200
Bollard Replacement	EA	2	\$800	\$1,600
Bike Rail (Perforated Steel)	EA	2	\$5,000	\$10,000
<b>Site Accessories Subtotal</b>				<b>\$24,400</b>
<b>Erosion and Sediment Control Measures</b>				
Silt Fence & inlet Protection	LS	1	\$2,000	\$2,000
<b>Erosion and Sediment Control Measures Subtotal</b>				<b>\$2,000</b>
<b>Base Cost Estimate Sub Total</b>				<b>\$60,000</b>

### Formalize Parking Stalls

Asphalt Saw Cutting	LF	600	\$5	\$3,000
Excavation	CY	170	\$50	\$8,500
Subbase	CY	45	\$55	\$2,475
Asphalt Base Course	TON	45	\$115	\$5,175
Asphalt Binder Course	TON	15	\$120	\$1,800
Asphalt Top Course	TON	15	\$125	\$1,875
Granite Curb	LF	525	\$35	\$18,375
Topsoil & Seed	CY	45	\$70	\$3,150
Parking Stall Striping	LF	2300	\$0.50	\$1,150
<b>Formalize Parking Stalls Subtotal</b>				<b>\$45,500</b>

### Pedestrian Improvements Estimate

Asphalt Saw Cutting	LF	520	\$5	\$2,600
Miscellaneous Milling	SY	220	\$18	\$3,960
Asphalt Binder Course	TON	24	\$120	\$2,880
Asphalt Top Course	TON	20	\$125	\$2,500
Asphalt Surface Treatment	SF	1950	\$12	\$23,400
Lighting Installations	EA	2	\$6,000	\$12,000
<b>Pedestrian Improvements Subtotal</b>				<b>\$47,340</b>

Project Subtotal Costs	\$152,840
Contingency (20%)	\$30,600
<b>Project Total Costs</b>	<b>\$183,440</b>

## Redevelopment of Dorsey Parking Lot - Alternative #2-A

<b>BASE ITEMS</b>				
	UNITS	QUANTITY	UNIT COST	TOTAL
<b>Signage &amp; Wayfinding</b>				
Entrance Sign	EA	1	\$2,500	\$2,500
Wayfinding Signs at Mainstreet Walk	EA	4	\$1,000	\$4,000
<b>Signage &amp; Wayfinding Subtotal</b>				<b>\$6,500</b>
<b>Art Installations</b>				
Clearing and Pads for art pieces	EA	6	\$2,500	\$15,000
<b>Art Installations Subtotal</b>				<b>\$15,000</b>
<b>Plantings &amp; Landscaping</b>				
Trees (3" caliper)	EA	8	\$750	\$6,000
Remove Dead/Decayed Vegetation	LS	1	\$6,500	\$6,500
<b>Plantings &amp; Landscaping Subtotal</b>				<b>\$12,500</b>
<b>Site Accessories</b>				
Benches	EA	2	\$1,800	\$3,600
Trash Receptacles	EA	4	\$1,000	\$4,000
Portable Toilets	EA	2	\$2,000	\$4,000
Bicycle Racks	EA	1	\$1,200	\$1,200
Bollard Replacement	EA	2	\$800	\$1,600
Bike Rail (Perforated Steel)	EA	2	\$5,000	\$10,000
<b>Site Accessories Subtotal</b>				<b>\$24,400</b>
<b>Erosion and Sediment Control Measures</b>				
Silt Fence & inlet Protection	LS	1	\$2,000	\$2,000
<b>Erosion and Sediment Control Measures Subtotal</b>				<b>\$2,000</b>
<b>Base Cost Estimate Sub Total</b>				<b>\$60,000</b>

<b>Formalize Parking Stalls</b>				
Asphalt Saw Cutting	LF	600	\$5	\$3,000
Excavation	CY	170	\$50	\$8,500
Subbase	CY	45	\$55	\$2,475
Asphalt Base Course	TON	45	\$115	\$5,175
Asphalt Binder Course	TON	15	\$120	\$1,800
Asphalt Top Course	TON	15	\$125	\$1,875
Granite Curb	LF	525	\$35	\$18,375
Topsoil & Seed	CY	45	\$70	\$3,150
Parking Stall Striping	LF	2300	\$0.50	\$1,150
<b>Formalize Parking Stalls Subtotal</b>				<b>\$45,500</b>

<b>Pedestrian Improvements Estimate</b>				
Asphalt Saw Cutting	LF	520	\$5	\$2,600
Miscellaneous Milling	SY	220	\$18	\$3,960
Asphalt Binder Course	TON	24	\$120	\$2,880
Asphalt Top Course	TON	20	\$125	\$2,500
Asphalt Surface Treatment	SF	1950	\$12	\$23,400
Lighting Installations	EA	2	\$6,000	\$12,000
<b>Pedestrian Improvements Subtotal</b>				<b>\$47,340</b>

<b>Drainage Improvements</b>				
Asphalt Saw Cutting	LF	660	\$5	\$3,300
Trench & Culvert	CY	310	\$30	\$9,300
Subbase	CY	60	\$55	\$3,300
Asphalt Base Course	TON	60	\$115	\$6,900
Asphalt Binder Course	TON	20	\$120	\$2,400
Asphalt Top Course	TON	10	\$125	\$1,250
Drainage Structures	EA	4	\$5,000	\$20,000
Drainage Piping & Backfill	LF	300	\$80	\$24,000
<b>Drainage Improvements Subtotal</b>				<b>\$70,450</b>

**Project Subtotal Costs**      \$223,290  
**Contingency (20%)**        \$44,700  
**Project Total Costs**        \$267,990



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