

# Smart Growth Assessment Project

## Towns of Fort Edward and Lake George



Partners: Town of Fort Edward; Town of Lake George;  
Glens Falls Hospital, Health Promotion Center; Genius Loci Planning

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Healthy Places to Live, Work and Play*



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## **Introduction**

Creating Healthy Places to Live, Work & Play (CHP2LWP) is a statewide program of the New York State Department of Health that is implemented locally. In Warren and Washington Counties, Creating Healthy Places initiatives are being carried out by the Health Promotion Center at Glens Falls Hospital, who partners with communities in a variety of program areas. CHP2LWP strives to prevent obesity and type 2 diabetes by increasing the availability of healthy foods locally and by:

- Creating and maintaining community landscapes conducive to physical activity, such as playgrounds and walking trails; and
- Increasing the availability and accessibility of places to be physically active.

Attaining these goals is, in large part, related to the effectiveness of land-use policies, regulations, and decisions made at the local municipal level. Opportunities to engage in healthy activities are dependent on the quality of our local landscapes -- how the natural and built environments are integrated within our communities. These landscapes are a reflection of our collective will to envision and carry out improvements over time as we meet challenges presented by automobile dependency and sprawling land use patterns. Smart Growth is a land-use planning concept that is available to help guide us in designing and building healthier communities. Backed by a series of principles and practices, smart growth enhances the quality of life and sense of place, preserves natural environments, creates efficiencies in land use, and fosters economic opportunity.

Smart growth offers opportunities to improve the framework within which policy- and decision-makers operate. In New York State, local governments possess extensive authority to plan for and regulate land use, and are therefore critical to the success of smart growth. Two local governments -- the town of Fort Edward and the town of Lake George -- have partnered with the Health Promotion Center (HPC) to undertake an assessment of their respective land use regulations and develop recommendations for making meaningful changes that help create environments that foster physical activity and healthy eating. The HPC engaged Genius Loci Planning, who worked closely with both towns to recommend improvements to codes and policies and deliver a training workshop focused on implementing smart growth tools. The findings of this report and the content of the training sessions provide the two communities with a framework to implement smart growth initiatives, while also encouraging other communities to explore similar strategies.

## **Project Approach**

While it's clear that revised land use regulations can play a critical role in the creation of healthy places to live, work, and play, the potential of these regulations for driving successful change in the landscape is intrinsically connected with a series of factors that are part of a larger system in the community. The recommended revisions, to be effective, should be consistent with related municipal plans and policies -- e.g. comprehensive plans, open space and recreation plans, and "complete streets" policies -- and be backed by the support of leadership to implement the changes. Amended land use regulations must also be consistent with state statutes and integrated within a process that facilitates their use by planning board members, other local officials, and project developers. This project, taking these and related factors into consideration, goes beyond the Audit in a broader effort to support implementation.

In each community, the six-month project began with an initial meeting between a local elected official, a municipal staff person, a HPC representative, and the planning consultant. At each of the meetings, many of the differences between the communities became apparent. The project then unfolded accordingly in the respective communities.

Fort Edward requested that the consultant develop and present a program that included material defining smart growth and complete streets, as well as provide information on comprehensive planning, since the town will be undertaking a revision of its plan in 2015. Once the Audit was completed and recommendations were drafted, the consultant met with the town's planning board to review the findings. In short, the findings indicate that the town is growing, is likely to grow more in the coming years, and that the land use regulations are generally inadequate in guiding smart-growth land use changes. The specific results of the Audit, therefore, are not the focus of the recommendations for Fort Edward; instead, the wholesale adoption of much improved land use regulations is the emphasis. During the latter part of the project period, the consultant and the HPC coordinator met with the town supervisor, prior to presenting this report to the town board.

In Lake George, the consultant attended several sessions of the three-day charrette for the update of the town's comprehensive plan, gaining firsthand insight into the many critical challenges and opportunities. Basically, the Audit exercise indicated that town's land use regulations are fairly well developed in terms of guiding smart growth, and the current comprehensive plan process is developing recommendations related to smart growth. Given these factors, the direction of this project is to complement and enhance the recommendations of the draft comprehensive plan and the existing regulations and to explore and promote new avenues that benefit the town in the areas of smart growth and complete streets. The consultant met with the town's director of planning and presented the draft recommendations to the comprehensive planning committee. Presentation of the report to the town board is expected in March.

The project's land use training program was held at the Fort Edward Fire Department in February. The program included introductory material on CHP2LWP, smart growth, complete streets, and the land use regulation audits. The majority of the program highlighted the recommendations from each community. The Fort Edward recommendations focus on the broader smart-growth tools, many of them found in the state statutes, e.g. Cluster Development, Planned Unit Development, and Incentive Zoning. The Lake George recommendations are more place-specific and aimed at enhancing existing resources and efforts. Collectively, the results of the project in the two communities lent themselves to comprehensive instruction on numerous smart growth and complete streets tools, with specific examples of their application. The program was recommended for two hours of state-required credit for planning board and zoning board of appeals members and was attended by approximately 20 people.

### **Smart Growth Audit**

The project calls for an audit of each municipality's existing land use regulations using Smart Growth America's Smart Growth Code and Zoning Audit. Regulations examined were zoning, subdivision, and site plan review, as well as any other specific laws, such as those pertaining to streets and sidewalks. The audit's many questions are focused on the presence of particular smart growth or "complete streets" aspects within these land use regulations.

Following each question is a “Possible Improvements to Code” column, with the results contributing to and corresponding with the recommendations of this report. As noted in the introduction to the Audit, the Audit “is not intended to ‘grade’ your community’s performance... use it to instead identify areas for improvement.”

Recognizing that the Audit is designed from a nationwide perspective – and therefore will fluctuate as it is applied on a state-to-state basis, this report emphasizes solutions that are consistent with NYS planning and zoning statutes. It must also be recognized that the Audit is comprehensive and, at times, advanced. That is to say, some of the assessment questions refer to detailed topics or apply to more urbanized areas and therefore go beyond the characteristics embodied by these upstate New York communities. Such instances are taken into account.

While use of the Audit is maximal when a community has come together and formulated a vision for smart growth, the Audit is nonetheless valuable in helping a community to craft that vision. The Audit is illustrative of how smart growth practices operate and it is organized with supporting information. The Audits for each community are included in their entirety in Appendix 2.

### **Plans and Policies**

Land use regulations do not take place in a vacuum. They are a means of articulating municipal plans and policies and helping to carry out envisioned change in the community. The oft cited “All land use regulations must be in accordance with a comprehensive plan”<sup>1</sup> is a statutory requirement in New York that references the fundamental relationship between a foundational planning process and the adoption of land use tools to carry out a community’s goals and objectives. Underlying this basic connection are important factors such as public participation and the role of municipal leadership. These factors contribute to how well the land use tools are suited to carry out the intended purposes. This report takes this context into account, incorporating the roles of existing planning documents and policies, those that are in the process of being developed, and those that could be considered in order to encourage the building of healthy places in the future. In so doing, it follows that the recommendations, although focused on the improvements to land use regulations, also incorporate related strategies to achieve smart growth and healthy communities.

### **Defining Smart Growth**

Given the nature of this project, it is necessary to explore what is meant by smart growth and to qualify how its concepts apply most relevantly to this project. Definitions include:

- Smart growth is a better way to build and maintain our towns and cities... building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment. - *Smart Growth America*
- [Smart Growth is] planned economic and community development that attempts to curb urban sprawl and worsening environmental conditions. - *Google*
- [Smart Growth] also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use

development with a range of housing choices. - *Wikipedia (excerpt)*

Inherent in these definitions is a combination of corrective measures and forward-looking practices designed to combat *sprawl*, a term roughly described as spread out, inefficient, automobile-dependent land use. In experiencing sprawl, communities have lost some of the qualities that make them unique and are looking to regain them. Of course it is these same qualities – walkable, historic downtowns; hamlets with mixed uses; interconnected open space and agricultural lands -- that have been preserved in communities where growth and sprawl have been minimal. Yet, the need for economic vitality sees communities positioning themselves for future growth. And without effective planning and land use regulation in place, they are subject to the inefficient, costly, and generic patterns of growth that characterize sprawl. Two keys to smart growth, therefore, are first, understanding that economic growth can take place following efficient, traditional landscape patterns -- and that these patterns are more conducive to promoting physical activity and quality of life; and second, putting effective land use tools in place to accommodate the desired growth.

Ultimately, most communities lie along the continuum of having experienced some sprawl while also having ample opportunities to enhance the existing qualities of place through improved land use regulations. The towns of Fort Edward and Lake George are no exception. The sense of place in each community remains strong, and local leaders are committed to preserving and promoting the qualities that make their communities special. As this report illustrates how the conditions and opportunities for implementing smart growth are unique in each community, it should be kept in mind how the combination of the 10 accepted defining principles of smart growth – both individually and combined -- apply in different situations.

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions<sup>2</sup>

## **Overview of the Communities**

This histories and characteristics of the towns of Fort Edward and Lake George are amply documented and available through numerous sources. This section presents brief sketches of the communities while incorporating features of the region that complement the topics of this project. The two subsequent sections treat the communities separately, first providing more specific background information and then discussing the results of the audit and the recommendations in more detail.

The town of Fort Edward is located in central Washington County and covers about 27 square miles. Within the northwest part of the town is the village of Fort Edward which, along with



adjacent commercial and industrial areas, forms the town's population center. The remainder of the town, stretching to the south for several miles along the Hudson River and about two miles inward, remains primarily rural and quite scenic. For the past several years, the town and the village have been at the center of a massive dredging operation, which is taking place along an adjacent portion of the Hudson River. The multi-year dredging project has had marked impacts while also providing for future opportunities.

The town of Lake George occupies 32 square miles around the southern base of Lake George in Warren County. In the center of the town adjacent to the lake is the village of Lake George. The population in the village grows to 50,000 in summer season, as it is an extremely popular tourism destination. The population of the town has remained steady, averaging just over 3500 persons from 2000-2013. The town is located just north of the southern boundary of the Adirondack Park along the Adirondack Northway, the primary route of travel to the Park. Lake George can be considered a gateway to the Park. In addition to its tourism reputation, the area is graced with scenic beauty, is rich in natural habitat, and offers an array of year-round recreation opportunities.

The distance between the villages of Fort Edward and Lake George is about 12 miles, and the villages are connected by the Warren County Bikeway and the Feeder Canal Path, which form a nearly contiguous connection for non-motorized forms of travel. This regional resource is a recreation and tourism amenity, as it reveals much of the area's history which is central to the economy. The trail also provides connections to nearby schools and parks, and it offers a bicycling alternative to commuters in the region. These aspects of regional connectivity reinforce Smart Growth Principle #8 and contribute positively to each community's smart growth assessment.

The richness in the area's historical landscape and cultural offerings is not only due to the abundance of past events and activities, but is largely a product of the successful efforts to preserve, interpret, and promote these resources. The concentration of scenic byways in and around these communities is unique on a statewide level. Essentially, the project area is at the confluence of three scenic byways: The Lakes to Locks Passage; The

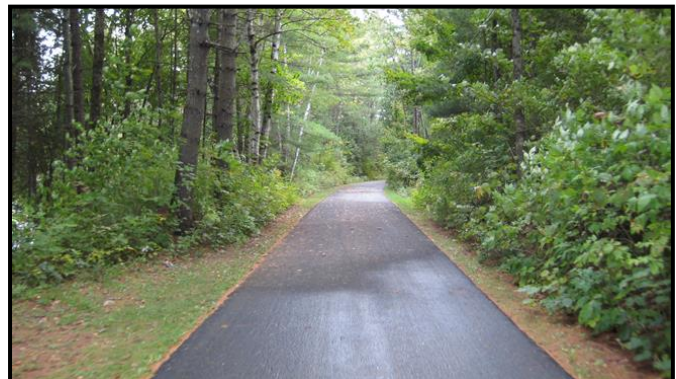
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*"In 1995, my family and I relocated to the Glens Falls area from Michigan. Upon exploration of area, my wife and I were thrilled to learn of the Warren County Bikeway. This trail was a major influencing factor in the purchase of our home, and we have enjoyed five-minute walking access to the path ever since.*

*This paved corridor affords safe, pedestrian-friendly access, adds value to our homes, and transforms our neighborhood into a walkable, commuter-friendly community. As my children grew, they used the bike path to commute to summer jobs and school sports practice on days when rides were unavailable. I use the path to commute to work on my bicycle. In addition to commuting, we have used the bike path for many types of recreation in all four seasons every year we have lived here. The bike path has been firmly rooted in the lives of every family member in our household, and I can honestly say the area we live in certainly would not be the same without it. "*

*- Dave McGowan*

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Central Adirondack Trail, and the Dude Ranch Trail. The historic roles of Fort Edward and Lake George in the Revolutionary War, the development of the canal system, and the appreciation of scenic beauty in America are profoundly significant. The scenic byways reinforce economic activity through marketing of the area's intrinsic qualities, and they indicate commitment on the part of the communities to be stewards of these qualities. This echoes Smart Growth Principle #5 and serves as a regional backdrop for further activities at the local level, which include the improvement of land use regulations to articulate the principles of smart growth.

Both towns are part of the Glens Falls Metropolitan Statistical Area. Both towns have adopted zoning, subdivision, and site plan review – the primary tools of land use regulation. And both communities have adopted Complete Streets resolutions. The resolutions, which were adopted unanimously in each municipality and are included in Appendix 1, are pledges by the local governing boards to, among other objectives, incorporate, as deemed context appropriate, complete streets practices and principles into the design of town projects. Although the resolutions do not specifically identify the role of land use regulations in

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*Complete Streets are streets for everyone. They are designed to enable safe access for all uses, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.*  
- Smart Growth America

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contributing to complete streets and the many related benefits, this relationship bears underscoring, as it is integral to the zoning and code audit and the purposes of this project. Complete Streets policies in cooperation with land use regulations, comprehensive plans, and other factors are important contributors in achieving benefits associated with Smart Growth Principles #4 & #8.

Each town has adopted a comprehensive plan (Lake George, 2001; Fort Edward, 2002). As mentioned, Lake George is currently in the process of developing a new comprehensive plan, and Fort Edward will begin this process in 2015. These comprehensive plan update processes are timely and, along with other select local planning projects, strengthen this assessment project.

### **The Town of Fort Edward**

The town adopted zoning regulations in 1963, and these have been amended several times. There are seven zoning districts, with the great majority of lands in the town being located in the predominantly rural Residential – Agricultural Zone. The town's site plan review and subdivision regulations were adopted in 1989 and 1988, respectively. In 2009, comprehensive revisions to the land use regulations were drafted but have never been adopted. These revisions were largely based on the comprehensive plan of 2002.

The 2002 comprehensive plan contains discussion on the relationship between land use regulations and the ability of the town to grow in a way that respects the interests of residences, as explained in the plan. Numerous recommendations in the areas of land use, open space and agriculture protection, historic preservation, transportation, and other topics are targeted at better preparing the town for change. The land use regulations were assessed, several deficiencies were noted, and the revised land use regulations developed in 2009 are



designed to remedy the deficiencies and better serve the town's interests. Given the nature of this smart growth assessment project, the 2002 comprehensive plan and the 2009 revisions of the land use regulations are quite relevant. It is the approach of this project to re-emphasize the value of these efforts and complement their findings. The reader is encouraged to explore both of these documents. The 2015 comprehensive plan process will include a review and assessment of the 2002 plan. Of particular value when a previous plan is evaluated is conducting a review of which recommendations were implemented, which were not, and how this assessment informs the process of developing the new plan.

In 2004 the town adopted the Route 4 Corridor Management Plan in partnership with the villages of Fort Edward and Hudson Falls and the town of Kingsbury. In brief, the plan outlines a comprehensive overhaul of a 4.5-mile stretch of Route 4 so as to implement numerous improvements for the future development of the corridor. The plan achieved three primary tasks: identification and analysis of existing conditions within the corridor; obtaining broad-based public and private input on needs, opportunities, and challenges; and the identification and development of feasible alternatives and actions to guide successful redevelopment within the corridor. The plan was ultimately implemented in recent years, concluding a multi-year and complex reconstruction of the corridor by the NYS DOT. The corridor now features many complete streets improvements: pedestrian-friendly elements, aesthetic enhancements, traffic and access management components, and an overall much improved atmosphere for commerce. One of the tacit messages delivered by the study is that unplanned and uncoordinated development over time -- due in no small part to insufficient land use tools and local review processes -- results in a lack of proper pedestrian connectivity and visual continuity, and poor relationships between the travel corridor and the surrounding land uses. This is underscored by the extensively developed Recommendations and Proposed Improvements section, with many of the suggestions being directly related to land use regulations.

Today, the town's intention to update its comprehensive plan could produce some new directions for the future of the community once that plan is complete. However, many of the conditions and topics that were present in 2002 and related to smart growth have remained, if not intensified. Some of the primary issues and preferences of the community as expressed in 2002 are likely to continue. Preserving community character while accommodating economic growth is a central theme of many comprehensive plans, and it relates directly to smart growth. In Fort Edward, *growth* will factor into balancing these interests in the future.

The town has experienced modest growth since 2000. According to the US Census, the population of the town of Fort Edward was 5892 in 2000; 6371 in 2010; and 6533 in 2013 (estimated). These increases run counter to the trend of many upstate towns and counties and may be partially attributed to the town being



*Luther Forest Campus (lutherforest.org)*

located adjacent to Saratoga County, one of the few counties in the state that has experienced steady growth. Saratoga County is a center for the state's emerging nanotechnology and related high technology research and development industry. The Luther Forest Technology Campus, anchored by Global Foundries, is an expanding facility that will continue to promote growth in the area. The village of Fort Edward is located about 34 minutes away from Global Foundries. In addition to growth in the region, the town has stated its intention for growth.

A recent planning initiative in Fort Edward, the Northeast Industrial Development and Reuse Strategy (July 2014) opens with the statement, Fort Edward is Ready for Growth. The Strategy targets specific areas of growth in the northern portion of the town, and it recognizes and advocates for the town's growth potential in the larger context of the northeast United States.

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#### *The Vision*

*Located at the confluence of New York's Tech Valley, the Southern Adirondack Park/ Lake George Region, eastern Vermont, and the heart of rural Washington County, the Fort Edward Northeast Industrial Brownfield Opportunity Area is an important economic engine for the Town and Village of Fort Edward.*

*The area's unique access to the Adirondack Northway, NYS Routes 4, 196, and 197, an active rail line and the Champlain Canal System provides high quality multi-modal transportation access servicing diverse and successful commercial and industrial businesses. Employment opportunities about for residents and people from the broader region.*

*The local tax base is strong and growing. Many recreation activities also exist, including boating along the Canal and biking and walking along the historic Old Feeder Canal trail. Connections via a well-maintained, pedestrian oriented street and sidewalk network bring workers and visitors into the thriving downtown.*

*- Northeast Industrial Development and Reuse Strategy (Elan Planning, Design Landscape Architecture; The Williams Group; C.T. Male Associates, P.C. July 2014.)*

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In addition to the development of the Industrial Park-Dewatering Facility site, the Strategy proposes the Route 4 (Uptown) Corridor Redevelopment Scenario. Focal areas within this scenario are the Former Grand Union Redevelopment Area and the Access Road/ Commercial Area. The redevelopment of these areas is supported by illustrative concept master plans and a series of action items. The illustrated plans show pedestrian connections, integrated landscaping, a pocket park and call for mixed uses.

The action items include:

- Evaluate existing zoning within the Corridor... to ensure the zoning regulations will allow for the redevelopment of the corridor in a manner consistent with redevelopment concepts.

Action items for both the Industrial Park and the Uptown Redevelopment areas include:

- Coordinate Industrial Park redevelopment activities with enhancements to Mullen Park and the Feeder Canal Trail
- Create safe and inviting pedestrian connections to downtown and adjacent shopping areas as well as add pedestrian amenities connecting the Route 4 corridor to Mullen Park and the Industrial Park.

These action items are reinforced in the technical appendices, where important connections are made between the increase in a diversified economy and the available recreation opportunities. Essentially, quality-of-life factors and related amenities are critical in the decision-making process of prospective workers and residents who are considering their relocation options. Accomplishing many of the objectives in the Strategy can help influence these decisions as the town grows.

In addition to the Strategy's location-specific recommendations for the northern section of Fort Edward, its overall plan for growth will have effects on the remaining, more undeveloped southern portion of town, as will the regional economic forces described above. The demand for housing in the town is likely to increase, and accommodating this need while retaining the qualities that make Fort Edward special poses questions of how to balance these changes. The central questions become: Are the current land use regulations up to the task of guiding growth in a manner that meets the town's vision of its future and the vision of would-be residents in search of housing and recreation amenities? And, if there are opportunities for improvements to these regulations, what is the nature of these improvements? The answers to these questions can make the difference of whether or not the future of Fort Edward is characterized by smart growth or sprawl.



*Town of Fort Edward*

### **Assessment Summary**

The first part of the Audit, *Connectivity and Circulation*, asks many questions about the presence of standards to shape the community to make it more walkable and less dependent on automobile travel. Topics include the layout of streets and blocks, connectivity between neighborhoods, prescribed street hierarchy, specifications for design of roads and sidewalks, and provisions for crosswalks. The second part of the Audit, *Land Subdivision, Land Use and Services*, includes an array of inquiries on topics such as lot size, dimension, frontage, use characteristics of zoning districts (e.g. mixed-use), density standards, including cluster and open space requirements; building frontage, scale, design elements, and compatibility with adjacent structures.

While some of these standards can be found to varying degrees in individual sections of the regulations, the overall extent to which the regulations address the elements of the audit is not well developed. Additionally, the regulations leave ample opportunity for the development of more organizational components, such as sets of design and development guidelines or an official map, which is referenced multiple times in the subdivision regulations but does not exist. Although the Audit was not conducted using the proposed land use regulations of 2009, there are multiple instances where these proposed regulations could answer the questions affirmatively. It is clear that the proposed regulations are much better suited to guiding smart growth.

## **Recommendations**

### **1) Adjust and adopt the land use regulations proposed in 2009**

In addition to the smart-growth focus of this project, as detailed in the Audit, an overall assessment of the town's land use regulations reveals that while many of the basic tools are in place, these tools will benefit significantly from comprehensive revision and upgrade. Many sections of the regulations are developed to only a very basic level. There are also numerous procedural aspects that can be improved, and there are sections that should be brought in conformance with state statutes. Fortunately, the proposed amendments to the land use regulations completed in 2009 provide comprehensive revisions to the Subdivision, Site Plan Review, and Zoning Regulations.

As noted, these amendments have not been adopted, and there are several factors which have apparently contributed. The revisions were completed in the first year of dredging, this year being a key milestone in the massive, multi-decade issue of PCB contamination in the Hudson River. The revisions also came seven years after the adoption of the comprehensive plan which was adopted when dredging was only known to be a somewhat distant possibility. And, there is indication that the revisions may have been somewhat hurried, as they were the completed under an impending deadline. Nevertheless, despite these and any other factors, the content of the regulations should be of value to the town. The proposed revisions are well-developed and, if adopted, can be of great benefit to the town, as they incorporate the level of detail needed to help ensure more effective review processes and outcomes of proposed projects. And the revisions could easily be adjusted to reflect any change in town policy that emerges from the soon-to-begin comprehensive plan process. This smart growth assessment project includes recommendations that are consistent with the well-articulated 2009 amendments.

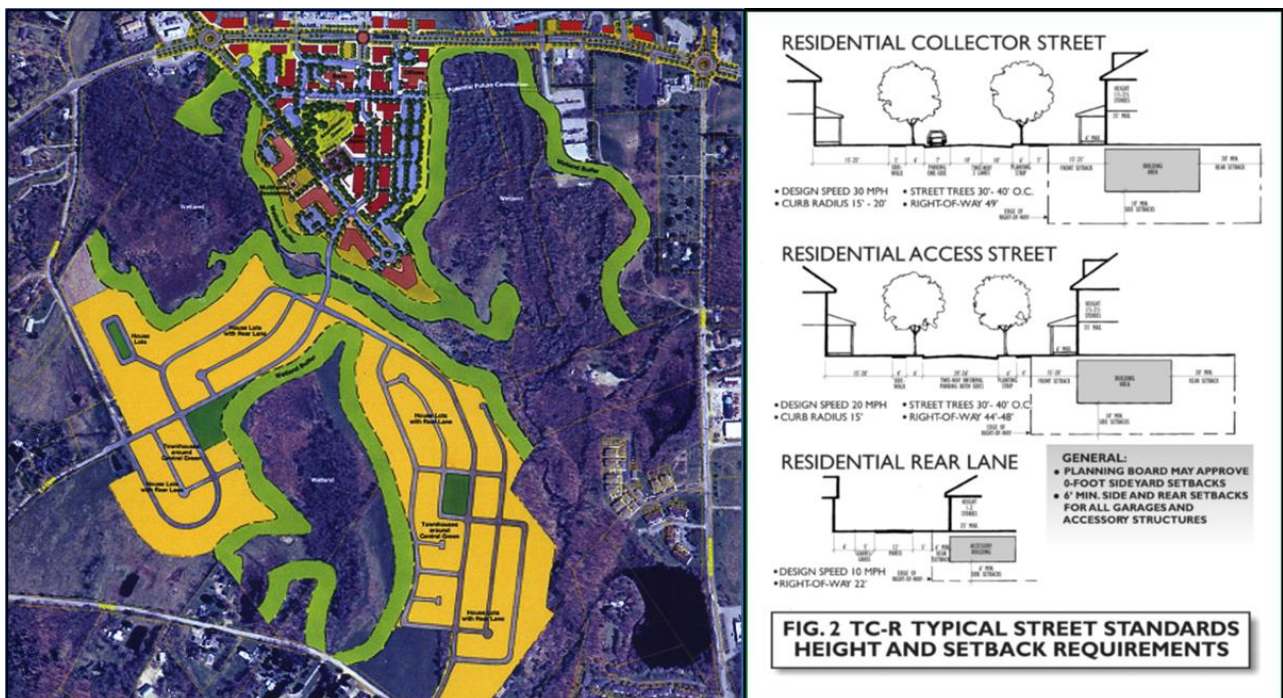
### **2) Consider the adoption of an official map or a similar alternative means to express the desired pattern of development**

The Official Map is a tool, authorized by state statutes,<sup>3</sup> that enables a town to establish a map that shows the layout of streets, highways, drainage systems, and parks. Land reserved on the official map cannot be used for other purposes without the consent of the municipality, and in certain cases the board of appeals can grant relief to the requirements of the official map. The official map can play an important role in implementing a comprehensive plan because it gives a form to the vision of guiding growth. Although the official map has been in the state statutes for decades, its use by municipalities has been very limited. But with the



increasing need for smart growth, the concept -- if not the actual practice -- of the official map remains valid: draw your town's future using a system of streets to serve as a structure, upon which developments can attach themselves. In this way a traditional street pattern and pedestrian connectivity can be assured, rather than the piecemeal subdivisions that reinforce automobile dependency, limit the potential for inter-connectedness, and perpetuate inefficient sprawl.

Smart growth development patterns can also be envisioned with the use of an illustrated plan. The Northeast Industrial Development and Reuse Strategy proposes two illustrated redevelopment plans. The plans superimpose new buildings, parking, landscaping, paths, and a park on aerial photographs. Other communities have used illustrative plans for the development of town centers. The town of LaGrange, for example, has developed a Town Center Illustrative Plan and adopted it as part of its comprehensive plan, noting that it "is intended to serve as a template for the application of specified design principles in order to achieve a desired form and appearance of development." The town carefully integrates the town center into its land use regulations by creating a town center business district to "establish a coordinated image" and by adopting written and illustrated design principles and guidelines related to smart growth and complete streets in order to ensure the coordinated image is carried out. This LaGrange example involves the town working with a private developer who owned the land and wanted to assist the town in developing a town center. A related example guiding coordinated development through the use of illustrated guidelines is the town of Milton, discussed below in the sixth recommendation.



*Town of LaGrange, Illustrated Town Center and Design Guidelines*

### 3) Consider the development of open space and agricultural protection plans

By identifying areas to be preserved, an open space plan will help contribute form to future



patterns of development in the town – something of an inverse of the official map. An effective open space plan will include public participation, the development of a value-based ranking system for parcels of land (e.g. agricultural value, trail linkages, recreation potential), the involvement of landowners, and an assessment of their willingness to place protection measures on their land (e.g. fee simple purchase, conservation easement, recreation access easement). Land use regulations can be tailored to carry out the goals of the plan. Such regulations include cluster development, incentive zoning, and planned unit development, which are discussed below.

Given the abundance of agricultural resources in Fort Edward and the town's commitment to agriculture through the adoption of a right-to-farm law, the town should also consider undertaking an agricultural and farmland protection plan. The New York office of the American Farmland Trust has published an excellent guidance document, *Planning for Agriculture in New York: A Toolkit for Towns and Counties*. This resource cites the many benefits of agriculture; provides local assessment tools, including tips for engaging the agricultural community in the planning process; describes several land use and agriculture protection tools; and identifies funding sources. American Farmland Trust also offers programs, technical assistance, and educational opportunities.

Closely related to open space planning, agricultural protection planning is a process that identifies and places a value on *existing* resources. By reinforcing the viability of these resources for the future, planning for agriculture factors significantly into the policy and decision-making process for other town resources, including the location of infrastructure, transportation, and development centers. While open space or agricultural protection planning are often integrated in a comprehensive plan, each of these can be undertaken separately. The town's 2002 comprehensive plan addresses these topics and makes several related recommendations, including the establishment of a conservation advisory council and support for the development of a continuous bicycle trail through the county and the town. The area has many related assets to leverage, including its reputation as a cycling destination, as evidenced by the annual Tour of the Battenkill, the largest pro-am bike race in the country. Recently, Washington County received an assistance award to update the county's agriculture and farmland protection plan. The town of Fort Edward should become directly involved in this project and should integrate, to the extent practicable, the county's plan with its local comprehensive plan.



*Little Theater on the Farm ([www.littletheater27.org](http://www.littletheater27.org))*

#### **4) Develop more structured and specific cluster development regulations**

Town Law §278, Cluster Development, enables flexibility in zoning requirements and in the design of subdivisions for the purpose of protecting open space. Utilized effectively, cluster development (sometimes referred to as conservation subdivision) creates both compact, efficient, and less costly development and amenities for the residents that can have recreational, agricultural, and aesthetic value. The state statute provides the basic requirements and allows ample flexibility to local governments in exercising cluster development. The effectiveness of the tool depends largely upon the extent to which the local government develops its local law. Because it is flexible and allows for innovation, cluster development requires elevated attention in crafting a law and its many components.

The town of Fort Edward cluster development regulations are very basic, occupying but a half page in the subdivision regulations. By contrast, many if not most communities who utilize the tool have regulations that are several pages. Again, the choices made by local governments influence the content of the regulations. Questions to ask in choosing the options include: where will cluster be allowed; will it be required, will it be the applicant's option, or will it be applied on a case-by-case basis; will a requirement be set for a percentage of open space to be preserved; how will the density, or yield, be determined; and how will the ownership and management of the open space be handled?

Guidance in developing a cluster development law is readily available. For example, the Saratoga County Environmental Council has a publication titled *Gaining Respect for Clustering*. The NYS Department of State, Division of Local Government routinely distributes local laws upon request for a wide variety of topics. And the 2009 proposed amendments to the town's subdivision regulations propose a fairly robust set of conservation subdivision regulations, addressing the several of the options discussed above in detail.

Cluster development is a valuable tool in implementing the goals of an open space plan. While the use of this tool is evident at the scale of a single subdivision, the benefits of cluster development should also be envisioned town-wide, such that a single cluster development may be considered a building block for an interconnected system of green spaces. For example, trail systems envisioned in an open space plan can take specific shape as cluster developments are approved.

#### **6) Create illustrated design guidelines and standards and integrate these within the land use regulations**

As noted, many of the audit questions focus on whether or not the regulations contain standards. The Fort Edward land use regulations contain some standards; however, these are generally basic and are in text form only. The subdivision regulations reference town specifications and standards with regard to town improvements (§87-45) and streets (§87-47), stating that these are available from the town engineer and the highway superintendent, respectively. A cross-section specification sheet is on file at the highway department. It covers the basics -- materials and dimensions of a standard street. Such specs can easily be placed in the regulations; many municipalities include these graphics, including the town of Lake George.

Numerous opportunities exist for developing further guidelines and standards and incorporating these in graphic form within the regulations. For example, the town's subdivision regulations define five types of streets: Arterial; Collector; Local; Marginal Access Streets; and Dead-end or Cul-de-sac. This is key step in creating a hierarchy of streets in the community, but in order to help ensure that this hierarchy is implemented as the community grows, each one of these street types needs their respective dimensions affixed to the definitions. And to increase the effectiveness of implementing the hierarchy, illustrated guidelines can be employed for each of the types as well as for how they fit along with other streetscape components, such as sidewalks, into the context of the developing community.

The great value of graphics in articulating the text of land use regulations is evident in numerous communities' regulations throughout the state and the nation. Illustrated guidelines or standards serve to facilitate the review process for a subdivision, site plan review, special use permit, or other type of approval because they show the developer, the reviewing board, and residents how the municipality would like the future of the community to look like and function. Guidelines and graphics can span many areas of land use regulations such as architectural review, lighting, landscaping, pedestrian amenities, and site design. Guidelines are often included as appendices to the regulations. They support written text and help eliminate vague terms, such as "excessive dissimilarity", a term found in many communities' review standards, including Fort Edward's.

The town of Lake George provides a good example of the use of several standards and guidelines. These are available as PDF attachments within the town's online codes, so they are readily available ([ecode360.com/LA1393](http://ecode360.com/LA1393)). (Fort Edward also uses the convenient, online General Code system.) Appendix I (175p online), for example, shows how the elements of a site are developed to work in concert to provide well designed pedestrian and vehicular circulation, landscaping, parking, and other features.

The Town of Lagrange, Town Center District, mentioned above (Official Map), utilizes a series of graphics to articulate what the "build-out" of the district will look like. The town of Milton also has guidelines for a town center district, a project that received a smart growth award from the New York Upstate Chapter of the American Planning Association. Among other features, the town's district standards utilize a "pre-engineered" town center, meaning that all specifications for the main intersection have been designed. Collectively, these examples show the range of how design graphics are utilized, from the more general guidance in Lake George to the precision of transportation specifications in Milton.

## **7) Encourage innovative development through flexibility in zoning regulations**

One of the hallmarks of smart growth is mixed uses, meaning that residential, business, and commercial types of uses are allowed in the same district. This can enhance walkability because residents can live, work, and shop at establishments that are located within short distances of each other. Unfortunately, traditional "Euclidean" zoning is based on the separation of uses, so communities must take special care to ensure that districts allow for an integration of uses. Review and adjustment of the allowable uses – both "as-of-right" and special permit uses – is one way to accomplish more diversity. But, along with separation of

uses, traditional zoning is typically characterized by distinct sets of height, density, and bulk requirements that, under a traditional system, can only be altered through area variances.

A *planned unit development* (PUD) is a zoning technique that allows development of a tract of land in a comprehensive, unified manner – as a unit. A PUD provides greater flexibility of design by allowing deviations to development standards, including allowances for mixed uses, and variation of densities and building heights, types, and setbacks. Planned unit development is mentioned in §108-12.2 of the town's zoning regulations; however, no definition or further description of the tool or a review process is provided. The town should adopt PUD regulations, as this will facilitate mixed-use developments, such as the Route 4 Corridor redevelopment concept outlined in the Northeast Industrial Development and Reuse Strategy.

The state statute authorizes use of PUDs (TL §261-c) yet because the tool provides so much flexibility, the statute leaves virtually all the details up to local governments. Illustrative local laws, which can be obtained from the NYS Department of State, demonstrate the great variation in how this tool is applied. Requirements for open space and pedestrian amenities may be included.

*Incentive zoning* (TL §261-b) is another flexible technique that provides a system of exchanging bonuses for community amenities. Bonuses are provided to the developer and may include adjustments to the permissible density, area, height, open space, use, or other provisions of the zoning. Amenities that are provided to the community in exchange for the given bonuses may include parks, public access to recreation sites, or when amenities are not feasible, cash payments. The amenity provided need not be on the same site or zoning district as the bonuses.

Both PUDs and incentive zoning are effective smart growth land tools because they can encourage development in existing hamlets and villages, new town centers, or “infill” sites. In the case of the Route 4 redevelopment areas, existing water and infrastructure further influences smart, infill development, and flexible zoning will expand the menu of how that development can occur.

## **8) Integrate Smart Growth into the comprehensive planning discussion**

The principles and practices of smart growth should be understood by the community if they are to fully consider how the policy decisions of today will influence the land use development patterns in the years to come. Smart growth is sometimes perceived as a “top-down” means of imposing change “from the outside in.” While in some states, land use authority rests primarily in state or county control, it often must be reiterated that “home-rule rules” in New York (with some exceptions). Comprehensive plans, which are not required in New York and are undertaken at the will of the local municipality, should very much be a “bottom-up” expression of what the community wants. And the adoption of any subsequent smart-growth land use tools in accordance with that plan are further expressions and choices of the local municipality.

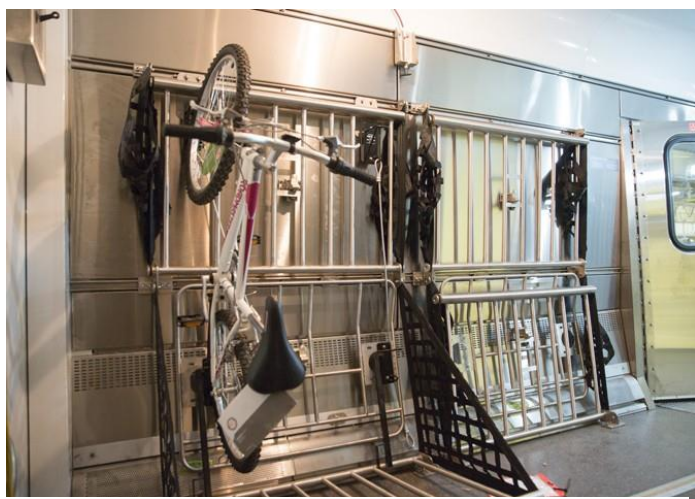
One way to integrate smart growth into a planning discussion is to compare how land use patterns will evolve under conventional regulations versus a system of managed growth.

*System* is a key term, because several planning and regulatory approaches – many of them discussed in this report – must work in concert over an extended period to realize smart growth. Additional factors such as costs of infrastructure (roads, water, sewer) and the associated costs of services to maintain that infrastructure present important financial considerations. And the availability of amenities such as access to a network of sidewalks, trails, and parks and the associated impacts on physical health are important contributors that of course tie in with land use and financial factors.

In terms of bringing such factors to bear on the local conversation, communities across the state have undertaken a variety of analyses and exercises that were instrumental in guiding future growth in these communities. Such efforts can be illustrative and instructional for Fort Edward where similar conditions and forces are in play. For example, the town of Warwick in Orange County, an agricultural community facing pressures of residential growth, conducted a zoning and *build-out analysis* for growth under both existing and alternative development policies. The town of Warwick also, as part of its comprehensive plan, undertook a *cost of community services study* that illustrates the costs of different types of land uses, e.g. residential and agricultural, in terms of the services that a local government would need to provide to sustain these uses. The town of New Paltz combined a build-out with a fiscal analysis which illustrated taxpayer savings over time in different scenarios.<sup>4</sup>

As noted above, one of this project's public sessions was a presentation and discussion on the comprehensive plan and smart growth in Fort Edward. The town should continue to integrate smart growth topics into the schedule of meetings for the comprehensive plan, which have been set throughout 2015 and into 2016. The town could complement the recommendations of this report in the meetings with such topics and exercises as identifying locations for nodes of growth (see 2002 comprehensive plan); using the Smart Growth America Strategy Builder tool; inviting guest speakers on open space and agricultural protection, walkable communities, funding opportunities and related topics. The town should also adopt its complete streets resolution as part of the comprehensive plan to provide stronger policy direction.

As with any comprehensive plan process, the town should consider inter-municipal and/ or regional approaches in crafting and realizing the visions for its future. For example, the town's



*Amtrak Bike Storage (blog.amtrak.com)*

train station is served by Amtrak, which is a major benefit locally and for surrounding communities. However, research indicates that as recently as 2014 Amtrak has not allowed passengers to board bicycles on this line, despite allowing bicycles on some of its other lines. Meanwhile, the area abounds with a diversity of cycling opportunities and numerous entities in the region promote cycling. Petitions to Amtrak have circulated, and news stories indicate that Amtrak is working to accommodate bicycles. This transition can have major implications related to smart growth,



recreation, and tourism, especially if it is harnessed and promoted. Fort Edward, with its comprehensive plan process front and center, occupies an important position because the station is located in the town and can serve as a hub for increased cycling activity connected with the train line. The town, through its plan, can help take the lead on this opportunity by coordinating with surrounding municipalities and partner organizations.

## **Town of Lake George**

The town of Lake George is located entirely inside the “blue line” of the Adirondack Park, a six-million acre area consisting of both extensive public “forever wild” lands and private property. The Adirondack Park Agency, created in 1971, administers the Adirondack Park Agency Act, which consists of the Adirondack Park Land Use and Development Plan and Regulations. The Plan and the Regulations are essentially a regional land use and zoning scheme; this in contrast to the remaining portions of New York State, which are more “home rule” oriented in terms of planning and zoning. Local municipalities are subject to APA land use regulations, although these localities may also adopt their own land use regulations. The town of Lake George is one of a handful (about 1 in 5) of Park municipalities who have an APA-approved land use plan. The approved plan gives the town review authority over “Class B”, or minor projects, which would’ve otherwise been solely regulated by the APA.

Also unique to Lake George is the Lake George Park, a 300-square mile area established in 1961 and encompassing the lake and its watershed. This Park also has its own agency, the Lake George Park Commission, as well as regulations that oversee several activities including docks, wharfs, marinas, and wastewater and stormwater management. The Lake George area is sometimes referred to as a park within a park, and the associated regulatory oversight, along with local regulations, creates a complexity which brings both a heightened level of environmental protection as well as resistance and criticism from some private interests. While the balancing of environmental and economic needs is not without conflict, there is a prevailing sense of the greater picture: the qualities that make the area special and attractive to visitors are intrinsically linked to economic vitality. Despite what are often viewed as impositions of regulatory agencies, the net result is clean water, abundant open space and recreational opportunities, and a relatively compact, historic, walkable village/ town center with a healthy mix of uses. And while regulatory agencies may contribute to achieving these smart-growth characteristics, the town itself has taken a primary role.

The town of Lake George has a two full-time staff dedicated to planning and zoning, as well as a code enforcement officer. Staff provide valuable technical assistance to the public, including private developers, in navigating the project approval process. They also strengthen important connections between the town board, the planning board, and the zoning board of appeals. The director of Planning and Zoning has been instrumental in the Gateway Project and the Comprehensive Plan, both current and ongoing projects. The town also has well-developed land use regulations that have “scored” well on the Code and Zoning Audit. Inclusion of illustrative guidelines and standards contributes to the effectiveness of the regulations in supporting smart growth and complete streets principles. However, opportunities exist for continued improvement to these regulations, including those related to simplification. For example, there are 21 zoning districts; reducing this number is a recommendation in the draft comprehensive plan.

The process of developing the town's comprehensive plan intensified in the September 2014 with a multi-day charrette. A draft plan was released in November, updated in December, and the committee actively continues to work through the process. Several of the plan's draft recommendations are consistent with the goals of this project. For example, the plan calls for improved connectivity and wayfinding signage for pedestrians and cyclists between several of the town's recreational amenities. The draft plan also encourages several recommendations that are consistent with smart growth principles: infill to achieve higher density development in hamlet areas; multimodal transportation options; and increasing opportunities for mixed uses and improved walkability.

A primary location for application of these principles is along Route 9 south of the village. Recognizing, the uninviting aesthetics and much curtailed multimodal transportation functionality of this sprawling strip, the town undertook the Route 9 Gateway Plan, which it adopted in 2010. This is one of the most significant complete streets projects in the state of New York, entailing full redevelopment of the .9 mile corridor stretching from the intersection of Routes 9 and 9N near exit 21 of the Adirondack Northway to the village of Lake George boundary. While this corridor is certainly the gateway to Lake George, it may also be considered the primary gateway to the Adirondack Park. The redevelopment actions and illustrations of the plan address pedestrian access, safety & mobility; access management; traffic calming techniques; corridor beautification; and sustainable/ green streets. The Gateway Plan, now entering its implementation phase, has received millions of funding dollars from NYS and garnered considerable attention. With construction to begin in 2015, this redevelopment area is a nexus for implementation of the many of the comprehensive plan's recommendations -- conceptually, physically, aesthetically, functionally, and economically.

### **Assessment Summary**

The first part of the Code and Zoning Audit, Connectivity and Circulation, asks many questions about the presence of standards to shape the community to make it more walkable and less dependent on automobile travel. Topics include the layout of streets and blocks, connectivity between neighborhoods, prescribed street hierarchy, specifications for design of roads and sidewalks, and provisions for crosswalks. The second part of the Audit, Land Subdivision, Land Use and Services, includes an array of inquiries on topics such as lot size, dimension, frontage, use characteristics of zoning districts (e.g. mixed-use), density standards, including cluster and open space requirements; building frontage, scale, design elements, and compatibility with adjacent structures.

The results of the Audit for the town of Lake George's land use regulations are favorable. The regulations contain many of the provisions that are the subject of the questions; exhibit a heightened level of project review and procedure; and provide ample design guidance through written and illustrated guidelines. Nevertheless, there is room for improvement. Such opportunities are noted in the Audit chart. Additionally, at the request of the town, a review of the zoning regulations, outside the smart growth purview of the Audit, has been conducted and recommendations are offered below.

In the larger picture, Lake George stands in contrast to Fort Edward, where a very basic suite

of land use regulations is clearly inadequate in terms of influencing smart development in an area that is in the path of growth. Lake George does not have an abundance of readily developable areas, and the current comprehensive planning process is carefully considering strategies for accommodating new growth that are consistent with smart growth. Draft recommendations include a combination of directing growth to already developed areas and enhancing development standards (e.g. low-impact design) for environmentally sensitive areas. And one of the primary challenges in Lake George is how to grow, both in finding new physical areas for growth and identifying types of economic development. The town is also adjusting to the changing trends in tourism, the economic sector the town has come to depend on most heavily.

Given these factors, the approach of this project is to complement and enhance the developing comprehensive plan and to help promote new avenues related to smart growth and complete streets that benefit the town.

## **Recommendations**

### **1) Develop incentive zoning adjacent to the redesigned gateway corridor**

The short- and long-term significance of the gateway redevelopment project cannot be overstated. Looking beyond the nearer-term benefits of an improved corridor, discussions at the charrette and in the draft comprehensive plan consider the future compatibility of the adjacent land uses. Whereas, the redeveloped corridor will be an exemplary complete streets project, the nature of the adjacent land uses exhibit several less than optimal characteristics in terms of building form, site design, and pedestrian opportunity.

Initial recommendations of the draft comprehensive plan put forth form-based zoning as a technique to bring about new-urbanist forms that would complement and integrate with the redesigned corridor. While form-based zoning is capable of effecting a desirable fabric of civic space and building form, it also tends to be a highly prescriptive, regulatory, and labor-intensive tool. As discussions of the comprehensive plan committee evolved, the group eschewed the investment of a form based approach, while the need remains, i.e. “Incorporate enhanced pedestrian access and connectivity to buildings along the Route 9 Corridor and provide for more engaging public spaces (e.g., walkways, patios, plazas, dining areas, awnings, etc.”<sup>5</sup>

Incentive zoning (NYS Town Law §261-b) is an innovative and flexible technique that enables towns to establish a system in which amenities are provided by a developer in exchange for bonuses to the zoning district regulations. Amenities would likely include those defined above, and bonuses would likely be adjustments allowing increases in the use, height, density, and other bulk regulations of the zoning regulations. While APA regulations would factor into and potentially limit the scheme, it must be noted that an incentive zoning system can, and often does, work across zoning districts. Amenities could be located along the corridor, and bonuses could be directed elsewhere. Implementing such an approach might involve a survey of interest among property owners along the corridor in order to chart the type and specific locations of amenities. Redesigned parking areas that better connect new sidewalks with existing building fronts and provide more landscaping and streetscape amenities (e.g. benches and lighting) are one example. Other incentives for site re-development over time

could encourage better locations for new buildings as well as circulation patterns that respect those of the overall gateway improvements. Creating easements adjacent to the corridor is another option to explore that could facilitate the construction of amenities. For example, easements to the town could increase both the ability of public monies to be used for improvements and the assurance of maintenance. As mentioned above, the incentive approach is offered to complement and integrate with those of the draft comprehensive plan, e.g., the adoption of design guidelines and an overlay zoning district.

## **2) Increase the profile and attractiveness of the Gateway Corridor through physical linkages and by integrating the redesigned gateway into area promotional efforts**

One of the premier attractions of the area is Prospect Mountain, offering panoramic views of the lake and access by car, bicycle, or on foot. In addition to the incompatibilities between adjacent building form and the soon-to-be redeveloped corridor, the relationship between the entrance to Prospect Mountain and Route 9 presents ample improvement opportunities. In the same way that the new corridor will offer a much improved first impression for visitors, so too should the entrance to Prospect Mountain. Especially when vehicular access to the mountain is closed, the entryway conveys a repelling effect, as well as one of missed opportunity on days when one would expect it to be open. Pedestrian access also appears to be prohibited on days when the mountain is closed, as fencing runs across the entire property. While the state's property management considerations are well taken, this is a resource that belongs to the people of the state of New York, and the town should work with the DEC to improve hours and consistency of operation, pedestrian access (which can improve connectivity to the Lake George Recreation Center), and information about the mountain and its accessibility at the entrance.

The developing comprehensive plan is somewhat unique in that it includes a branding element – a marketing strategy that will build upon the town's assets and promote it as a destination for a broader mix of tourists, as well as younger 'millennials' considering their settlement options. The Route 9 Gateway Project should figure prominently in the promotional efforts. In addition to the new first impression it will create upon entry, the corridor will promote a reversal of an automobile oriented landscape, encouraging walking by offering a physical link to and from downtown via an elongated Main Street and serving as a nexus for many of the town's outdoor resources. Once the project is complete, and the related linkages and wayfinding signage envisioned in the comprehensive plan are implemented, Lake George will offer a seamless experience for the non-motorized tourist and outdoor enthusiast. Which is to say, the full spectrum of visitors, from the casual shopper to the avid hiker and cyclist, can enjoy the goods, services, and outdoor amenities of Lake George without a car. And because there are so many amenities, this increases opportunities for the car-free "staycation." The Gateway Project effectively helps complete the package, reinforcing the perceptual and physical core of Lake George as a healthy community. Interpretive information for walkers and cyclists should incorporate the transformational impact of the Gateway Project, showcase it as central amenity, and include details of its origins and construction. And programs to encourage walking, cycling, and hiking, or using public transportation can complement the image of enjoying Lake George without driving.

## **3) Develop and adopt a complete streets checklist and complete streets guidelines**

The complete streets checklist tool, a version of which has been adopted by the city of

Saratoga Springs, requires that a proposed development include site information related to bicycle and pedestrian facilities, public transportation services, and potential connections to public resources, such as landmarks or cultural centers. A checklist “frontloads” information early in the process and complements other information typically included on a site plan review application, such as landscaping, signage, and lighting. Checklist examples can be gathered and used to create a version that suits the town’s needs.

A complete streets checklist can help implement the town’s adopted complete streets policy, which essentially pledges to advance such tools. The town of Lake George’s complete streets policy references guidance to be provided by “Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets.” A search for these guidelines did not yield any specific results; however, most design guidance documents consulted often refer to the construction of streets and related capital improvements in the public right of way. This raises an important distinction in the implementation of complete streets: that which can be constructed as part of a private land development and that which is constructed by a public agency, be it a town highway department, a county department of public works, or the state department of transportation. In order to further ensure complete streets, the town should explore and adopt complete streets design guidelines for the construction of town streets.

#### **4) Identify and pursue ways to strengthen the town highway department’s complete streets capacity**

While a town’s land use regulations play an important role of influencing the quality of private development, the application of complete streets and smart growth principles are also carried out by town highway departments in the construction of streets and sidewalks. In fact, much of the literature and guidance on complete streets is geared toward the larger agencies and departments who are responsible for planning and constructing streets. However, this literature and any associated training does not easily find its way to town highway departments.

In furtherance of the town’s complete streets policy and the goals of this project, the town should seek educational opportunities for highway officials to learn more about and apply complete streets principles on town roads. Replacement of aging infrastructure can benefit by the incorporation of pedestrian amenities, and opportunities routinely exist to improve connections with schools or other public resources. Highway officials can also become better prepared to correct problem spots in the community with more pedestrian friendly solutions. Cornell Local Roads Program and NYS DOT are key points of contact for resources and further information. The DOT has a Complete Streets webpage with information and several links, including those for design, planning, funding, and best practices ([www.dot.ny.gov/programs/completestreets](http://www.dot.ny.gov/programs/completestreets)).

#### **5) Integrate language within the comprehensive plan about the health related reasons for planning and land use regulations**

Being involved in or exposed to the typically lengthy process of developing a comprehensive plan or the complexities and controversies of a land use approval process, we tend to forget what the primary purposes of these tools are. Essentially, the origins of planning and land use regulation are grounded in the protection and promotion of the health, safety, and welfare of the residents of the community. We may read these three terms over and over again in the



purpose statements of zoning laws, but their relevance may be diminished by any number of distractions, and certainly the important connection between health and land use planning are typically not emphasized to the extent they could be.

The more one considers the components and purposes of a comprehensive plan, e.g. preservation of open space, protection of farmland, a capital improvement program – and surely smart growth and complete streets, the more one realizes how much is connected with human health. Some communities have developed specific chapters in their comprehensive plans, which helps anchor the purpose of the plan and distribute more meaning to the other chapters. Having health department officials provide comment on a comprehensive plan is another way to bolster the plan's effectiveness and increase opportunities for related funding. State and federal programs are increasingly focusing on healthy eating, physical activity, and prevention of childhood obesity and other health problems that increase when places for physical activity are not available. See for example [www.letsmove.gov](http://www.letsmove.gov). And on the subject of the built environment's influence on physical health, the literature abounds.<sup>6</sup> These resources are mentioned to encourage further exploration on the part of community leaders and involved residents.

Lake George would do well to further promote the health benefits in terms of all the places to engage in outdoor physical activity. While the West Side of Lake George Trails Master Plan, for example, is thorough in its assessment of the area's outstanding trail system, it only references health benefits. This is not a criticism of the plan, but an identification of an opportunity to develop the area's health benefits in the comprehensive plan. And the plan's branding component holds great promise for developing the message and impressing the image of Lake George as a center for active and healthy lifestyles.

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*"In nearly all cases, including a specific chapter explicitly focused on public health ensured that there was a greater emphasis placed on public health throughout other chapters of the plan as well. Although health is intrinsic to a number of chapters regularly found in comprehensive plans such as parks and recreation, transportation, and the environment, policies in those chapters do not always articulate their connection to health. Pulling certain policies from these chapters out in a separate health chapter...is one way to highlight health's presence."*

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- Healthy Plan Making, American Planning Association 11

## **6) Establish of group focused on physical activity to help implement complete streets, cycling, trail, and related recommendations and projects in the town and in the comprehensive plan**

The comprehensive plan charrette revealed that there is much opportunity for greater coordination among like interests -- in the areas of tourism and business promotion, for example. The town should also consider the formation of a group focused on physical activity. While Lake George is a healthy community, there lies tremendous potential to bring this to the fore via a group of dedicated people. Experience demonstrates that unified, action-oriented groups produce results, especially after a comprehensive planning process sets forth a series of recommendations that serve as a catalyst for motivation. In the same vein, adoption of the town's complete streets resolution as part of the comprehensive plan (or at least reference to it in an appendix) can fortify this effort. There are a number of recommendations in the comprehensive plan, as well as other opportunities, that would benefit from the formation of

such a group. This group should include a broad range of stakeholders but retain a focus on the purposes or mission that centralizes the diversity and expertise of its members. Potential stakeholders include elected officials; government staff; citizen groups; cycling, running, and physical activity enthusiasts; planning professionals; seniors; safe routes to school activists; local business; public health officials; highway superintendents, and transportation agency staff. Some communities have formed “Active Living Task Forces”, which unite under activities and projects related to walking, hiking, and cycling. These groups are often created by the governing board.

Activities for the group could include combinations of:

- Serve as the implementation group for the hiking, cycling, and complete streets recommendations of the comprehensive plan and as the liaison between town/ village interests and the NYS DOT or county department of public works.
- Advocate for complete streets and help devise and implement solutions to pedestrian and cyclist safety problems at identified locations. While several locations are listed in the draft comprehensive plan, there are many others that should be included. For example, there is a need for greater cycling and pedestrian safety on Route 9N due to several “pinch” spots. In the near term, signage could provide warnings, while in the longer-term, physical improvements could be explored. There are opportunities to improve the entrance to Prospect Mountain (discussed above) through offset fencing to allow pedestrians but not vehicles and to establish and promote alternative access routes to the Lake George Recreation Center.
- Explore new opportunities to improve trails and parks connectivity. One example is possible use of the old trolley line running north of the village to Warrensburg. The right of way is owned by National Grid and is approximately 100’ wide. It runs a considerable distance until it is truncated by the Northway (at about 2 miles north of the Exit 22 access road), then picks up again and is contiguous to Warrensburg. Less than a mile north of the access road for Exit 22, there is access to state land via Big Hollow Road in the vicinity of the right of way. South of the Exit 22 access road, there is a 2.2-acre piece of the old line adjacent to the town-village offices (where there is a gazebo and pocket park) that connects with Cooper Street. Revitalization of this section would be a significant advance in connectivity from the offices across the village along Cooper Street where, via Mohican and Prospect Streets, National Grid ownership of the right-of-way picks up again, continuing to and beyond the Prospect Mountain access road, then to the substation near across from Waterslide World, and ultimately to a position paralleling the Warren County Bikeway. Adjacent private parcels in the vicinity of the town-village offices have also been considered for future use of a park. Exploring the potential options associated with this corridor illustrates how much connectivity there already is around Lake George, including the pedestrian access bridge over the Northway from the middle of the village – a major amenity.
- Identify and pursue funding opportunities that will advance the solutions. As evidenced



*Access under Northway via Big Hollow Road*

in the gateway project, complete streets and transportation related improvements require that the proper planning and design steps are put in place before a project is funded for construction. This group, perhaps with modest support from the town, could develop applications to get the town engaged in implementing some of the smaller projects. The Adirondack Glens Falls Transportation Council offers technical assistance and funding opportunities, such as the Make the Connection Program for this purpose. And there are several state funding opportunities, e.g. Adirondack Smart Growth; DOT (various); and programs to advance the goals of the Economic Development Councils.

## 7) Actively pursue the implementation of the Trails Master Plan for the West Side of Lake George

This well-executed plan presents a strong case to “tie the entire region together as cluster of high quality trails that offer varied and interesting trail experiences.”<sup>7</sup> In the Lake George area alone there are several “trail hubs” and resources; these are Prospect Mountain, Berry Pond Preserve, Gage Brook Recreation Center, Lake George School Nature Trails, Charles R. Wood Park, Battleground Day Use Area and Campground, and the Warren County Bikeway. Lake George stands ready to benefit from collective promotion of these resources -- as a package, so that they can reach their potential as a premier draw in attracting new sets of visitors to the area, including millenials and active families. The plan is quick to point out that the public investment needed to realize its goals is modest, largely a matter of connecting and promoting existing resources.

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*“The vision for the Lake George Trails Master Plan is to create and operate a world-class destination for hiking and biking for current and future generations. ”*<sup>12</sup>

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Among the trails master plan’s recommendations are calls for the formation of a regional trail alliance to implement the plan and the adoption of the “trail towns” concept. The trail towns approach is aligned with a major purpose of the plan: “capitalize on the potential for expanded recreational tourism by making trails the centerpiece of a new economic initiative for the region.”<sup>8</sup>

The recently developed Advantage Adirondacks, Advancing Economic Opportunities across the Adirondack Park also recommends the trail towns approach -- for the entire Park.<sup>9</sup> In both plans, the idea that each town is a building block for greater regional cooperation -- be it around Lake George or Park-wide, is a proven approach holding great promise. Critical to regional success is success at the local level. Lake George **is** a trail town. The range of cycling, walking, and hiking opportunities in and around Lake George is phenomenal. By acting on the recommendations in the Trails Master Plan and the related strategies and actions in the developing comprehensive plan, Lake George can become known as **the** premier trail town – a gateway, an epicenter, a “staycation” destination. And again, the branding component of the comprehensive plan is poised to cast the evolving image of the town within an “active lifestyle” context.

## 8) Zoning Law Recommendations

Consistent with the project approach, and in response to the needs of town, the town's zoning regulations were also examined from a practical perspective. Suggestions for improving the regulations with regard to simplification of review processes and other procedurally oriented components follow. These comments and recommendations are offered for illustrative and discussion purposes only and have no official endorsement.

During many of the discussions in the comprehensive planning charrette process, it was recognized that there is a need to improve the zoning regulations, which, according to the draft comprehensive plan, have “a number of deficiencies that create confusion in terms of interpretation and administration and limit reasonable efforts for future development.”<sup>10</sup> The draft plan includes a discussion to “Address Zoning Code Complexities or Deficiencies” with numerous areas for suggested improvements, including those related to revising definitions, reducing the number of zoning districts, and working with the APA to revise Hamlet land use classifications. This report supports these recommendations while also recognizing that such topics as land density calculations may be controversial and therefore modified or removed going forward. While amendments to definitions, reduction of the number of zoning districts, and like repairs will certainly contribute to improvement, the regulations were also observed to exhibit something of an overall inconvenience or awkwardness to both the casual reader and the informed reviewer. While an objective and experienced reviewer who is unfamiliar with the regulations (as is the case here) can bring a valuable perspective in suggesting improvements, this perspective also comes with unfamiliarity of the details of the local context; namely, the regulatory influence of the APA and the Lake George Park Commission. Nevertheless, with all users of the zoning in mind, the principles embedded in the comments-- if not the comments themselves, should be carefully considered by the town as a resource in better serving its constituents.

### General Comments

- The town should consider the development of guidance documents for applicants and the public in general. The process of developing such instruments tends to carry an indication as to whether or not the process of applying for and obtaining a permit is as efficient as it could be. In other words, land use regulations and procedures that have been in place for long periods of time and have been amended repeatedly tend to become convoluted, even though those most familiar with these tools, ie. not the public, are skilled in their use. Uninformed participants involved in the process of creating guidance materials can often provide valuable insight, and these insights might inform fresh perspectives in reworking – or even replacing -- the regulations
- The town, via staff and a committee, should collect and review sample local laws for zoning, land use and related topics from other municipalities in New York State. Examples are readily available from the NYS Department of State, Division of Local Government. The Department is the official record keeper for all local laws filed in New York State. Sample local laws can offer many benefits, from the specificity of individual clauses to overall organization, and in a broader sense, the number of different ways a given topic or procedure can be handled locally.
- Establish a table of contents. The Town of Lake George zoning regulations were accessed online through [ecode360.com](http://ecode360.com). No table of contents for the zoning law was found. A table of contents is an organizing feature of many zoning documents, serving as an at-a-glance reference for readers of the law, as well as to the town, who, through

the development of a table of contents, may see opportunities to improve the organization and sequence of the content.

- Eliminate the unnecessary use of repetitive phrasing. For example, both §175-2 and §175.3 reference the Comprehensive (Development) Plan and refer to the health, safety, and welfare; combine these sections and their repetitive language into a single section. Is §175.1 necessary? Other examples exist, some of which are noted below. There are also many opportunities to edit confusing language, some of which are also noted below. There is also an abundance of legalistic language that seems superfluous and/or is not readily understandable by the lay person. Examples include: herein; hereinafter; hereof; forthwith; prima facie; and et seq.
- Name the appendices. The availability of these important figures and charts online is very convenient; however, only some of the appendices have titles; place titles on all of them.
- Place the definitions of terms at the end of the document. Glossaries are typically located at the back of books, before the index, as they are reference tools not intended to be read or paged through within the main body of a document, especially the beginning.
- Produce “reader friendly” copies of the document. While the values of the online code cannot be overstated, a primary drawback of the electronic code is having to move back and forth between sections of the law, without the benefit of bookmarks. Printing the law from the website does not produce a reader friendly document. If one has not yet been produced, a printed copy of the document can benefit from visual hierarchies and other organizational elements, including font size, boldface text, indentation, and reduction in repetitive numerical section headings. Many of these elements appear online, but it is often difficult to retain this format in the printing process, which is also not easily executed. Costs for printed copies can be priced accordingly.
- Condense sections of the law. For example, enforcement provisions occur within various sections of the law, however, §175-97 references the whole “chapter”; to the extent practicable, develop a single enforcement section for the entire zoning law (this is a common practice).

#### Specific Comments

- §175-21. F. (2)(b)[3]. It is recommended that this determination be made by the ZBA as an interpretation under its appellate jurisdiction to be consistent with state law. See G.(4)(a) and Town Law §267-b.1. The distinction between Minor and Major projects in this section and the respective review procedures -- Zoning Officer and Site Plan Review by Planning Board – does generate some confusion in the language of the law when the two review procedures are referred to together, e.g. K. Criteria for issuance of building permits and approvals; K.(2) does not specifically refer to the approval of a site plan. Because an approval by the Zoning Officer is different than a site plan review approval this difference should be underscored throughout. L.(1) is confusing, e.g. “Upon denial of any permit application for a project for failure to conform to specific provisions of this section, the applicant may make an application for a variance to the Zoning Board of Appeals.” This language should be much clearer, as it can be construed to include the denial of a site plan by the planning board (appeal is to the Supreme Court), even though it seems to refer to the previous sentence, which also could be clearer with respect to it not including “area” variance.
- §175-23.A.(2) What is a “special permit?” Issued by whom? “In the case of conflict...”



What constitutes a conflict?

- §175-23. B. The determination the Zoning Officer is charged with is the purview of SEQRA; however, SEQRA is not triggered without a discretionary approval. This dilemma can be avoided when actions that may have potentially significant adverse impacts on the environment are brought under a discretionary review processes, such as site plan review. Since C. states that site plan review is required, this determination should fall under SEQRA in the planning board's review. Other sections of the law give the Zoning Officer a significant amount of oversight and responsibility – more than is typical in other municipalities.
- §175-36. This purpose statement is not typical of site plan review and comes across as somewhat misleading. The purpose of site plan review is to review the design and layout of a proposed use on a single parcel of land. The description reads more like the purpose of a special use permit.
- §175-41. B. In deciding whether or not to hold a public hearing, the planning board shall consider "... the possibility of disapproval." This is unusual. There are many other ways to determine whether or not to hold a public hearing, including making a public hearing a requirement for all site plan review applications. This section also states that the cost of sending or publishing any public notices shall be borne by the applicant, but it doesn't say whose responsibility it is to send the notices.
- §175-39.B. SEQRA EAF Part 1 is not listed.
- §175-42. A. & B. These describe many elements that are direct functions of zoning.
- §175-43. (C) Several of these requirements are more straightforward requirements of construction in the zoning overlay district rather than design review elements.
- §175-86. (C) Reference to police power usually refers to legislative actions of the governing board, rather than the planning board. Further, the power granted to the planning board to restrict "land against further development of principal buildings, whether by deed restriction, restrictive covenant or other similar appropriate means..." should be reviewed by an attorney. Last sentence: the usual procedure is that the planning board may place conditions on the approval, and these conditions become enforceable by the Zoning Officer.
- §175-90 §175-91 §175-92. Individually and collectively, the permit and certificate requirements are somewhat uncommon in comparison to many if not most other towns in New York State. Most *land use approvals* are issued by a reviewing board (planning board or zoning board of appeals) and the role of the zoning official, regarding these approvals, is primarily one of enforcement. Building permits and certificates of occupancy, which are *non-discretionary permits*, are the terms referring to the most common instruments issued by the official charged with these responsibilities. (The title of this official varies across municipalities). Again, as a general observation of practice in the state, although these permits may be connected with land use approvals, they are separate, which is to say the details regarding the administration of these permits need not and often are not integrated within the land use regulations. The town of Lake George differs in this regard, as well as in the authority granted to the zoning officer for reviewing certain projects. While there are legitimate efficiencies inherent in the latter practice, consideration should be given to examining the division between discretionary and administrative, and how these roles are handled and by whom.

Recognizing that municipalities are granted tremendous flexibility in managing the approval and permitting processes and that there are many legitimate reasons

supporting the scheme of a given municipality, informed observation indicates that the town of Lake George's organizational system of these matters tends toward that which is more cumbersome and confusing. It is not clear why there is a certificate of compliance and a land use and development permit in addition to land use approvals (i.e. site plan review) issued by the planning board – and why this system is necessary and/ or is efficient.

Further research on this topic reveals that Warren County administers and enforces the NYS Uniform Fire Prevention and Building Code (NYS Code), and this arrangement is the primary factor in the need for the town's land use certificate of compliance. One remedy for this situation is to have a local code enforcement officer who administers and enforces the NYS Code by having Warren County delegate this responsibility to the town. (Financial considerations are discussed below). Additionally, focused consideration should be given to removing these NYS Code responsibilities from the local land use regulations (even though §175-92 makes no mention of the NYS Code). Again, while land use approvals and the NYS Code are related and connected in a procedural way (e.g. a site plan review approval is followed by a building permit and a certificate of occupancy), they need not be woven together in the zoning chapter of the town's code.

Concerning local enforcement of the NYS Code and the potential increase in associated costs to the town, the town should consider several factors. First, the value of instituting a local scheme should be examined in terms of how the reduction of administrative layers and procedural requirements will not only better serve the town's constituents, e.g. prospective and existing businesses, but will reduce the town's administrative workload while increasing the public's understanding and navigation of the permit and approval processes. Second, it is possible, and is often cost effective, for a town to share a code enforcement officer with one or more nearby towns. Sample inter-municipal agreements exist, and inquiries to involved municipalities can be made. The town of Queensbury should also be contacted, as this is one municipality in Warren County who has taken on the responsibility of local code enforcement. Third, as mentioned above, there are many examples in the zoning law where the zoning officer has a significant amount of review and approval authority. It is more common for the planning board to have more review and approval authority and the zoning officer to have less. If the town adjusted this balance, giving the planning board more review authority of minor projects and plans – a current duty of the zoning officer, then the zoning officer could be given the NYS Code responsibilities, as a shift in workload rather than an increase.

## **Conclusion**

This towns of Fort Edward and Lake George have been active partners with the Glens Falls Hospital Health Promotion Center in complete streets projects. This smart growth assessment project advances these partnerships by providing a valuable assessment exercise that better positions the communities to take concrete steps in improving the relationships between land use and some of the health related qualities of the places in which we live, work, and play. Central to the project is the assessment tool – the Smart Growth America Zoning and Code Audit. It brings a series of widely accepted smart-growth indicators to a local community and

offers guidance for improving the application of smart growth.

The assessment tool also helps reveal the differences in communities, and in the cases of Fort Edward and Lake George, the differences are quite significant. And because these differences go well beyond those found in the land use regulations, the assessment tool can, and should, be viewed as one of series of factors influencing smart growth. For example, there is no question that the public's contributions during the community outreach portion of the project – and during the Lake George comprehensive planning meetings -- have been invaluable. There is definitely a need to familiarize the public with the principles and practices of smart growth and, perhaps, a more specific need to separate the practices from the term 'smart growth', as it is freighted with misconceptions. And the varying need for technical assistance, education, and capacity building at the local level is one indicator suggesting the possibility of conducting a regional assessment. An improved audit tool can also be envisioned, one that is more tailored to New York State statutes and smaller municipalities.

Although it is beyond the scope of this project to address other factors and indicators in detail, many of them have been considered and incorporated to the extent practicable. In doing so, this project has offered at least a few supplemental ideas while suggesting possibilities for a more holistic smart growth assessment in the future. And ultimately, some of the key factors to success are not found in any report but rather in the individual and collective motivation of those dedicated to improving their communities. Nevertheless, it is hoped that this report has contributed at least a hint of inspiration for those who will consider its recommendations.

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<sup>1</sup> NYS Town Law § 272.a. 11. (a) “All town land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.”

<sup>2</sup> [www.epa.gov/smartgrowth](http://www.epa.gov/smartgrowth) These are the 10 generally accepted Smart Growth principles.

<sup>3</sup> NYS Town Law § 270, § 273, ( § 280, § 280-A, & § 281)

<sup>4</sup> [www.behanplanning.com/index.php/experience/community-planning/new-paltz-build-out-fiscal-analysis/](http://www.behanplanning.com/index.php/experience/community-planning/new-paltz-build-out-fiscal-analysis/)

<sup>5</sup> Town of Lake George 2015 Comprehensive Plan (Draft 11/13/14). [lakegeorgelwrp.files.wordpress.com](http://lakegeorgelwrp.files.wordpress.com) p. 52

<sup>6</sup> See for example, *Health and Community Design: The Impact of the Built Environment on Physical Activity*. Frank, Lawrence; Engelke, Peter; Schmid, Thomas. Island Press. 2003.

<sup>7</sup> Trails Master Plan for the West Side of Lake George. April 2013 (Draft). The LA Group, Landscape Architecture and Engineering, P.C.; Alta Planning and Design. p.3.

<sup>8</sup> Ibid.

<sup>9</sup> See [www.adirondackstrategies.com](http://www.adirondackstrategies.com)

<sup>10</sup> Town of Lake George 2015 Comprehensive Plan (Draft 11/13/14). [lakegeorgelwrp.files.wordpress.com](http://lakegeorgelwrp.files.wordpress.com) p.53

<sup>11</sup> *Healthy Plan Making, Integrating Health into the Comprehensive Planning Process: An analysis of seven case studies and recommendations for change*. Ricklin, Anna; Kushner, Nick. American Planning Assoc.

<sup>12</sup> Trails Master Plan for the West Side of Lake George. April 2013 (Draft). The LA Group, Landscape Architecture and Engineering, P.C.; Alta Planning and Design.

RESOLUTION NUMBER 26 OF 2012

MOTION BY COUNCILMAN TERRY MIDDLETON

SECONDED BY COUNCILMAN NEAL ORSINI

Authorization to Enact a Complete Streets Legislation

WHEREAS, “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors; and

WHEREAS, “Sustainable Complete Streets” are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability; and

WHEREAS, streets that support and invite multiple uses, including safe, active and ample space for pedestrians, bicycles and public transportation, are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks, and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life; and

WHEREAS, the Town of Fort Edward has the ability to work with the Town of Fort Edward Planning Board to explore the maintenance and enhancement of pedestrian, bicycle and trail connections within neighborhoods and address issues of these amenities as needed; and

WHEREAS, many studies show that when roads are better designed for bicycling, walking and transit use, more people do so; and

WHEREAS, the design and construction of new roads and facilities in the Town of Fort Edward should anticipate future demand for biking, walking and other alternative transportation facilities; and

WHEREAS, “Sustainable Complete Streets” are supported by the Institute of Traffic Engineers, the American Planning Association, the American Public Health Association, the State of New York, and many other transportation, planning and public health professionals;

NOW THEREFORE BE IT RESOLVED, by the Town Board of the Town of Fort Edward that the Town hereby establishes and adopts a “Sustainable Complete Streets Policy” which policy shall, where context appropriate, provide for the needs of drivers, public transportation vehicles and patrons, bicyclists and pedestrians of all ages and abilities, and whereby all street projects deemed context appropriate by the Town, inclusive, but not limited to, design, planning, reconstruction, rehabilitation, maintenance, or operations, by the Town of Fort Edward and

BE IT FURTHER RESOLVED, that the Town of Fort Edward shall view all transportation improvements as opportunities to improve safety, access and mobility for all travelers in the Town and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system; and

BE IT FUTHER RESOLVED, that this resolution shall take effect immediately.

DATED: February 24, 2012

Councilman Middleton- AYE  
Councilman Orsini- AYE  
Councilman Mercier- AYE  
Councilman Fisher- AYE  
Supervisor Suprenant- AYE

Minutes of the Town of Lake George Regular Meeting held on May 12, 2014  
at the Town Center, 20 Old Post Road, Lake George, New York 12845.

**Members Present:**

Supervisor, Dennis Dickinson  
Vinnie Crocitto, Councilperson  
Marisa Muratori, Councilperson  
Dan Hurley, Councilperson  
Nancy Stannard, Councilperson

**Others Present:** Patty Schuster, Jim Grey, Maddie Sullivan, Jenny Breault, Heather Fitzgerald, Charlotte Harris, Bryan Kane, John Salvador, Chris Navitsky, Chris Hawley, Thom Randall, Courtney Jaffe, Lauren Grover, Brendon Johnson, Alexis Stein, Allie Eigo, Emily Lindsay, David Colomb

**RESOLUTION ADOPTING SUSTAINABLE COMPLETE STREETS POLICY**

**RESOLUTION #111-2014**, Introduced by Councilperson Muratori and seconded by Councilperson Hurley.

**WHEREAS**, “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors; and

**WHEREAS**, “Sustainable Complete Streets” are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability; and

**WHEREAS**, streets that support and invite multiple uses, including safe, active and ample space for pedestrians, bicycles, and public transportation, are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks, and

**WHEREAS**, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

**WHEREAS**, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life; and

**WHEREAS**, many studies show that when roads are better designed for bicycling, walking and transit use, more people do so; and

**WHEREAS**, the design and construction of new roads and facilities in the



Town of Lake George should anticipate future demand for biking, walking, and other alternative transportation facilities; and

**WHEREAS**, “Sustainable Complete Streets” are supported by the Institute of Traffic Engineers, the American Planning Association, the American Public Health Association, the State of New York, and many other transportation, planning and public health professionals;

**NOW, THEREFORE, BE IT RESOLVED**, that the Town Board of the Town of Lake George hereby establishes and adopts a “Sustainable Complete Streets Policy” which policy shall, where context appropriate, provide for the needs of drivers, public transportation vehicles and patrons, bicyclists and pedestrians of all ages and abilities, and whereby all street projects deemed context appropriate by the Town Board, inclusive, but not limited to, design, planning, reconstruction, rehabilitation, maintenance, or operations by the Town of Lake George and such projects shall be guided by the “Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets”; and

**BE IT FURTHER RESOLVED**, that the Supervisor is authorized to apply for any available grant funds to enhance the Town’s Sustainable Complete Streets Policy including but not limited to signage and bike racks.

Duly adopted this 12th day of May 2014, by the following vote:

Ayes: 5 Crocitto, Hurley, Muratori, Stannard, Dickinson

Noes: 0

Absent: 0

Motion carried.



## SMART GROWTH IMPLEMENTATION TOOLKIT

### 3. Code and zoning audit

## Growing Smarter

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Communities across the country are facing tremendous opportunities to shape their future and provide solutions to the most pressing local, national and global challenges of our time. Community leaders, serving as stewards of the future, have the power to change previous patterns of unsustainable growth and realize the benefits of smarter growth.

A growing number of local political, civic and business leaders understand that with smarter patterns of growth and development, our towns, counties and cities can enjoy the fruits of growth without the costs of poorly planned development. They understand that smart growth strategies can help communities to generate more jobs, enjoy a more stable tax base, provide more choice in the location and cost of housing and build a healthy economy while reducing our impact on the environment, securing our energy independence and creating safe and healthy neighborhoods for our children, our seniors and our families. They understand that communities that choose to grow smarter are also improving their ability to compete in the global marketplace for investments and talent.

While the challenge of building healthier and safer communities has not changed, the opportunities to move away from previous unsustainable patterns have increased. These opportunities are driven by dramatic demographic changes and shifting lifestyle preferences in our population and by a growing understanding of our shared responsibility for the future of our planet. At the same time, the prospect of ever lengthening commutes and rising gas prices is leading growing numbers of people to seek locations where they are not completely automobile-dependent. More and more people prefer neighborhoods where they can improve their health by choosing to walk or bike to the grocery store or shrink their “carbon footprint” (reduce their greenhouse gas emissions) by taking public transit to work or to school. They want to live where they can still be active citizens as they age and where their children and grandchildren can enjoy healthy physical activity everyday.

Shortsighted planning sacrifices the long-term fiscal health of our communities — starving our established downtown businesses, overlooking existing investments in our older communities, eating up our farms and open spaces and damaging our environment. Many communities are envisioning an alternative future. They want to rebuild our existing communities and design new ones to better respond to the needs and preferences of their citizens. Getting there from where we are today can look like an overwhelming task because it asks community leaders to overhaul outdated plans. It requires rewriting laws and regulations to transform the existing development patterns.

The good news is that we can take advantage of the opportunities simply by allowing walkable, mixed-use development to happen in our communities. The tools in the Smart Growth Implementation Toolkit can help community leaders take the first step of removing the regulatory obstacles to smarter growth. The tools can help your community level the playing field to encourage development that meets your community’s goals and your citizens’ aspirations.

## The Goals of Smart Growth

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Smart growth can help communities achieve their shared vision by building on these goals:

### **Healthier, Safer Communities**

The central goal of any smart growth plan or project is to improve the quality of the neighborhoods where we live. Our efforts should make our communities healthier, safer, more convenient, more attractive and more affordable.

### **Protecting the Environment**

Neighborhoods designed to reduce our dependence on automobiles also reduce our impact on the environment. By creating streetscapes that encourage walking or biking, we create opportunities for individuals to reduce their carbon footprint.

### **Better Access, Less Traffic**

Mixing land uses, clustering development, and providing multiple transportation choices helps us to encourage healthier lifestyles, manage congestion, pollute less and save energy.

### **Thriving Cities, Suburbs And Towns**

By guiding development to existing towns and cities, we maximize our investments in transportation, schools, libraries and other public services. Our public dollars can serve the communities where people live today.

### **Shared Benefits**

Building a comprehensive transportation system and locating jobs and accessible housing within reach of each other expands opportunities for all income levels.

### **Lower Costs, Lower Taxes**

Taking advantage of existing infrastructure keeps taxes down. Convenient transportation choices also reduce our household

transportation costs, leaving our families with more money for other needs.

### **Keeping Open Space Open**

Protecting our natural resources creates healthier air and cleaner drinking water. From forests and farms to wetlands and wildlife, let us pass on to our children the landscapes we love.

Smart growth implementation is shaped by ten principles:

1. Provide a Variety of Transportation Choices
2. Mix Land Uses
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
5. Encourage Community and Stakeholder Collaboration
6. Foster Distinctive, Attractive Communities with a Strong Sense of Place
7. Make Development Decisions Predictable, Fair and Cost Effective
8. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
9. Strengthen and Direct Development Towards Existing Communities
10. Take Advantage of Compact Building Design and Efficient Infrastructure Design

## The Smart Growth Implementation Toolkit

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**The Smart Growth Implementation Toolkit** is a set of practical tools to help your community grow smarter. It will help you untangle the thicket of policies and procedures that get in the way of smarter growth and sustainable development. Smart Growth America's Leadership Institute developed the tools through a four-year technical assistance program funded by the U.S. Environmental Protection Agency.

The tools are designed to help communities that are committed to (or are exploring) smart growth but struggle with implementation, with building support, with identifying the most problematic policies and with other issues that typically accompany a major change in development practice. The tools can help a community reach its goals, its vision for the future, and help leaders discuss how to retain the great parts of the community while improving other parts.

Each tool may be used independently or in combination with others. Each user should customize the tools appropriately for local or regional use. The tools are intended to be templates. The tools include:

### **Quick Diagnostic**

The Quick Diagnostic is a simple flowchart that will help you to understand which of the Smart Growth Implementation Tools can best help your community.

### **Policy Audit**

The Smart Growth Policy Audit will help you assess whether existing land use and development policies align with your community's aspirations for its future.

### **Code and Zoning Audit**

The Smart Growth Code and Zoning Audit will help you check if the zoning codes and regulations in your community implement your vision for smarter growth.

### **Audit Summary**

The Smart Growth Audit Summary will help you summarize the findings from the Smart Growth Policy Audit and the Smart Growth Code and Zoning Audit, and help you to begin to prioritize the opportunities that are ripe for action.

### **Project Scorecard**

The Smart Growth Project Scorecard will help you to evaluate how closely a proposed development project adheres to your community's vision for smarter growth.

### **Incentives Matrix**

The Incentives Matrix for Smart Growth Projects will help you mobilize available incentives to encourage specific smart growth projects in your communities.

### **Strategy Builder**

The Smart Growth Strategy Builder will help you implement smart growth in your community by identifying the most promising avenues to lasting change. It will help you map the strengths, weaknesses, opportunities and challenges facing smart growth implementation in your community.

## About the Smart Growth Code and Zoning Audit

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The Smart Growth Code and Zoning Audit will help you review the land use (zoning) codes and regulations in your community to see if they help your community achieve its vision for smarter growth.

This tool will help you identify the rules and regulations in your community that support or block smart growth. It will also show the gaps in the regulations where a lack of standards may be hindering smart growth development.

### About its use

Depending on what your community needs, you can **use the whole audit** or you can **use segments of the audit**.

- You can use this tool as a **guide to understanding** your community's codes and zoning regulations. It will help you appreciate which regulations are critical to achieving smart growth and how standards imposed by regulation can enable or hinder smart growth.
- You can use this tool to **learn more about a how each smart growth principle is expressed in regulations** and to understand what kind of regulations support the principle.
- You can use it to **audit one specific topic** (such as street connectivity) of your codes and zoning regulations.
- You can **conduct a full audit of all your community's codes and zoning regulations**.
- You can also use this tool **to review proposed changes** in your community's codes and zoning regulations

### About the documents

Your community's codes and zoning regulations are usually set out in the following types of documents:

- The Land Use Code
- The Zoning Code and Zoning Regulations
- Subdivision Regulations and Ordinances
- Overlay District Regulations
- Special Use District Regulations

They may also be in your transportation policies, street standards, parking, design guidelines, parks and open space plans, etc. Some caveats

This tool is not intended to "grade" your community's performance. Don't use the tool expecting to measure how well your community (and its leadership) is doing in implementing smart growth. Use it instead to identify areas for improvement.

Undertaking a complete audit is a time-consuming process. You should be prepared to spend several hours (and several sittings) if you are using the tool for this purpose.

This is an audit tool, and though it does list some suggested standards that help to implement smart growth, it does not provide an extensive list or actual code language you can adopt. You will find more materials about actual standards in publications like EPA's **Getting to Smart Growth: 100 Policies for Implementation**, and **Getting to Smart Growth II: 100 More Policies for Implementation**.



## How to use the Smart Growth Code and Zoning Audit

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### Preparation

You will need copies (and we recommend paper copies) of all the code and zoning documents you are reviewing (see the list above).

If you are unfamiliar with the documents, take the time to read each one at least twice. Read it the first time to get a general understanding of the scope of the regulatory document. Read it a second time, and this time mark or highlight any section or statement that may have answers to the questions below. (Consider whether the regulations are positive –they allow for smart growth; or are negative –that they prevent smart growth.) What does the document say about...

**Connectivity?** Does it require an interconnected street pattern? Does it require pedestrian connectivity between zones and neighborhoods?

**Circulation?** Does it prescribe street widths and streetscapes that encourage people to walk or bike? Does it protect pedestrians and require pedestrian friendly environments? Does it make sure open spaces and recreation areas are accessible to the public?

**Parking?** How does it treat parking lots and parking spaces? Does it prescribe a particular relationship between parking, street and buildings? Does it vary the parking requirements so that areas that are served by transit can reduce the amount of parking they have to provide?

**Land subdivision and land use?** Does it allow for a mix of land uses so people can live, work and shop within the same or nearby neighborhoods? Does it allow for areas where people can run businesses from their homes?

**Housing?** Does it require a mix of lot sizes to encourage a mix of housing options? Does it allow or prevent accessory units or apartments, town homes and condominiums?

**Special land use zones and special districts?** Does it provide protections for historic districts? Are there special design and architecture requirements for certain districts?

### Organization

This audit is organized into two general sections: Section A, **Connectivity and Circulation**, looks at how your community's regulations shape your community's street network and streetscapes; parking; walking, biking and multi-use trails; and, transportation and transit zones.

Section B, **Land Subdivision, Zoning and Services**, looks at the way your community regulates the subdivision of land; at how the regulations allocate land use; and, at how the community connects services to development.

There is a third section, Section C, **Special Use Districts and Zones**, that looks specifically at any special zoning districts in your community. These special zoning districts usually provide exceptions to the general rules (e.g. – *special land use districts*, or *historic overlay districts*, or *planned unit development districts*.) Use this section to review each special use district in your community.

The next pages show the steps you need to take as you use this tool.

### STEP 1: ANSWER THE QUESTION

The first column will ask if your community has regulations that specifically address the question. (e.g. – *Is the width of sidewalks regulated?*) Each question focuses on a particular dimension of development that supports smarter growth.

Go through each of the regulatory documents you are auditing and note the articles which actually address each question.

If there are regulations which address a question, highlight or markup the document and list the article address (e.g. – "*Zoning Code 12J.6.9.10*"). This is why having paper copies of the actual documents makes it easier to conduct the audit.

Put a mark under the Y column if your community's regulations address that question. Put a mark under the N column if the regulation actually **prohibits** or **does not address** the question.

Most of the questions are phrased so that answering "yes" means that the regulations are implementing smart growth principles.

### STEP 2: LIST THE IMPLEMENTING CODE

Copy the text of the regulations in the next column, marked "**From Local Code and Zoning Regulations.**" Be sure to identify the document address (e.g. – "*Zoning Code 12J.6.9.10*") where the regulation comes from.

Go through each document you are auditing, making sure you capture all the relevant regulations.

Mark up the document you are auditing to keep track of which regulations you have already listed.

If the documents you are auditing contain no regulations or standards that address the question, then put down "**Not Addressed**" in this column.

### STEP 3: LIST POSSIBLE IMPROVEMENTS

List possible improvements to the code in the last column. You can refer to the *Suggested Standards* at the end of most sub-sections of the audit.

The *Suggested Standards* are some measures your community can take to implement smart growth. It is not an extensive list and the standards are also listed as general approaches rather than specific code language you can adopt.

#### WHERE TO FIND MODEL CODES

You will find more standards you can use in publications such as the U.S. Environmental Protection Agency's ***Getting to Smart Growth: 100 Policies for Implementation***, and ***Getting to Smart Growth II: 100 More Policies for Implementation***.

For examples of code language you can adopt, refer to:

- The American Planning Association's ***Model Smart Growth Codes*** ([www.planning.org/smartgrowthcodes/](http://www.planning.org/smartgrowthcodes/)).
- "***Smart Growth Zoning Codes: A Resource Guide***," by Steve Tracy, published by the Local Government Commission. (Available from the LGC website: [www2.lgc.org/bookstore/](http://www2.lgc.org/bookstore/))
- The resources section of **Envision Utah**'s website ([www.envisionutah.org](http://www.envisionutah.org)) provides sample ordinances for various aspects of smart growth (pdf documents).

The next page shows an example of how you can fill out this audit tool.

## Example

Here's is an example of how you might fill out this tool:

1. EXAMPLE	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
1.1. Are standards set for curb cut frequency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>(ZONING 12J.6.9.10) Curb cuts are not allowed on community boulevards or community avenues when access may be provided from a side or rear street located immediately adjacent to a contiguous property.</li> <li>(ZONING 12J.6.9.12) Properties with more than 1 curb cut must space them a minimum of 100' apart</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
1.2. Is a minimum sidewalk width established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>(ZONING 8Q.1.5.3) Min=5' on neighborhood streets, min=8' on collector roads; min=10' on business district boulevards;</li> <li>Not addressed for arterials</li> </ul>	<ul style="list-style-type: none"> <li>Require sidewalks on arterials.</li> </ul>
1.3. Are crosswalks allowed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Not addressed.</li> </ul>	<ul style="list-style-type: none"> <li>Revise to allow crosswalks on long blocks, especially in business and commercial districts</li> </ul>

The last part of the tool will allow you to quickly summarize your findings and see how those finding relate to the ten smart growth principles. You can also use it as a quick reference guide to identifying the regulations that must change to allow your community to implement smart growth.

The **Smart Growth Code and Zoning Audit** works best when you also conduct a **Smart Growth Policy Audit**.

You can distill your findings from both audit tools using the **Smart Growth Audit Summary**.

You can download all of the Smart Growth Implementation Tools at [www.smartgrowthamerica.org/implementation-toolkit](http://www.smartgrowthamerica.org/implementation-toolkit)

# TOWN OF FORT EDWARD

## A. CONNECTIVITY AND CIRCULATION

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Your community's codes and zoning regulations about connectivity and circulation determine whether your community is pedestrian friendly and whether it provides people with the option of not having to drive everywhere they need to go.

The regulations (or the absence of regulations) shape the way a district connects to the next district; how a neighborhood connects to the next neighborhood; how the whole community is interconnected; and, how people can get around the community (on foot, or by cars, bikes, or public transportation). They determine what your roads look like and what your sidewalks look like. They prescribe where cars should park and how much parking is required for each type of development. They either allow bikes and bike lanes or prevent them (making streets more dangerous for would-be bikers). They also determine whether your land uses align with your transportation policies so that your community makes the most out of its investments.

Regulations that define connectivity and circulation encourage smart growth if they follow the following principles:

### **Provide A Variety of Transportation Choices**

(SMART GROWTH PRINCIPLE #1)

Providing a variety of transportation options – like safe and reliable public transportation, sidewalks, bike paths and walking trails –promotes and improves our health, conserves energy and safeguards the environment.

There are also many members of our communities who can't drive or don't have access to a car. Providing transportation options

creates more inclusive communities, where our seniors, young people below driving age, and the disabled can all live comfortably.

### **Create Walkable Neighborhoods**

(SMART GROWTH PRINCIPLE #4)

A compact, walkable neighborhood encourages physical activity and protects the environment while saving energy by reducing the miles we drive. Walkable neighborhoods are also safer neighborhoods for our children, allowing them to walk or bike to school or the local park and not have to dodge high-speed traffic. They are healthier environments for our seniors who can get their daily exercise by walking to their friends' homes or to a nearby restaurant.

Walkable neighborhoods also create more opportunities to get to know our neighbors when we meet them on the sidewalk.

There are six sub-sections that define your community's connectivity and circulation:

- 1. Street Network and Plan**
- 2. Streetscape Features**
- 3. Parking**
- 4. Walking, Biking and Multi-Use Trail Facilities**
- 5. Transportation and Transit Zones**

## A. CONNECTIVITY AND CIRCULATION

1. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
1.1. Is there a prescribed street hierarchy in place? (List hierarchy)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Definitions section of sub regs includes and defines Arterial Streets and Highways; Collector Streets; Local Streets; Marginal Access Streets; and Dead-end Street or Cul-de-sac</li> </ul>	<ul style="list-style-type: none"> <li>Graphics of the hierarchy and related street specs should be included in the codes. Regulations reference an Official Map, which would presumably show these streets, but the town apparently does not have an Official Map.</li> </ul>
1.2. Do street widths vary by type of zone? (Identify each zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Districts are generally organized by use; street hierarchy referenced above presumably transcends districts</li> </ul>	<ul style="list-style-type: none"> <li>During code revisions, consideration should be given to adding more specificity of street widths pertinent zones, as appropriate</li> </ul>
1.3. Are design speed standards used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Only very basic road construction specifications are on file at the highway department</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
1.4. Are standards set for width, intersection and corner radii for <b>neighborhood access</b> streets? (List standards)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Standards should be added to the regulations</li> </ul>
1.5. Are standards set for width, intersection and corner radii for <b>neighborhood connector</b> streets? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Standards should be added to the regulations</li> </ul>
1.6. Are standards set for width, intersection, and corner radii for <b>regional access</b> streets?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Standards should be added to the regulations</li> </ul>



Smart Growth Policy Audit

1. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
(List standards				
1.7. Are block perimeter lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>In the sub regs, Section 87-47. C. Streets and roads. "Block Size. Block dimensions shall be at least twice the minimum lot depth and generally not more than 12 times the minimum lot width. In long blocks, the Planning Board may require the dedication through the block of twenty-five-foot-wide easement to accommodate utilities or pedestrian traffic."</li> </ul>	<ul style="list-style-type: none"> <li>This standard could be made a requirement rather than just an option.</li> </ul>
1.8. Are block face lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>See 1.7 above</li> </ul>	<ul style="list-style-type: none"> <li>See 1.7 above</li> </ul>
1.9. Do prescribed block lengths differ by zone? (List block perimeter and face lengths by zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
1.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Not directly, but Section 87-47 E. of the sub regs sets standards for "Visibility at intersections."</li> </ul>	<ul style="list-style-type: none"> <li>More specificity should be added to revised regulations</li> </ul>
1.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>No, but standards for cul-de-sacs are set in the sub regs 87-47 J.</li> </ul>	<ul style="list-style-type: none"> <li>See recs for creating an Official Map or similar alternative</li> </ul>
1.12. Are the length and size of cul-de-sacs regulated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Section 87-47 E. of the sub regs: "should, in general, be limited in length to 800 feet."</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
1.13. Are there provisions to ensure both pedestrian and street connectivity between	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>There are general provisions e.g. in the Site Plan Review regs, 81-11. 3. and in the Zoning regs, Planned Development</li> </ul>	<ul style="list-style-type: none"> <li>Amend 87-52 to require pedestrian easements, with a waiver provision for the PB to not require if impracticable</li> </ul>

1. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
neighborhoods?			Groups 108-38, Circulation; more specifically, 87-52 of the sub regs provides for pedestrian easements: "The Planning Board may require, in order to facilitate pedestrian access from street to schools, parks, playground or other nearby streets, perpetual unobstructed easements at least eight feet in width."	and not in the interest of public health and safety. <ul style="list-style-type: none"> <li>• Include more illustrations for pedestrian circulation and connectivity in regs, e.g. as appendices.</li> <li>• Many references to official map are "orphaned"; an official map should be adopted or the references should be removed.</li> </ul>
1.14. Are alleyways allowed?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Not addressed.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
1.15. Are there restrictions on their use?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
1.16. Are there width standards for alleyways?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b> (below)

## SUGGESTED STANDARDS:

- Divisions within categories will permit a finer grained street system (e.g. different widths in commercial and residential areas).
- Use design speed standards to establish pedestrian and bicycle friendly environments. Designing streets for higher speeds encourages speeding even through lower speed limits are set and often necessitates retrofitting traffic-calming features.
- Vary required Right of Way (R.O.W.) to reflect the nature of each district.
  - Major arterials - 110' with center median
  - Town center streets - 88' to 60' depending on whether center median, bike lanes, and/or angled parking are included in design.
- Consider using design speeds of 25 mph for **neighborhood access** streets.
- Tighten curb radii to shorten pedestrian crossings and force vehicles to make turns at lower speeds.
- Limit curb radii and require a 25' clear zone to accommodate the wider turning radii required by emergency vehicles.

- Consider using lower design speeds for **neighborhood connectors** and streets in commercial and industrial zones.
- Where wider streets are desired, require center medians to maintain a pedestrian-friendly environment.
- Excessively long blocks discourage pedestrian traffic.
  - Limit block perimeters (e.g. 1600 ft.).
  - Limit block face lengths (e.g. 500 ft.)
- Limit use of cul-de-sacs. When used, require pedestrian or bike connections to surrounding neighborhoods.
- Require mid-block pedestrian passages in commercial and mixed-use zones (e.g. at 250' intervals maximum).

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
2.1. Are different streetscape features applied to different districts/zones? (List requirements by district/zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• As recommended in this report, the town's land use regulations are in need of an overhaul. During the revision process, the questions of this audit should be carefully considered.
2.2. Are there provisions for traffic calming? <sup>1</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
2.3. Are crosswalks required? (List if conditions vary by district/zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
2.4. Are crosswalks allowed? List if conditions vary by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Crosswalks are defined in the sub regs, and although not mentioned further, they could be included in developments based on the intent and purview of the sub regs.	• Integrate crosswalk provisions within subdivision regulations.
2.5. Do pedestrians have the right-of-way at crosswalks? (List if condition varies by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• This is a NYS law.	•
2.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
2.7. Are sidewalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
2.8. Are sidewalks required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• In sub regs, 87-47. L. Improvements.	• Sidewalks could be required for other development projects and these requirements could be integrated

<sup>1</sup> Traffic calming should be a last resort and roads should be designed for speed safe for pedestrians.

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
				within the zoning and SPR regs
2.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• The town can explore Safe Routes to School and related funding to address existing needs, as appropriate
2.10. Are sidewalks required on both sides of the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• This could be a requirement of the subdivision regs
2.11. Is a minimum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• These specs should be developed
2.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
2.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Not sidewalks, specifically, but pedestrian easements. See 1.13 above	•
2.14. Are ADA <sup>2</sup> access standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>	• This is a not a direct component of land use regs, but relates to the NYS Uniform Fire Prevention and Building Code	•
2.15. Are there regulations that allow street vendors in specific district? (e.g.-main street, commercial zones or the central business district)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• The central business district/ downtown area is the Village of Fort Edward, which has its own land use regulations	•
2.16. Is the landscaping of medians or curbsides required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• General discretionary review authority is granted to planning board in Site	• See recommendations: adopt design guidelines and revise regulations and/

<sup>2</sup> ADA –Americans with Disabilities Act

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
			Plan Review 81-11. Review Standards; and in Zoning, Article VII Special Uses 108-28, for example.	or adopt proposed 2009 revisions
2.17. Are street trees, street plantings required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Not specifically (see 2.16 above)</li> </ul>	<ul style="list-style-type: none"> <li>Make this a requirement, along with sidewalks.</li> </ul>
2.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>If areas are identified where there is a need for these elements, then they could be required through site plan review, for example. Consider the needs and locations during the comp plan process.</li> </ul>
2.19. Is pedestrian street lighting required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>In the subdivision law, 87-47. Improvements. Elsewhere, lighting is referred to generally, in the site plan review law, for example.</li> </ul>	<ul style="list-style-type: none"> <li>Lighting requirements can be further integrated into the site plan review and special use permit for certain uses along town roads. County or state roads may require additional coordination that goes beyond town land use regs.</li> </ul>
2.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>These can easily be incorporated into lighting requirement revised standards.</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Crosswalks should not only be allowed but required on long blocks to provide access to commercial areas, schools, places of worship, transportation and recreation facilities.
- Crosswalk signals increase pedestrian safety and encourage walking.



- Landscaping softens the street environment and makes it more attractive to pedestrians.
- Sidewalks promote walking and contribute to pedestrian safety.
- Sidewalks should be required in urban and suburban areas to provide for pedestrian safety.
- Sidewalks should be provided on both sides of the street in commercial and industrial zones, and on at least one side of internal residential subdivision streets.
- Sidewalk minimums should take into account the nature of the street and the anticipated volume of pedestrian traffic.
- Pedestrian facilities should provide uninterrupted routes to public amenities such as parks, libraries, schools, etc.
- Limiting curb cuts reduces potential conflict between pedestrians and vehicles, and increases pedestrian safety.
- Where street design speeds encourage speeding, traffic calming features should be allowed to create conditions conducive to walking and bicycling, and to discourage the routine use of local residential streets by through traffic.
- Require alleys and limit number of curb cuts allowed on streets.
- Use should dictate width. In commercial zones, alleys can function as drive aisles for off-street parking lots and as fire lanes.

3. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
3.1. Are minimum parking space requirements set?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 108-23</li> </ul>	<ul style="list-style-type: none"> <li>• As with other topics of this Audit, the overall recommendation to revise the town's land use regs is a process to incorporate more thorough provisions for parking.</li> </ul>
3.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.3. Is <b>land use</b> used as a basis to establish parking requirements??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.4. Is <b>district type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• The Commercial Plaza Zone does have specific requirements (Zoning, 108-12.2.K)</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.5. Is <b>building type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Not specifically, although Zoning, 108-12.2.K. 2 and 5 [2] c includes building related requirements</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Broad discretion is authorized in the SPR law 81-13.B.</li> </ul>	<ul style="list-style-type: none"> <li>• More specific provisions will ensure that this would actually happen.</li> </ul>
3.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.8. Is on street parking allowed? Does it count for meeting parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• While on-street parking is allowed in some places, no mention of it counting for parking requirements was found. However, Zoning 108-22 allows tradeoffs with parking spaces in other</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

3. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
			<i>lots.</i>	
3.9. Are there provisions for <b>shared parking</b> ? <sup>3</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning, 108-22.</li> </ul>	<ul style="list-style-type: none"> <li>• These are minimal provisions that should be upgraded.</li> </ul>
3.10. Are there provisions for <b>joint parking</b> ? <sup>4</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning, 108.26</li> </ul>	<ul style="list-style-type: none"> <li>• Same as above.</li> </ul>
3.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	
3.12. Are there prescriptions defining the relationship between parking spaces and buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Not specifically; site plan review standards provide authority for the interrelationships of vehicular and pedestrian circulation and overall site design; also Zoning 108.20. B.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.13. Are there prescriptions for the location of parking lots?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Only generally - Zoning 108.20. B.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.14. Is street parking metered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
3.16. Are there landscaping requirements for large parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning, 108-27. Focuses on screening the perimeter.</li> </ul>	<ul style="list-style-type: none"> <li>• Provisions can be improved to include landscaping for the interior portions of large parking lots.</li> </ul>

<sup>3</sup> **Shared parking** – a parking facility use of which is allowed to two or more users based on different peak hours (e.g. businesses with peak patronage during the day, theaters and restaurants with peak patronage at night); promotes efficient use of space.

<sup>4</sup> **Joint parking**- a common parking facility designed for simultaneous use by two or more uses (e.g. municipal structures or lots; privately developed structures or lots); allows for off-site provision of parking.

# Smart Growth Policy Audit

3. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
3.17. Are impervious surfaces minimized?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Separate section of code: 56-6 Stormwater Pollutin Prevention Plans. No application for approval of a land development activity shall be reviewed until the appropriate board has received a stormwater pollution prevention plan (SWPPP) in accordance with the specifications of this chapter.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

,

SOME SUGGESTED STANDARDS:

- Among other benefits, on-street parking encourages pedestrian traffic, and can act as a buffer between pedestrians and moving vehicles.
- Shared parking should be encouraged.
- Joint parking should be considered where conditions warrant.
- On street parking should count towards fulfilling parking requirements
- Building by building parking requirements should not be used, instead encourage neighborhood parking within ¼ mile distance from the destination (using shared or joint parking)
- Parking fees should be demand driven.
- Zone and use specific parking requirements should be established and should take transit facilities into consideration.
- Reductions for transit availability should be allowed.

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
4.1. Are there walkway, greenway or hiking trails?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>These are not connected with or resulting from land use regulations.</li> </ul>	<ul style="list-style-type: none"> <li>Open space, recreation, and trail improvements can be incorporated within land use regulations in several ways. These were explored in the training session and are described in this report.</li> </ul>
4.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>This is a very important question in Fort Edward where there is currently a trail as well as a recommendation to create a trail across the town. This report provides several leads for addressing this topic.</li> </ul>
4.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>This can be explored by the town; funding possibilities include NYSDOT and AGFTC.</li> </ul>
4.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
4.5. Is a multi-use trail provided for or planned?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>There is a multi-use trail following the tow path of an old canal.</li> </ul>	<ul style="list-style-type: none"> <li>New trails and greenways could be planned in other portions of the town and incorporated in plans for future development. (See also 2002 Comp Plan)</li> </ul>
4.6. Are there requirements for open space connectivity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>87-49 of the sub regs includes a reservation of parkland process with basic criteria to be considered of the reserved land for recreational purposes</li> </ul>	<ul style="list-style-type: none"> <li>An open space/ recreation plan could be developed by the town, which would provide a structure and guidance to a system of open space; in turn, this section of the sub regs could be</li> </ul>



4. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
				adjusted to incorporate more language requiring and encouraging open space activity.
4.7. Are bicycle lanes required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	<ul style="list-style-type: none"> <li>This and the following related questions are activities that could be taken up by a local advocacy group. The requirements are mainly handled by standards published by NYSDOT. There is at least one designated bike <i>route</i> in the town, which is different than a bike lane.</li> </ul>
4.8. Are bicycle lanes accommodated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.9. Is bicycle parking required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.12. Are standards established for separation of bike lanes from motorized vehicle lanes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>87-44 of the sub regs states that subdivisions shall conform to the official map of the town</li> </ul>	<ul style="list-style-type: none"> <li>Adopt an official map and/ or open space plan or similar tool to guide the development of and connectivity to trails.</li> </ul>

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
Y = Yes, N = No			Indicate if <b>Not Addressed</b>	Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Provide for a network of bicycle routes, lanes, or shared-use trails to promote bicycle use in all zones.
- Retrofit bicycle lanes into roads by changing on-street parking configuration.
- Require bike-parking facilities in commercial and industrial projects to encourage the use of bikes as alternative transportation.
- Provide for both short and secured long-term parking within convenient distances of building entrances, varying standards with use type.
- On new roads, a minimum lane width of 6' is suggested. A minimum width of 5' is suggested for retrofits.
- Where a shared lane for bikes and parking is provided, a minimum total lane width of 12' (7' for parking and 5' for bikes) is suggested.
- Grade differences between gutter pans and street surface should be eliminated. Uniform, smooth surfaces should be specified..

5. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
5.1. Are multi-modal transit centers identified? (e.g. – from train to bus, or water to land transport)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	<ul style="list-style-type: none"> <li>See discussion in report re: the Amtrak station (under inter-municipal cooperation). Maximizing this resource and enhancing coordination with other forms of public transportation should be explored by the town. Contact AGFTC and involve them in the comp plan process as it relates to transportation opportunities.</li> </ul>
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	<ul style="list-style-type: none"> <li>See Northeast Strategy and consider this topic in comp plan.</li> </ul>
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.5. Is a systems-approach used to identify transit zones? (i.e. transit corridors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.6. Is a nodal-approach used to identify transit zones? (i.e. transit oriented development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones? (List	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•

5. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
modifications)				
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
5.9. Are public transit facilities (e.g. – bus waiting stations) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.10. Are park-and-ride facilities provided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Plan and provide for multi-modal transit centers to make public transit more efficient and attractive as an alternative. Include bus stops and weather protected benches and waiting sheds.
- Encourage development around transit centers (and at higher densities) to maximize municipal investments (e.g.- bringing more potential users closer to the transit options).
- Transit corridors and transit oriented development tie land use to transportation investments.
- Modifying the level of service (LOS) around transit zones moderates traffic in the area to encourage more walking and taking public transport.
- HOV lanes and park-and-ride facilities encourage car pooling and more efficient road use.

## B. LAND SUBDIVISION, ZONING and SERVICES

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Your community's regulations about land subdivision, zoning and services determine whether your community allows for a mix of land uses, allowing homes and businesses and stores to co-exist in the same district; and whether your community remains competitive by providing housing for all segments of the market. They determine whether the rules of development are biased against infill and redevelopment. They also encourage developers to build attractive and distinctive neighborhoods (or not) and engage all the members of the community in development decisions.

Regulations that define land subdivision, zoning and services encourage smart growth if they follow the following principles:

### **Mix Land Uses**

(SMART GROWTH PRINCIPLE #2)

Mixing land uses, allowing stores and offices and residences to be built next to or on top of each other, where appropriate, allows people to work, shop and enjoy recreation close to where they live.

### **Create a Range of Housing Opportunities and Choices**

(SMART GROWTH PRINCIPLE #3)

The best neighborhoods offer a range of options: single-family houses of various sizes, duplexes, garden cottages, condominiums, affordable homes for low or fixed-income families, “granny flats” for empty nesters, and accommodations for dependent elders. Not everyone has the same housing wants or needs. Some singles prefer to rent small apartments, young couples need starter homes, empty nesters look for a condominium close to town, and retirees need a caring community.

Creating options and opportunities also allow those who do important work for our community (policemen, firemen, teachers,

etc.) to find homes they can afford within the community they serve. It also allows us to continue to live close to our families and friends even as our life-stages and needs (including the need to work from home) change.

### **Encourage Community and Stakeholder Collaboration**

(SMART GROWTH PRINCIPLE #5)

By building stakeholder participation and input into the planning and development process, communities encourage and nurture the civic spirit. They allow ordinary citizens, civic and business groups, and institutions to come together to identify the shared values and common vision of what they want their communities to be.

### **Foster Distinctive, Attractive Communities with a Strong Sense of Place**

(SMART GROWTH PRINCIPLE #6)

Our regulations create distinctive communities when they allow development to celebrate our natural settings and reflect the character and values of the citizens. The regulations also contribute to our community's unique sense of place when they intentionally provide welcoming public spaces, preserve spectacular vistas, define well-designed focal points (including civic buildings) and encourage appropriate architectural styles and scales of neighborhoods.

### **Make Development Decisions Predictable, Fair, and Cost Effective**

(SMART GROWTH PRINCIPLE #7)

Our regulations can make it easier for developers to build the kind of neighborhoods we all desire. They can reduce the barriers to restoring historic buildings and creating infill development, making this as easy as building on green fields. Regulations can also fast track those projects that will create the community we envision. They can provide clear design and

construction standards and review and approval processes for all types of projects so we can avoid the uncertainty that so often creates misunderstanding, aggravates disagreements, and costs developers time and money. These uncertainties serve no one in the community.

### **Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**

(SMART GROWTH PRINCIPLE #8)

Our regulations can encourage us to care for the environment and to invest not only in the beauty that surrounds our community, but also to preserve the very wealth and resources that will sustain our children and all future generations. Our regulations can protect the environment (keeping our air, water and soils clean, keeping the climate stable, conserving valuable farmlands, preserving critical areas) and safeguards our own health and shield us from severe weather and natural disasters.

### **Strengthen and Direct Development Towards Existing Communities**

(SMART GROWTH PRINCIPLE #9)

Our regulations can maximize our community's investments in public infrastructure (roads, water, sewer, etc.) and save tax money by strengthening and directing development towards our established places. They can strengthen and revitalize our neighborhoods by encouraging and facilitating infill development, the redevelopment of underutilized or derelict properties, the rehabilitation of brownfield sites, and the adaptive reuse of our older structures.

These regulations can also help us to care for our natural environment and preserve it for future generations.

### **Encourage Compact Building Patterns and Efficient Infrastructure Design**

(SMART GROWTH PRINCIPLE #10)

Our regulations can help our communities become more energy efficient by allowing for higher densities and compact development

patterns. Regulations that encourage these patterns reduce the amount of land we consume, leaving more for future generations. They also minimize the amount of infrastructure we have to build and service to support our community. This translates to lower municipal costs, keeping our tax rates down. There are three sub-sections that define your community's land subdivision, zoning and services:

- 6. Land Subdivision and Lot Size**
- 7. Use (Zoning) Districts**
- 8. Services**



## B. LAND SUBDIVISION, LAND USE AND SERVICES

6. Land Subdivision and Lot Size	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
6.1. Is a wide-range of lot sizes allowed within each zone?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>108-13 of the zoning law sets the requirements which are based on minimum-lot size only</li> </ul>	<ul style="list-style-type: none"> <li>Revised zoning focused on these questions should follow the adoption of a new comprehensive plan; the 2009 proposed land use regulation revisions should be considered during the process. See recommendations of this report.</li> </ul>
6.2. Are minimum lot sizes established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
6.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
6.4. Are there minimum frontage requirements? Do these vary by zone/district?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Only slight variation across districts.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
6.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>108-13 of the zoning law sets the requirements which are based on minimum-lot size only; 87-58 (sub regs) Cluster developments enables flexibility.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
6.6. Are small single-family lots permitted (e.g. 5,000-6,000 sq. ft.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Minimum lot size in R-1 and R-2 is 10,000 sq.ft.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
6.7. Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

6. Land Subdivision and Lot Size	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
discouraged?				
6.8. Are various parcel configurations allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Large minimum lot sizes discourage a mix of uses, and contribute to sprawling land use patterns.
- Establishing large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods.
- Allowing a wide range of lot sizes permits a variety of housing type and range of affordability which allows residents to remain in their neighborhoods even as their needs and circumstances change (life cycle planning).
- Dictating large minimum frontage requirements contributes to sprawl. Allowing various parcel configurations and clustering of structures promotes the efficient use of space and limits infrastructure requirements.

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.1. Are zones generally based on land use (e.g. –residential, commercial, industrial, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
7.2. Are zones based on building type (e.g. – low rise, mid rise, high density, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
7.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Minimally – home occupations allowed as accessory uses in R-1, R-2 with 2.5 stories	• Allow residential in commercial zones
7.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• This is an advanced technique; the existing regulations are very basic.	•
7.5. Are there flex-zoning <sup>5</sup> areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Two “flex-zoning” techniques that are enabled through state statutes are recommended in this report. Any additional “flex-zoning” should also be in conformance with NYS statutes.
7.6. Are there zones that allow for more than one land use (e.g. – residential and commercial) in the same zone? (List zones and uses allowed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• This is not readily apparent or encouraged. In addition to accessory use allowances, “planned unit development” is mentioned in 108-12.2 (Commercial Plaza section of the zoning law); however, this term is not defined.	• Promote a mix of uses through the zoning law; and consider the use of PUD through revised regulations (see report recommendations).
7.7. Is there a specific mixed-use zone designation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•

<sup>5</sup> **Flex Zoning** lets the developer or building owner to change the use of the building (assuming conformity to building codes for the new use) without the requiring a lengthy variance or approval process.

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7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.8. Are there live-work zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Home-occupations are allowed in the R-Ag, R-1, and R-2 districts</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.9. Are there planned-unit development (PUD) zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Somewhat – “planned development group” is defined but there is practically no further information in the zoning law on this topic	<ul style="list-style-type: none"> <li>Better define PUD and have specific language and standards in the zoning law to encourage use of this innovative zoning tool.</li> </ul>
7.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See report discussions on town centers, open space, and design guidelines, for example. TND was also covered in the land use training program.</li> </ul>
7.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See 2002 Comprehensive Plan (p.42); a new chapter in the town code for historic preservation is recommended</li> </ul>
7.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.13. Are land conservation subdivisions allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Yes, Cluster development (87-58 sub regs)</li> </ul>	<ul style="list-style-type: none"> <li>See report recommendation to improve cluster development regulations</li> </ul>
7.14. Are there other special use zones? (Identify zones and allowed uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>The Commercial Plaza Zone encourages commercial uses in general; and other districts have Special Uses – allowable uses subject to certain standards so that they reinforce the character of the zone</li> </ul>	<ul style="list-style-type: none"> <li>More articulated uses and descriptions of zones could come from a revised comprehensive plan, a project that is being considered by the town.</li> </ul>
7.15. Is vehicular and pedestrian connectivity to adjacent zones/neighborhoods required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Subdivision Regs 87-47 and 87-50 &amp; 52</li> </ul>	<ul style="list-style-type: none"> <li>Again, reference to a non-existent official map should be corrected through the adoption of a tool or tools</li> </ul>

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
				that guide where connectivity should occur
7.16. Is consideration given to each zone's relationship to adjacent zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>A buffer zone is defined in the sub regs and site plan review and landscaping regulations language includes buffer zones; these are site-specific standards; not zone-to-zone</li> </ul>	<ul style="list-style-type: none"> <li>A more thorough analysis of existing zoning could result in much improved language for transition zones between districts</li> </ul>
7.17. Are there provisions for transitions between zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>See 7.16 above</li> </ul>	<ul style="list-style-type: none"> <li>See 7.16 above</li> </ul>
7.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>However, it does not appear that this is necessarily prohibited.</li> </ul>	<ul style="list-style-type: none"> <li>More clarity on this subject and associated provisions in the zoning law should be considered</li> </ul>
7.19. Are residential uses encouraged in the CBD or other business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>While the historic CBD is in the village, more residential business/ commercial districts could be encouraged in the town's zoning regulations. See the Northeast Strategy plan; the comp plan should identify places for growth (see also 2002 comp plan.)</li> </ul>
7.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Any potential adjustments to such provisions should flow from the comp planning process.</li> </ul>
7.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Mixed-use districts and their locations should be considered in the comp plan process</li> </ul>
7.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See the Northeast redevelopment plan, which recommends infill.</li> </ul>

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.23. Are density standards established? (e.g. –dwelling units/acre)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Indirectly: regs are organized by allowable uses and lot sizes</li> </ul>	<ul style="list-style-type: none"> <li>Revised zoning should address this topic directly.</li> </ul>
7.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.25. Are there <b>minimum</b> density requirements? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Residential districts set minimum lot sizes, which vary depending on the availability of public sewer</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.27. Are minimum residential square-footages affecting the affordability of housing?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.28. Are floor area ratios (FAR) severely limiting lot usage? (List how)	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.29. Are set back requirements severely limiting lot usage? (List how)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>No, for the second question.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.32. Are provisions made for cluster	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs, 87-58</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
development?				
7.33. Are there provisions to encourage or expedite developments that include affordable housing units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
7.34. Are multi-family units <sup>6</sup> allowed in all zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Multiple dwelling units and two-family dwelling units are allowed in the R-2 district. "Planned development groups" are allowed as special uses in the R-1 and R-2 districts	•
7.35. Are multi-family units allowed as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• In R-2.	•
7.36. Are multi-family units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Not directly - planned development groups are allowed by special use permit in the R-1 and R-2 districts	• Planned development groups are not described in the regulations and should be.
7.37. Are multi-family units allowed in the same zones as single family units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• In R-2.	•
7.38. Are accessory units allowed as of right?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
7.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Accessory units are not disallowed; they are not addressed.	•
7.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	• Such differential treatments should be considered cautiously, if at all.

<sup>6</sup> Multi-family units include apartments, duplexes, townhomes, condos, group housing, etc.



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7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.41. Are manufactured homes allowed in all zones as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Nothing was found that prohibits or requires a special use permit.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.43. Is <b>public</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Reservation of parkland is not required in the subdivision regulations, but it is optional. The site plan regulations contain no mention of parkland reservation, or if any residential developments are subject to site plan review. The sub regs (87-3. F.) refer to site plan review as a requirement for subdivisions, but no specific reference to the site plan regulations is provided.</li> </ul>	<ul style="list-style-type: none"> <li>The town should consider requiring that parkland be reserved on subdivision plats (and residential site plans). The SPR law should also be revised to list those uses or applications requiring SPR.</li> </ul>
7.44. Is <b>private</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>If a cluster development is offered, private ownership of open space appears to be an option</li> </ul>	<ul style="list-style-type: none"> <li>See recommendation to improve cluster development regs; this topic was also treated in the land use training program</li> </ul>
7.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>NA</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
7.47. Are standards set for development scale or design elements? (List standards)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See recommendation to adopt design guidelines.</li> </ul>

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7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.48. Are building frontage standards established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
7.49. Are there provisions for design compatibility with adjacent structures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• See proposed zoning for one example of language.
7.50. Is development allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
7.51. Are there conditions specifying when development can be allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
7.52. Are view corridors and view sheds considered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Such consideration could be part of an open space plan or comprehensive plan and, based on results, viewshed protection measures could be incorporated in regulations. Consideration should also be given to protecting views along the Lakes to Locks Scenic Byway.
7.53. Are restrictions placed on signage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Several sections of the zoning law contain sign regulations	•
7.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• See proposed revised zoning and 2002 comp plan for suggested improvements.

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Public hearings are required under state law for subdivisions and special use permits; public hearings are optional under site plan review. The town's SPR regs enable "a majority of the planning board" to determine if a public hearing will be held.</li> </ul>	<ul style="list-style-type: none"> <li>Public hearings could be made a requirement for SPR; earlier consultations with the public could be integrated in the development review process, as state statutes do not prohibit (or encourage) this.</li> </ul>
7.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See proposed revised zoning</li> </ul>
7.57. Are business improvement districts (BIDs) encouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>This is not necessarily the purview of land use regulations</li> </ul>	<ul style="list-style-type: none"> <li>Consider in the northern part of the town as part of the comp plan process.</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

#### SOME SUGGESTED STANDARDS:

- Allowing a full mix of compatible development provides for round-the-clock use of the CBD and other business and commercial districts.
- Infill and brownfield development should be encouraged using mechanisms such as transferable density credits, streamlined permitting, reduced development fees.
- School siting requirements should allow schools to be located in existing neighborhoods.
- Accessory units can provide affordable life-cycle housing options for extended families.
- Pre-fab or manufactured housing can expand affordable housing options.
- Minimum residential square-footage requirements may preclude building affordable housing.

8. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
8.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	•	• If applicable, this should be considered in the comp planning process that is about to begin.
8.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
8.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
8.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
8.5. Are <b>school</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	•	• To be properly considered impact fees require research and professional assistance to determine legal compatibility
8.6. Are <b>water service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	• To be properly considered impact fees require research and professional assistance to determine legal compatibility
8.7. Are <b>sewer service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	• See above
8.8. Are <b>park facilities</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	NA	• See above

8. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
8.9. Are <b>other impact fees</b> established for new development? (Identify service or facility)	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
8.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- School to be centrally located to reduce school transportation costs and to minimize student travel distance and traffic congestion.
- School sites should also be conveniently located for fire and police protection, public transit, and trash disposal.
- Where impact fees are allowed, they should be structured to encourage compact development.
- Direct new development to areas where excess infrastructure capacity exists by charging lower fees for connections to existing infrastructure.
- Discourage development in areas where new infrastructure must be added by charging relatively higher fees.
- Differential impact fees are justified by the increased cost of providing expanded capacity, concomitant service and maintenance to extensions.
- Infill and brownfield development should be encouraged in areas where sufficient public facility capacity exists. Fees in these areas should be lower than those imposed on greenfield developments.

## FINDINGS SUMMARY

Use this section to summarize your findings from the audit. The columns on the right show the smart growth principles addressed by the question.

### A. CONNECTIVITY AND CIRCULATION

1. Street Network and Plan	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
1.1. Is there a prescribed street hierarchy in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
1.2. Do street widths vary by type of zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
1.3. Are design speed standards used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
1.4. Are standards set for width, intersection and corner radii for <b>neighborhood access</b> streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.5. Are standards set for width, intersection and corner radii for <b>neighborhood connector</b> streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.6. Are standards set for width, intersection, and corner radii for <b>regional access</b> streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.7. Are block perimeter lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
1.8. Are block face lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
1.9. Do prescribed block lengths differ by zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x

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1.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.12. Are the length and size of cul-de-sacs regulated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
1.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
1.14. Are alleyways allowed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.15. Are there restrictions on their use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
1.16. Are there width standards for alleyways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x

2. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
2.1. Are different streetscape features applied to different districts/zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
2.2. Are there provisions for traffic calming?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
2.3. Are crosswalks required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
2.4. Are crosswalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
2.5. Do pedestrians have the right-of-way at crosswalks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x



2. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
2.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.7. Are sidewalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
2.8. Are sidewalks required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
2.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>x</b>	<b>x</b>
2.10. Are sidewalks required on both sides of the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.11. Is a minimum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
2.14. Are ADA access standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
2.15. Are there regulations that allow street vendors in specific districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.16. Is the landscaping of medians or curbsides required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.17. Are street trees, street plantings required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
2.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>

2. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
required to be weather protected?				
2.19. Is pedestrian street lighting required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
2.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>

3. Parking	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
3.1. Are minimum parking space requirements set?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
3.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.3. Is <b>Land Use</b> used as a basis to establish parking requirements??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
3.4. Is <b>District Type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.5. Is <b>Building Type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.8. Is on street parking allowed? Does it count for meeting parking requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
3.9. Are there provisions for <b>shared parking</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
3.10. Are there provisions for <b>joint parking</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
3.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
3.12. Are there prescriptions defining the relationship between	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x

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<b>3. Parking</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
parking spaces and buildings?				
3.13. Are there prescriptions for the location of parking lots?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
3.14. Is street parking metered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
3.16. Are there landscaping requirements for large parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
3.17. Are impervious surfaces minimized?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x

<b>4. Walking, Biking and Multi-Use Trail Facilities</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
4.1. Are there walkway, greenway or hiking trails?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
4.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
4.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
4.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

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<b>4. Walking, Biking and Multi-Use Trail Facilities</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
4.5. Is a multi-use trail provided for or planned?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
4.6. Are there requirements for open space connectivity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
4.7. Are bicycle lanes required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.8. Are bicycle lanes accommodated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.9. Is bicycle parking required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.12. Are standards established for separation of bike lanes from motorized vehicle lanes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
4.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

<b>5. Transportation and Transit Zones</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
5.1. Are multi-modal transit centers identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

5. Transportation and Transit Zones	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.5. Is systems-approach used to identify transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.6. Is a nodal-approach to identify transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.9. Are public transit facilities required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.10. Are park-and-ride facilities provided for?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

## B. LAND SUBDIVISION, LAND USE and SERVICE

6. Land Subdivision and Lot Size	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
6.1. Is a wide-range of lot sizes allowed within each zone?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						
6.2. Are minimum lot sizes established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						x
6.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
6.4. Are there minimum frontage requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						x
6.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						
6.6. Are small single-family lots permitted?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x



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6. Land Subdivision and Lot Size	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
6.7. Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
6.8. Are various parcel configurations allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						

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<b>7. Use (Zoning) Districts</b>	<b>Y</b>	<b>N</b>	<b>#2 - Mix Land Uses</b>	<b>#3 - Create a Range of Housing Opportunities and Choices</b>	<b>#5 - Encourage Community and Stakeholder Collaboration</b>	<b>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</b>	<b>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</b>	<b>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</b>	<b>#9 - Strengthen and Direct Development Towards Existing Communities</b>	<b>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</b>
7.1. Are zones generally based on land use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>x</b>							
7.2. Are zones based on building type	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>x</b>							
7.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>x</b>							
7.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>x</b>		<b>x</b>					
7.5. Are there flex-zoning areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>x</b>				<b>x</b>			
7.6. Are there zones that allow for more than one land use (e.g. –residential and commercial) in the same zone? (List zones and uses allowed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>x</b>							
7.7. Is there a specific mixed-use zone designation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>x</b>							
7.8. Are there live-work zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>x</b>							

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7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.9. Are there planned-unit development (PUD) zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
7.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x			x				x
7.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	
7.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							x
7.13. Are land conservation subdivisions allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x		x		
7.14. Are there other special use zones? (Identify zones and allowed uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x			x				
7.15. Is vehicular and pedestrian connectivity to adjacent zones./neighborhoods required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							x
7.16. Is consideration given to each zone's relationship to adjacent zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				x
7.17. Are there provisions for transitions between zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				x

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7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x				x		x	
7.19. Are residential uses encouraged in the CBD or other business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
7.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
7.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
7.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>							x	
7.23. Are density standards established? (e.g. – dwelling units/acre)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
7.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				
7.25. Are there <b>minimum</b> density requirements? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						

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<b>7. Use (Zoning) Districts</b>	<b>Y</b>	<b>N</b>	<b>#2 - Mix Land Uses</b>	<b>#3 - Create a Range of Housing Opportunities and Choices</b>	<b>#5 - Encourage Community and Stakeholder Collaboration</b>	<b>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</b>	<b>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</b>	<b>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</b>	<b>#9 - Strengthen and Direct Development Towards Existing Communities</b>	<b>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</b>
7.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
7.27. Are minimum residential square-footages affecting the affordability of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
7.28. Are floor area ratios (FAR) severely limiting lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
7.29. Are set back requirements severely limiting lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
7.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							x
7.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>								x
7.32. Are provisions made for cluster development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>								x
7.33. Are there provisions to encourage or expedite developments that include affordable housing units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
7.34. Are multi-family units allowed in all zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x

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7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.35. Are multi-family units allowed as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.36. Are multi-family units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
7.37. Are multi-family units allowed in the same zones as single-family units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.38. Are accessory units allowed as of right?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
7.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
7.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.41. Are manufactured homes allowed in all zones as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
7.43. Is <b>public</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	
7.44. Is <b>private</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	

Smart Growth Policy Audit

<b>7. Use (Zoning) Districts</b>	<b>Y</b>	<b>N</b>	<b>#2 - Mix Land Uses</b>	<b>#3 - Create a Range of Housing Opportunities and Choices</b>	<b>#5 - Encourage Community and Stakeholder Collaboration</b>	<b>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</b>	<b>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</b>	<b>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</b>	<b>#9 - Strengthen and Direct Development Towards Existing Communities</b>	<b>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</b>
7.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x	x		x	
7.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x	x		x	
7.47. Are standards set for development scale or design elements? (List standards)	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				x
7.48. Are building frontage standards established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				
7.49. Are there provisions for design compatibility with adjacent structures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				
7.50. Is development allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>					x	x		
7.51. Are there conditions specifying when development can be allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>					x	x		
7.52. Are view corridors and view sheds considered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x		x		
7.53. Are restrictions placed on signage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				



Smart Growth Policy Audit

<b>7. Use (Zoning) Districts</b>	<b>Y</b>	<b>N</b>	<b>#2 - Mix Land Uses</b>	<b>#3 - Create a Range of Housing Opportunities and Choices</b>	<b>#5 - Encourage Community and Stakeholder Collaboration</b>	<b>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</b>	<b>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</b>	<b>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</b>	<b>#9 - Strengthen and Direct Development Towards Existing Communities</b>	<b>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</b>
7.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	
7.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			x					
7.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			x					
7.57. Are business improvement districts (BIDs) encouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			x					

8. Services	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
8.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	x
8.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>								
8.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>							x	x
8.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input checked="" type="checkbox"/>								x
8.5. Are <b>school</b> impact fees established for new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	
8.6. Are <b>water service</b> impact fees established for new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	
8.7. Are <b>sewer service</b> impact fees established for new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	
8.8. Are <b>park facilities</b> impact fees established	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	

# Smart Growth Policy Audit

8. Services	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
for new development?										
8.9. Are <b>other impact fees</b> established for new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					X		X	
8.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					X		X	

<b>COMMUNITY:</b>	Town of Fort Edward, NY
<b>DOCUMENTS REVIEWED:</b>	Zoning, Subdivision, Site Plan Review
<b>REVIEWED BY:</b>	Peter Manning, Genius Loci Planning
<b>DATE:</b>	February 2015

- end of form -

Smart Growth Code and Zoning Audit Version 1.0, 2007

by the Smart Growth Leadership Institute with key inputs from: Susan Weaver, Benjamin de la Pena, Bill Fulton, Tamar Shapiro, Harriet Tregoning, Ilana Preuss, Jessica Cogan-Millman, Deepak Bahl, Tridib Banerjee, John Bailey, Will Fleissig and Parris Glendening

# TOWN OF LAKE GEORGE

## A. CONNECTIVITY AND CIRCULATION

Your community's codes and zoning regulations about connectivity and circulation determine whether your community is pedestrian friendly and whether it provides people with the option of not having to drive everywhere they need to go.

The regulations (or the absence of regulations) shape the way a district connects to the next district; how a neighborhood connects to the next neighborhood; how the whole community is interconnected; and, how people can get around the community (on foot, or by cars, bikes, or public transportation). They determine what your roads look like and what your sidewalks look like. They prescribe where cars should park and how much parking is required for each type of development. They either allow bikes and bike lanes or prevent them (making streets more dangerous for would-be bikers). They also determine whether your land uses align with your transportation policies so that your community makes the most out of its investments.

Regulations that define connectivity and circulation encourage smart growth if they follow the following principles:

### **Provide A Variety of Transportation Choices**

(SMART GROWTH PRINCIPLE #1)

Providing a variety of transportation options – like safe and reliable public transportation, sidewalks, bike paths and walking trails –promotes and improves our health, conserves energy and safeguards the environment.

There are also many members of our communities who can't drive or don't have access to a car. Providing transportation options creates more inclusive communities, where our seniors, young

people below driving age, and the disabled can all live comfortably.

### **Create Walkable Neighborhoods**

(SMART GROWTH PRINCIPLE #4)

A compact, walkable neighborhood encourages physical activity and protects the environment while saving energy by reducing the miles we drive. Walkable neighborhoods are also safer neighborhoods for our children, allowing them to walk or bike to school or the local park and not have to dodge high-speed traffic. They are healthier environments for our seniors who can get their daily exercise by walking to their friends' homes or to a nearby restaurant.

Walkable neighborhoods also create more opportunities to get to know our neighbors when we meet them on the sidewalk.

There are six sub-sections that define your community's connectivity and circulation:

#### **9. Street Network and Plan**

#### **10. Streetscape Features**

#### **11. Parking**

#### **12. Walking, Biking and Multi-Use Trail Facilities**

#### **13. Transportation and Transit Zones**

## A. CONNECTIVITY AND CIRCULATION

9. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
9.1. Is there a prescribed street hierarchy in place? (List hierarchy)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>In the sub regs, 150.3. Definitions: Collector, Dead-End, Local, Major, and Minor Streets.</li> </ul>	<ul style="list-style-type: none"> <li>Specific graphics for each. (Much of town is built out; many of the street design principles in the questions below, if not covered directly in the regs, could be applied on a case-by-case basis under existing review authority.)</li> </ul>
9.2. Do street widths vary by type of zone? (Identify each zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.3. Are design speed standards used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.4. Are standards set for width, intersection and corner radii for <b>neighborhood access</b> streets? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs 150-17. "All street right-of-way lines at intersections shall be rounded by curves of at least 20 feet radius, and curbs shall be adjusted accordingly."</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.5. Are standards set for width, intersection and corner radii for <b>neighborhood connector</b> streets? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs 150-17. "All street right-of-way lines at intersections shall be rounded by curves of at least 20 feet radius, and curbs shall be adjusted accordingly."</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.6. "Are standards set for width, intersection, and corner radii for <b>regional access</b> streets? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs 150-17. "All street right-of-way lines at intersections shall be rounded by curves of at least 20 feet radius, and curbs shall be adjusted</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

9. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
			accordingly.”	
9.7. Are block perimeter lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>150-16. Street Layout. As a combination of the language and dimensions for block length and depth.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.8. Are block face lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>150-16. “Blocks generally shall not be less than 400 feet nor more than 1,200 feet in length.”</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.9. Do prescribed block lengths differ by zone? (List block perimeter and face lengths by zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>They are encouraged in certain cases: 150-16.E.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.12. Are the length and size of cul-de-sacs regulated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>150-17. They should not exceed 500’.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>150-16.E. &amp; F.(1)</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.14. Are alleyways allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>20’-wide easements may be required 150-16.F.(1)</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
9.15. Are there restrictions on their use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>The easements are intended for underground utilities and pedestrian traffic</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

9. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
9.16. Are there width standards for alleyways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>20'</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b> (below)

## SUGGESTED STANDARDS:

- Divisions within categories will permit a finer grained street system (e.g. different widths in commercial and residential areas).
- Use design speed standards to establish pedestrian and bicycle friendly environments. Designing streets for higher speeds encourages speeding even through lower speed limits are set and often necessitates retrofitting traffic-calming features.
- Vary required Right of Way (R.O.W.) to reflect the nature of each district.
  - Major arterials - 110' with center median
  - Town center streets - 88' to 60' depending on whether center median, bike lanes, and/or angled parking are included in design.
- Consider using design speeds of 25 mph for **neighborhood access** streets.
- Tighten curb radii to shorten pedestrian crossings and force vehicles to make turns at lower speeds.
- Limit curb radii and require a 25' clear zone to accommodate the wider turning radii required by emergency vehicles.
- Consider using lower design speeds for **neighborhood connectors** and streets in commercial and industrial zones.
- Where wider streets are desired, require center medians to maintain a pedestrian-friendly environment.
- Excessively long blocks discourage pedestrian traffic.
  - Limit block perimeters (e.g. 1600 ft.).
  - Limit block face lengths (e.g. 500 ft.)
- Limit use of cul-de-sacs. When used, require pedestrian or bike connections to surrounding neighborhoods.
- Require mid-block pedestrian passages in commercial and mixed-use zones (e.g. at 250' intervals maximum).

10. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
10.1. Are different streetscape features applied to different districts/zones? (List requirements by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>The Commercial Development Design Guidelines and Regulations (Appendix 1 of Zoning) include design guidelines for the Route 9 Streetscape.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
10.2. Are there provisions for traffic calming? <sup>7</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Not specifically</li> </ul>	<ul style="list-style-type: none"> <li>Such standards could be added to the regulations along with other design guidelines discussed in the draft comp plan</li> </ul>
10.3. Are crosswalks required? (List if conditions vary by district/zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See report recommendations, e.g. town highway dept.; complete streets guidelines</li> </ul>
10.4. Are crosswalks allowed? List if conditions vary by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>A provision disallowing them was not found</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
10.5. Do pedestrians have the right-of-way at crosswalks? (List if condition varies by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>This is a NYS law</li> </ul>	<ul style="list-style-type: none"> <li>Signs may be placed to warn motorists; new signals can be installed (not a code improvement)</li> </ul>
10.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Not in the code specifically, but the Gateway Project will have state-of-the-art cross signals</li> </ul>	<ul style="list-style-type: none"> <li>Signs may be placed to warn motorists new signals can be installed (not a code improvement)</li> </ul>
10.7. Are sidewalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
10.8. Are sidewalks required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs 150.17; some guidelines in Zoning, App. I</li> </ul>	<ul style="list-style-type: none"> <li>The language requiring sidewalks can certainly be bolstered and correlated with more specific street cross-section</li> </ul>

<sup>7</sup> Traffic calming should be a last resort and roads should be designed for speed safe for pedestrians.



10. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
				design/ engineering graphics
10.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>See recommendations for adopting complete streets guidelines and implementing the town's complete streets resolution, and involving highway department officials. (See also work that Chazen has done in Warrensburg.)</li> </ul>
10.10. Are sidewalks required on both sides of the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Shown in the Design Guidelines for the Route 9 Streetscape; not a specific requirement otherwise but could be required during the subdivision review process</li> </ul>	<ul style="list-style-type: none"> <li>Make this a requirement in other areas of the town and/ or devise a plan to build more sidewalks where they are needed.</li> </ul>
10.11. Is a minimum sidewalk width established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>A 5' minimum width is included in the Design Guidelines for the Route 9 Streetscape</li> </ul>	<ul style="list-style-type: none"> <li>Specific cross-section graphic can be added.</li> </ul>
10.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Widths can be provided on a case-by-case basis as they arise, rather than a code amendment.</li> </ul>
10.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Not a function of the code, but specific places in the town are getting new sidewalks as part of the Gateway Project; other places should be examined for the same and action should be taken, per recommendations.</li> </ul>

10. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
10.14. Are ADA <sup>8</sup> access standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>In NYS, this is largely a function of the NYS Uniform Fire Prevention and Building Code.</li> </ul>	<ul style="list-style-type: none"> <li>The NYS Code is administered by the county; if the town assumes this responsibility (see recommendations) than ADA compliance issues are likely to be more closely enforced and improved upon.</li> </ul>
10.15. Are there regulations that allow street vendors in specific district? (e.g.-main street, commercial zones or the central business district)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Chapter 99 regulates licenses, including vendors, although specificity of location is not prescribed</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
10.16. Is the landscaping of medians or curbsides required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>In the Design Guidelines for the Route 9 Streetscape code appendix.</li> </ul>	<ul style="list-style-type: none"> <li>More specific language could be added to the landscaping regulations, as well as accompanying design guidelines.</li> </ul>
10.17. Are street trees, street plantings required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>App. 1 includes Regulations for Landscaping and Screening and a landscape plan must be completed as part of the Site Plan Review process</li> </ul>	<ul style="list-style-type: none"> <li>The interface between the PB review and the highway department is important here. (See recs for more highway dept. involvement.)</li> </ul>
10.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Encouraged in App. 1</li> </ul>	<ul style="list-style-type: none"> <li>Although not a function of the code, more street amenities could be incorporated as part of a complete streets plan (retrofit)</li> </ul>
10.19. Is pedestrian street lighting required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Zoning, App.1, 9.1.4: "Any use subject to site plan review shall submit a lighting plan..."</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

<sup>8</sup> **ADA** –Americans with Disabilities Act

10. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
10.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Language could easily be added to the regs
Y = Yes, N = No	Indicate if <b>Not Addressed</b>			Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Crosswalks should not only be allowed but required on long blocks to provide access to commercial areas, schools, places of worship, transportation and recreation facilities.
- Crosswalk signals increase pedestrian safety and encourage walking.
- Landscaping softens the street environment and makes it more attractive to pedestrians.
- Sidewalks promote walking and contribute to pedestrian safety.
- Sidewalks should be required in urban and suburban areas to provide for pedestrian safety.
- Sidewalks should be provided on both sides of the street in commercial and industrial zones, and on at least one side of internal residential subdivision streets.
- Sidewalk minimums should take into account the nature of the street and the anticipated volume of pedestrian traffic.
- Pedestrian facilities should provide uninterrupted routes to public amenities such as parks, libraries, schools, etc.
- Limiting curb cuts reduces potential conflict between pedestrians and vehicles, and increases pedestrian safety.
- Where street design speeds encourage speeding, traffic calming features should be allowed to create conditions conducive to walking and bicycling, and to discourage the routine use of local residential streets by through traffic.
- Require alleys and limit number of curb cuts allowed on streets.
- Use should dictate width. In commercial zones, alleys can function as drive aisles for off-street parking lots and as fire lanes.

# Smart Growth Policy Audit

11. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
11.1. Are minimum parking space requirements set?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 175-33</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.3. Is <b>land use</b> used as a basis to establish parking requirements??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.4. Is <b>district type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.5. Is <b>building type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• This should be explored by the town, especially along the new gateway corridor.</li> </ul>
11.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Same as above; see also report rec for incentive zoning.</li> </ul>
11.8. Is on street parking allowed? Does it count for meeting parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Although there is on-street parking in some locations, there are many places in the town where on-street parking is not available</li> </ul>	<ul style="list-style-type: none"> <li>• The availability of on-street parking, to help meet off-street parking requirements, should be explored and integrated, as appropriate within the parking regulations.</li> </ul>
11.9. Are there provisions for <b>shared parking</b> ? <sup>9</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 175-33. D.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

<sup>9</sup> **Shared parking** – a parking facility use of which is allowed to two or more users based on different peak hours (e.g. businesses with peak patronage during the day, theaters and restaurants with peak patronage at night); promotes efficient use of space.

Smart Growth Policy Audit

11. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
11.10. Are there provisions for <b>joint parking</b> ? <sup>10</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 175-33. C.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 175-33. F. &amp; G. Zoning, App. 1.6. Parking and Circulation; and Figures 1B&amp;C and 2.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.12. Are there prescriptions defining the relationship between parking spaces and buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning, App. 1.6. Parking and Circulation; and Figures 1B&amp;C and 2.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.13. Are there prescriptions for the location of parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Zoning 175-33. F. &amp; G. Zoning, App. 1.6. Parking and Circulation; and Figures 1B&amp;C and 2.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.14. Is street parking metered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Meters are in the village.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.16. Are there landscaping requirements for large parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• 175-33.I. App. 1.6.&amp;8. and Figures 1B&amp;C and 2.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
11.17. Are impervious surfaces minimized?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• 175-21 and 175 App. D; Zoning, Schedule II sets percentages for permeability per lot.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

<sup>10</sup> **Joint parking**- a common parking facility designed for simultaneous use by two or more uses (e.g. municipal structures or lots; privately developed structures or lots); allows for off-site provision of parking.

SOME SUGGESTED STANDARDS:

- Among other benefits, on-street parking encourages pedestrian traffic, and can act as a buffer between pedestrians and moving vehicles.
- Shared parking should be encouraged.
- Joint parking should be considered where conditions warrant.
- On street parking should count towards fulfilling parking requirements
- Building by building parking requirements should not be used, instead encourage neighborhood parking within ¼ mile distance from the destination (using shared or joint parking)
- Parking fees should be demand driven.
- Zone and use specific parking requirements should be established and should take transit facilities into consideration.
- Reductions for transit availability should be allowed.

<b>12. Walking, Biking and Multi-Use Trail Facilities</b>	<b>Y</b>	<b>N</b>	<b>Local Code and Zoning Regulations</b>	<b>Possible Improvements to Codes</b>
12.1. Are there walkway, greenway or hiking trails?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
12.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• There is not many more sites in the town for new development; however, connectivity is a recommended practice treated in the App. 1 Guidelines	• Language could be added to the code, once the comp plan is complete, to help ensure future connections are maximized
12.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• This is an area where the active living task force and highway dept (see recommendations) should become more active; funding sources fluctuate but are available (e.g. AGFTC; DOT)
12.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Same as above, and see other recs.
12.5. Is a multi-use trail provided for or planned?	<input type="checkbox"/>	<input type="checkbox"/>	•	• Again, not a code improvement necessarily; see rec for implementing the trails master plan.
12.6. Are there requirements for open space connectivity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Not specifically, but it is generally encouraged in the sub regs.	• See discussions in several of the recs, as well as in the draft comp plan
12.7. Are bicycle lanes required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• In the Route 9 Streetscape Guidelines of App. 1	• More bike lanes can be an activity of the recommended 'active living task force'; see other recs too.
12.8. Are bicycle lanes accommodated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• This is not a direct function of the local regulations but there are designated bike routes in the town, on some state	• Investigate additional efforts and existing routes; the town could benefit from a local "champion" group as

12. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
			roads.	recommended in the report.
12.9. Is bicycle parking required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• This should be explored by the town, as a part of development approval; see rec for CS checklist.
12.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Only if there's a designated bicycle <b>lane</b> in the town. Dimensions set by NYSDOT. Not a code function; but an advocacy group activity.
12.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
12.12. Are standards established for separation of bike lanes from motorized vehicle lanes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Not in the town regulations	• See the NYSDOT Highway Design Manual, Chapter 17, Bicycle Facility Design
12.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Language could be added to the regs to this effect.
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Provide for a network of bicycle routes, lanes, or shared-use trails to promote bicycle use in all zones.
- Retrofit bicycle lanes into roads by changing on-street parking configuration.
- Require bike-parking facilities in commercial and industrial projects to encourage the use of bikes as alternative transportation.
- Provide for both short and secured long-term parking within convenient distances of building entrances, varying standards with use type.
- On new roads, a minimum lane width of 6' is suggested. A minimum width of 5' is suggested for retrofits.



- Where a shared lane for bikes and parking is provided, a minimum total lane width of 12' (7' for parking and 5' for bikes) is suggested.
- Grade differences between gutter pans and street surface should be eliminated. Uniform, smooth surfaces should be specified..

13. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
13.1. Are multi-modal transit centers identified? (e.g. – from train to bus, or water to land transport)	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Not a code function, but there is a shuttle service from the FE Amtrak station to Lake George (see AGFTC website). See also discussion on Amtrak's accommodation of bicycles in FE recommendation for inter-municipal cooperation</li> </ul>
13.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Lake George itself can be considered a multi-modal center, e.g. trolley, bike and hike trails – and multiple recommendations for improving connectivity are included in the report</li> </ul>
13.3. Are transit zones specifically established?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.5. Is a systems-approach used to identify transit zones? (i.e. transit corridors)?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.6. Is a nodal-approach used to identify transit zones? (i.e. transit oriented development)	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones? (List	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

13. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
modifications)				
13.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>• Density allowances, although regulated by APA, are being explored as part of the comp plan, e.g. in the Gateway Corridor zone.</li> </ul>
13.9. Are public transit facilities (e.g. – bus waiting stations) required?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.10. Are park-and-ride facilities provided?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
13.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• NA</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- Plan and provide for multi-modal transit centers to make public transit more efficient and attractive as an alternative. Include bus stops and weather protected benches and waiting sheds.
- Encourage development around transit centers (and at higher densities) to maximize municipal investments (e.g.- bringing more potential users closer to the transit options).
- Transit corridors and transit oriented development tie land use to transportation investments.
- Modifying the level of service (LOS) around transit zones moderates traffic in the area to encourage more walking and taking public transport.
- HOV lanes and park-and-ride facilities encourage car pooling and more efficient road use.

## B. LAND SUBDIVISION, ZONING and SERVICES

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Your community's regulations about land subdivision, zoning and services determine whether your community allows for a mix of land uses, allowing homes and businesses and stores to co-exist in the same district; and whether your community remains competitive by providing housing for all segments of the market. They determine whether the rules of development are biased against infill and redevelopment. They also encourage developers to build attractive and distinctive neighborhoods (or not) and engage all the members of the community in development decisions.

Regulations that define land subdivision, zoning and services encourage smart growth if they follow the following principles:

### **Mix Land Uses**

(SMART GROWTH PRINCIPLE #2)

Mixing land uses, allowing stores and offices and residences to be built next to or on top of each other, where appropriate, allows people to work, shop and enjoy recreation close to where they live.

### **Create a Range of Housing Opportunities and Choices**

(SMART GROWTH PRINCIPLE #3)

The best neighborhoods offer a range of options: single-family houses of various sizes, duplexes, garden cottages, condominiums, affordable homes for low or fixed-income families, “granny flats” for empty nesters, and accommodations for dependent elders. Not everyone has the same housing wants or needs. Some singles prefer to rent small apartments, young couples need starter homes, empty nesters look for a condominium close to town, and retirees need a caring community.

Creating options and opportunities also allow those who do important work for our community (policemen, firemen, teachers,

etc.) to find homes they can afford within the community they serve. It also allows us to continue to live close to our families and friends even as our life-stages and needs (including the need to work from home) change.

### **Encourage Community and Stakeholder Collaboration**

(SMART GROWTH PRINCIPLE #5)

By building stakeholder participation and input into the planning and development process, communities encourage and nurture the civic spirit. They allow ordinary citizens, civic and business groups, and institutions to come together to identify the shared values and common vision of what they want their communities to be.

### **Foster Distinctive, Attractive Communities with a Strong Sense of Place**

(SMART GROWTH PRINCIPLE #6)

Our regulations create distinctive communities when they allow development to celebrate our natural settings and reflect the character and values of the citizens. The regulations also contribute to our community's unique sense of place when they intentionally provide welcoming public spaces, preserve spectacular vistas, define well-designed focal points (including civic buildings) and encourage appropriate architectural styles and scales of neighborhoods.

### **Make Development Decisions Predictable, Fair, and Cost Effective**

(SMART GROWTH PRINCIPLE #7)

Our regulations can make it easier for developers to build the kind of neighborhoods we all desire. They can reduce the barriers to restoring historic buildings and creating infill development, making this as easy as building on green fields.

Regulations can also fast track those projects that will create the community we envision. They can provide clear design and

construction standards and review and approval processes for all types of projects so we can avoid the uncertainty that so often creates misunderstanding, aggravates disagreements, and costs developers time and money. These uncertainties serve no one in the community.

**Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**

(SMART GROWTH PRINCIPLE #8)

Our regulations can encourage us to care for the environment and to invest not only in the beauty that surrounds our community, but also to preserve the very wealth and resources that will sustain our children and all future generations. Our regulations can protect the environment (keeping our air, water and soils clean, keeping the climate stable, conserving valuable farmlands, preserving critical areas) and safeguards our own health and shield us from severe weather and natural disasters.

**Strengthen and Direct Development Towards Existing Communities**

(SMART GROWTH PRINCIPLE #9)

Our regulations can maximize our community's investments in public infrastructure (roads, water, sewer, etc.) and save tax money by strengthening and directing development towards our established places. They can strengthen and revitalize our neighborhoods by encouraging and facilitating infill development, the redevelopment of underutilized or derelict properties, the rehabilitation of brownfield sites, and the adaptive reuse of our older structures.

These regulations can also help us to care for our natural environment and preserve it for future generations.

**Encourage Compact Building Patterns and Efficient Infrastructure Design**

(SMART GROWTH PRINCIPLE #10)

Our regulations can help our communities become more energy efficient by allowing for higher densities and compact development

patterns. Regulations that encourage these patterns reduce the amount of land we consume, leaving more for future generations. They also minimize the amount of infrastructure we have to build and service to support our community. This translates to lower municipal costs, keeping our tax rates down. There are three sub-sections that define your community's land subdivision, zoning and services:

**14. Land Subdivision and Lot Size**

**15. Use (Zoning) Districts**

**16. Services**

## B. LAND SUBDIVISION, LAND USE AND SERVICES

14. Land Subdivision and Lot Size	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
14.1. Is a wide-range of lot sizes allowed within each zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>There is a wide range of lot sizes across different zones.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify the 21-district zoning scheme.</li> </ul>
14.2. Are minimum lot sizes established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>175-16. Schedule II: Dimensional Requirements</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
14.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
14.4. Are there minimum frontage requirements? Do these vary by zone/district?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
14.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>However, per 150-14, Cluster Development, the planning board may modify lot sizes in four zoning districts</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
14.6. Are small single-family lots permitted (e.g. 5,000-6,000 sq. ft.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>20,000 sq. ft. is the smallest in the Residential Special High Density District and the Res-Comm HD District</li> </ul>	<ul style="list-style-type: none"> <li>This should be explored as part of the comp plan process.</li> </ul>
14.7. Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
14.8. Are various parcel configurations allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Y = Yes, N = No			Indicate if <b>Not Addressed</b>	Refer to <b>Suggested Standards</b>

SOME SUGGESTED STANDARDS:

- Large minimum lot sizes discourage a mix of uses, and contribute to sprawling land use patterns.
- Establishing large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods.
- Allowing a wide range of lot sizes permits a variety of housing type and range of affordability which allows residents to remain in their neighborhoods even as their needs and circumstances change (life cycle planning).
- Dictating large minimum frontage requirements contributes to sprawl. Allowing various parcel configurations and clustering of structures promotes the efficient use of space and limits infrastructure requirements.

15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
15.1. Are zones generally based on land use (e.g. –residential, commercial, industrial, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
15.2. Are zones based on building type (e.g. – low rise, mid rise, high density, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Form-based zoning discussed as part of comp plan, but put on hold.
15.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	• This appears to be allowed in some zones, and it should be further encouraged/ allowed, as appropriate.
15.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Form-based zoning was explored during the comp plan discussions; an overlay w/o form-based is the current recommendation.
15.5. Are there flex-zoning <sup>11</sup> areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Any “flex-zoning” must be in conformance with NYS statutes, e.g. incentive zoning	• See rec for incentive zoning.
15.6. Are there zones that allow for more than one land use (e.g. – residential and commercial) in the same zone? (List zones and uses allowed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
15.7. Is there a specific mixed-use zone designation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
15.8. Are there live-work zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Not specifically defined, but the RCH	• The town should look into this

<sup>11</sup> **Flex Zoning** lets the developer or building owner to change the use of the building (assuming conformity to building codes for the new use) without the requiring a lengthy variance or approval process.



15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
			zone would allow.	nomenclature perhaps as it explores the need to diversify its economic base and its general goal of attracting "millenials."
15.9. Are there planned-unit development (PUD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• Nor is PUD found in the zoning regs. PUD is a highly flexible tool that should be considered, providing that it does not conflict with APA regs.
15.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• This could be explored as the town considers new zones/ types of development on Route 9N south.
15.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• The Battlefield Historic District, e.g. is on the State and National Registers
15.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
15.13. Are land conservation subdivisions allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• 150.14	•
15.14. Are there other special use zones? (Identify zones and allowed uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	• The town does not use the special use permit tool; however its inclusion within may be useful as the town considers the recommended reduction in the number of zoning districts.
15.15. Is vehicular and pedestrian connectivity to adjacent zones/neighborhoods required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• 150-16. A.,E.,F.(1)	•
15.16. Is consideration given to each zone's relationship to adjacent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Somewhat. 175-19. Transition areas. • App. 1: 7.1.2; 8.1; 8.2.8	•

15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
zones?				
15.17. Are there provisions for transitions between zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Somewhat. 175-19. Transition areas.</li> <li>App. 1: 7.1.2; 8.1; 8.2.8</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Not specifically</li> </ul>	<ul style="list-style-type: none"> <li>This could be encouraged in the gateway corridor, along with other recommendations and tools being discussed.</li> </ul>
15.19. Are residential uses encouraged in the CBD or other business/commercial districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>There are two districts: Residential-Commercial High Density and Residential-Commercial Medium Density, and variations within each.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>But it appears to be allowed.</li> </ul>	<ul style="list-style-type: none"> <li>More provisions for encouraging mixed uses could be explored and added to the code.</li> </ul>
15.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Convenience stores are allowed in the residential-commercial districts.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.23. Are density standards established? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>By zoning district and lot size.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Building type standards should be considered for integration in the Gateway Corridor overlay district going forward.</li> </ul>

15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
15.25. Are there <b>minimum</b> density requirements? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>By lot size.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.27. Are minimum residential square-footages affecting the affordability of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.28. Are floor area ratios (FAR) severely limiting lot usage? (List how)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.29. Are set back requirements severely limiting lot usage? (List how)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>The NYS Uniform Fire Prevention and Building Code was modified a number of years ago to make reuse of upper stories more flexible, while retaining the necessary restrictiveness inherent in the code.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.32. Are provisions made for cluster development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Sub regs 150.14</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.33. Are there provisions to encourage or expedite	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
developments that include affordable housing units?				
15.34. Are multi-family units <sup>12</sup> allowed in all zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Schedule 1, Use Controls</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.35. Are multi-family units allowed as of right?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>Sched. 1 In the zones allowed, they require site plan review</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.36. Are multi-family units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.37. Are multi-family units allowed in the same zones as single family units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Several, but not all.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.38. Are accessory units allowed as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>With some exceptions. 175-30</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.41. Are manufactured homes allowed in all zones as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Single-family homes are allowed in by right in all districts except the Land Conservation District</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

<sup>12</sup> Multi-family units include apartments, duplexes, townhomes, condos, group housing, etc.

15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
15.43. Is <b>public</b> open space required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>150-24, or payment in lieu of</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.44. Is <b>private</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>The regulations do not go into such detail. Parks or playgrounds or other recreational uses are the base uses.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.47. Are standards set for development scale or design elements? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Zoning App. 1 contains guidelines on site planning and architectural design</li> </ul>	<ul style="list-style-type: none"> <li>Additional guidelines are being recommended in the comp planning process.</li> </ul>
15.48. Are building frontage standards established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>These should be encouraged or required in the proposed gateway overlay district, possibly as part of an incentive zoning system, so that over time new development complements and integrates with the redesigned gateway corridor.</li> </ul>
15.49. Are there provisions for design compatibility with adjacent structures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>App. 1 Architectural Design Guidelines and Regulations.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.50. Is development allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.51. Are there conditions specifying when development can be allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

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15. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
15.52. Are view corridors and view sheds considered?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>175-43. Site and lot considerations.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.53. Are restrictions placed on signage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>175-32.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>This is primarily a function of the NYS Uniform Fire Prevention and Building Code</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>175-41</li> </ul>	<ul style="list-style-type: none"> <li>While state law requires a public hearing for subdivisions, a public hearing is optional for SPR and the town of Lake George does not require that every application have a public hearing. This could be adjusted to ensure the opportunity for public comment on all SPR applications.</li> </ul>
15.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
15.57. Are business improvement districts (BIDs) encouraged?	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>7.3 of the code authorizes the town board to establish BIDs...</li> </ul>	<ul style="list-style-type: none"> <li>Discussions at the comp plan charrette indicated that a BID has not been established; forming one is encouraged because it presents an organized structure for discussing land use tools, in addition to its more usual topics.</li> </ul>
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

SOME SUGGESTED STANDARDS:

- Allowing a full mix of compatible development provides for round-the-clock use of the CBD and other business and commercial districts.
- Infill and brownfield development should be encouraged using mechanisms such as transferable density credits, streamlined permitting, reduced development fees.
- School siting requirements should allow schools to be located in existing neighborhoods.
- Accessory units can provide affordable life-cycle housing options for extended families.
- Pre-fab or manufactured housing can expand affordable housing options.
- Minimum residential square-footage requirements may preclude building affordable housing.

16. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
16.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
16.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input type="checkbox"/>	• NA – school siting not an objective	•
16.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
16.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
16.5. Are <b>school</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
16.6. Are <b>water service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
16.7. Are <b>sewer service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
16.8. Are <b>park facilities</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•



16. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
16.9. Are <b>other impact fees</b> established for new development? (Identify service or facility)	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
16.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input type="checkbox"/>	• NA	•
Y = Yes, N = No		Indicate if <b>Not Addressed</b>		Refer to <b>Suggested Standards</b>

## SOME SUGGESTED STANDARDS:

- School to be centrally located to reduce school transportation costs and to minimize student travel distance and traffic congestion.
- School sites should also be conveniently located for fire and police protection, public transit, and trash disposal.
- Where impact fees are allowed, they should be structured to encourage compact development.
- Direct new development to areas where excess infrastructure capacity exists by charging lower fees for connections to existing infrastructure.
- Discourage development in areas where new infrastructure must be added by charging relatively higher fees.
- Differential impact fees are justified by the increased cost of providing expanded capacity, concomitant service and maintenance to extensions.
- Infill and brownfield development should be encouraged in areas where sufficient public facility capacity exists. Fees in these areas should be lower than those imposed on greenfield developments.

## FINDINGS SUMMARY

Use this section to summarize your findings from the audit. The columns on the right show the smart growth principles addressed by the question.

### A. CONNECTIVITY AND CIRCULATION

9. Street Network and Plan	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
9.1. Is there a prescribed street hierarchy in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
9.2. Do street widths vary by type of zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
9.3. Are design speed standards used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
9.4. Are standards set for width, intersection and corner radii for <b>neighborhood access</b> streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.5. Are standards set for width, intersection and corner radii for <b>neighborhood connector</b> streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.6. Are standards set for width, intersection, and corner radii for <b>regional access</b> streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.7. Are block perimeter lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.8. Are block face lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.9. Do prescribed block lengths differ by zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x

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9.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
9.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
9.12. Are the length and size of cul-de-sacs regulated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
9.14. Are alleyways allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.15. Are there restrictions on their use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
9.16. Are there width standards for alleyways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x

10. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
10.1. Are different streetscape features applied to different districts/zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
10.2. Are there provisions for traffic calming?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
10.3. Are crosswalks required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
10.4. Are crosswalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.5. Do pedestrians have the right-of-way at crosswalks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x

10. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
10.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>		x
10.7. Are sidewalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.8. Are sidewalks required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
10.10. Are sidewalks required on both sides of the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.11. Is a minimum sidewalk width established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
10.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x
10.14. Are ADA access standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>		x
10.15. Are there regulations that allow street vendors in specific districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.16. Is the landscaping of medians or curbsides required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
10.17. Are street trees, street plantings required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x

10. Streetscape Features	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
10.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>
10.19. Is pedestrian street lighting required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>x</b>
10.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<b>x</b>

11. Parking	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
11.1. Are minimum parking space requirements set?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
11.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.3. Is <b>Land Use</b> used as a basis to establish parking requirements??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
11.4. Is <b>District Type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.5. Is <b>Building Type</b> used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.8. Is on street parking allowed? Does it count for meeting parking requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
11.9. Are there provisions for <b>shared parking</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
11.10. Are there provisions for <b>joint parking</b> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
11.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
11.12. Are there prescriptions defining the relationship between	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x

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<b>11. Parking</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
parking spaces and buildings?				
11.13. Are there prescriptions for the location of parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
11.14. Is street parking metered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
11.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input type="checkbox"/>	x	
11.16. Are there landscaping requirements for large parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x
11.17. Are impervious surfaces minimized?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x

<b>12. Walking, Biking and Multi-Use Trail Facilities</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
12.1. Are there walkway, greenway or hiking trails?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
12.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
12.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	x
12.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

<b>12. Walking, Biking and Multi-Use Trail Facilities</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
12.5. Is a multi-use trail provided for or planned?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
12.6. Are there requirements for open space connectivity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	x
12.7. Are bicycle lanes required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
12.8. Are bicycle lanes accommodated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x	
12.9. Is bicycle parking required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
12.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
12.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
12.12. Are standards established for separation of bike lanes from motorized vehicle lanes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
12.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

<b>13. Transportation and Transit Zones</b>	<b>Y</b>	<b>N</b>	<b>#1</b> Provide A Variety of Transportation Choices	<b>#4</b> Create Walkable Neighborhoods
13.1. Are multi-modal transit centers identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	



13. Transportation and Transit Zones	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
13.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.3. Are transit zones specifically established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.5. Is systems-approach used to identify transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.6. Is a nodal-approach to identify transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.9. Are public transit facilities required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.10. Are park-and-ride facilities provided for?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	
13.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x	

## B. LAND SUBDIVISION, LAND USE and SERVICE

14. Land Subdivision and Lot Size	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
14.1. Is a wide-range of lot sizes allowed within each zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
14.2. Are minimum lot sizes established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						x
14.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
14.4. Are there minimum frontage requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						x
14.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
14.6. Are small single-family lots permitted?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x

14. Land Subdivision and Lot Size	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
14.7. Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
14.8. Are various parcel configurations allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						

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15. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
15.1. Are zones generally based on land use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
15.2. Are zones based on building type	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
15.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
15.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x		x					
15.5. Are there flex-zoning areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x				x			
15.6. Are there zones that allow for more than one land use (e.g. –residential and commercial) in the same zone? (List zones and uses allowed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
15.7. Is there a specific mixed-use zone designation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
15.8. Are there live-work zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							

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15.9. Are there planned-unit development (PUD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
15.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x			x				x
15.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	
15.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							x
15.13. Are land conservation subdivisions allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x		x		
15.14. Are there other special use zones? (Identify zones and allowed uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x			x				
15.15. Is vehicular and pedestrian connectivity to adjacent zones./neighborhoods required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							x
15.16. Is consideration given to each zone's relationship to adjacent zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				x
15.17. Are there provisions for transitions between zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				x

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15.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x				x		x	
15.19. Are residential uses encouraged in the CBD or other business/commercial districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
15.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							
15.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x							
15.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>							x	
15.23. Are density standards established? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						
15.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				
15.25. Are there <b>minimum</b> density requirements? (e.g. –dwelling units/acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x						

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15.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
15.27. Are minimum residential square-footages affecting the affordability of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
15.28. Are floor area ratios (FAR) severely limiting lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
15.29. Are set back requirements severely limiting lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x
15.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input type="checkbox"/>	x							x
15.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>								x
15.32. Are provisions made for cluster development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>								x
15.33. Are there provisions to encourage or expedite developments that include affordable housing units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						
15.34. Are multi-family units allowed in all	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x						x

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zones?										
15.35. Are multi-family units allowed as of right?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
15.36. Are multi-family units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
15.37. Are multi-family units allowed in the same zones as single-family units?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
15.38. Are accessory units allowed as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
15.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
15.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
15.41. Are manufactured homes allowed in all zones as of right?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		x			x			x
15.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		x			x			x
15.43. Is <b>public</b> open space required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x			x	



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15.44. Is <b>private</b> open space required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x			x	
15.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x	x		x	
15.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x	x		x	
15.47. Are standards set for development scale or design elements? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				x
15.48. Are building frontage standards established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				x				
15.49. Are there provisions for design compatibility with adjacent structures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x				
15.50. Is development allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>					x	x		
15.51. Are there conditions specifying when development can be allowed in floodplains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>					x	x		
15.52. Are view corridors and view sheds considered?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				x		x		

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<b>15. Use (Zoning) Districts</b>	<b>Y</b>	<b>N</b>	<b>#2 - Mix Land Uses</b>	<b>#3 - Create a Range of Housing Opportunities and Choices</b>	<b>#5 - Encourage Community and Stakeholder Collaboration</b>	<b>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</b>	<b>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</b>	<b>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</b>	<b>#9 - Strengthen and Direct Development Towards Existing Communities</b>	<b>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</b>
15.53. Are restrictions placed on signage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>				<b>x</b>				
15.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>				<b>x</b>			<b>x</b>	
15.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<b>x</b>					
15.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<b>x</b>					
15.57. Are business improvement districts (BIDs) encouraged?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<b>x</b>					

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16. Services	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
16.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					x		x	x
16.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input type="checkbox"/>								
16.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input type="checkbox"/>							x	x
16.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input type="checkbox"/>								x
16.5. Are <b>school</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					x		x	
16.6. Are <b>water service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					x		x	
16.7. Are <b>sewer service</b> impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					x		x	
16.8. Are <b>park facilities</b> impact fees established	<input type="checkbox"/>	<input type="checkbox"/>					x		x	

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for new development?										
16.9. Are <b>other impact fees</b> established for new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					X		X	
16.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>					X		X	

<b>COMMUNITY:</b>	Town of Lake George
<b>DOCUMENTS REVIEWED:</b>	Code on ecode360.com; primarily zoning and subdivision
<b>REVIEWED BY:</b>	Peter Manning
<b>DATE:</b>	February 2015

- end of form -

Smart Growth Code and Zoning Audit Version 1.0, 2007

by the Smart Growth Leadership Institute with key inputs from: Susan Weaver, Benjamin de la Pena, Bill Fulton, Tamar Shapiro, Harriet Tregoning, Ilana Preuss, Jessica Cogan-Millman, Deepak Bahl, Tridib Banerjee, John Bailey, Will Fleissig and Parris Glendening

