



CIRCULATION AND PARKING

Summary

The Lake Placid area experiences traffic-related congestion and parking shortages at various times throughout the year. During the tourist season and special events, traffic volumes are high and the number of available parking spaces is low.

Many methods to alleviate congestion revolve around reducing the number of motorized vehicles and encouraging non-motorized means of movement. The Village and Town have made great strides improving and expanding the pedestrian/bicycle network. The goal is to enable residents and visitors, regardless of age and ability, to travel on foot or muscle-powered wheels to and from the central commercial areas, primary residential areas, recreational and cultural facilities, and various special event venues. Ideally, vehicles would remain at the resident's home or at the visitor's lodging facility.

Linking mass transit facilities and major venues with shuttles to Lake Placid would also reduce, if not eliminate, the need for a visitor to have a vehicle. This would further serve to alleviate congestion.

The extension of the pedestrian network and the creation of bike lanes or paths to incorporate all of the above-mentioned areas will make the Lake Placid area a more pedestrian- and bicycle-friendly community.

The lack of available parking during busy times is a chronic problem, especially in the central business district. The large scale use of a comprehensive pedestrian/bicycle network would greatly reduce the demand for parking. Residents and visitors could leave their vehicles at their homes and hotels, respectively, and walk to their destinations, making more parking available for day visitors. Existing municipal lots reduce demand for parking and congestion along Main Street. If necessary, these can literally be built up with decks. Satellite lots outside the Village center, operated in conjunction with a shuttle service, would further alleviate congestion and the demand for parking.

This Comprehensive Plan envisions a circulation network which invites residents and visitors of all ages and abilities to walk and bicycle. Homes; shops; cultural, educational and religious institutions; recreation venues and tourists attractions will be linked via a system of paths, alleyways, and other suitable travelways. Use of the existing Jack Rabbit Trail and the development of the Keene to Saranac Lake recreational path will greatly enhance the network. A shuttle service linking mass transit centers to area hotels and inns

will eliminate the need for automobiles and greatly reduce demand for parking in the central business district. Public parking areas will be more inviting to day visitors and designed with attention to function and aesthetics. Traffic through the central business district will flow smoothly due to the reduced need for vehicles, a bypass directing thru-traffic around the village center, and regulations pertaining to Main Street pick-ups and deliveries. The public and private sectors, beneficiaries of enhancements to the circulation network, will cooperate in the planning and development of the network.

Specific goals, objectives and implementation measures are listed below.

Goals, Objectives, and Implementation Measures

Goal: To develop the framework necessary to implement a comprehensive parking and circulation program.

Objective: To restructure the current workforce or develop a Department of Public Works to effectively and efficiently handle prescribed improvements and undertake new enhancement projects.

Objective: To use and coordinate existing resources efficiently.

Implementation Measures

- ♦ Link the budgets of the Village and Town to make orderly and systematic improvements to the area's parking and circulation network.
- ♦ Link efforts to revitalize the railroad corridor and railroad depot with this Comprehensive Plan.
- ♦ Adopt and incorporate the mapping of the Jack Rabbit Trail and the Keene to Saranac Lake recreational path into the official updated maps. Copies of these maps follow.
- ♦ Link the findings of the "Open Space Report" to the development of recreational pathway opportunities.

Objective: To coordinate road repair/reconstruction/construction efforts with the development and expansion of the pedestrian/bicycle network.

Implementation Measures

- ♦ Charge the Planning Commission to work with the County and State Departments of Transportation in their efforts to develop and promote a comprehensive pedestrian/bicycle network.
- ♦ Link all applicable roadway repairs to the proposed Keene to Saranac Lake recreational path.
- ♦ When resurfacing roads, make provisions for bike lanes of adequate width.

Objective: To establish a year round, four season not-for-profit organization to oversee the planning, construction, and maintenance of recreational paths.

Implementation Measures

- ♦ Use the existing Jack Rabbit Trail operation as a model for organization and operation.
- ♦ Recruit elected officials from the Village and Town, representatives from ORDA and USOC, representatives from the business community (especially those familiar with various modes of transportation), and the interested public.

Objective: To coordinate efforts with ORDA and the USOC.

Implementation Measure

- ♦ To encourage the participation of organizational representatives in the not-for-profit organization and its efforts.

Objective: To develop and link a public shuttle service with regional

mass transit facilities.

Implementation Measures

- ♦ Link the Lake Placid airport with a shuttle service for pleasure and business travelers.
- ♦ Link the Lake Clear airport with a shuttle service to accommodate pleasure and business travelers as well as large groups.
- ♦ Link the current Amtrak service with a shuttle service to accommodate pleasure and business travelers as well as large groups.

Goal: To plan and establish a comprehensive, safe, and accessible network of paths that takes advantage of, incorporates, and ties into existing and proposed paths and links residential areas; commercial business districts; educational, cultural, and recreational facilities; and community services.

Objective: To utilize walkways and alleys, rear yards, utility corridors, and suitable roadways.

Implementation Measure

- ♦ Acquire easements where necessary.

Objective: To complete current projects involving the area's pedestrian network.

Implementation Measures

- ♦ Complete the paverstone sidewalk on the east side of Main Street from the Post Office to 331 Main Street.
- ♦ Complete the paverstone sidewalk on the west side of Main Street from the Olympic Center to the intersection of Main Street and NY Route 73.
- ♦ Finish the paverstone walkway around Mirror Lake.

- ♦ Finish the sidewalk along Old Military Road and Station Street.

Objective: To create pedestrian links between important points and areas.

Implementation Measures

- ♦ Link the elementary school to lower Averyville Road.
- ♦ Link the elementary school to the end of Cherry Street.
- ♦ Link Saranac Avenue with Main Street by installing a new paverstone sidewalk.
- ♦ Link Cascade Acres to Sentinel Road.
- ♦ Link the North Elba Horseshow Grounds to the trail system.



- ♦ Link all Olympic venues.
- ♦ Link all recreational venues.
- ♦ Use paverstones to formally identify crossing areas.

Objective: To enhance pedestrian safety.

Implementation Measures

- ♦ Paverstone crosswalks are preferable.
- ♦ Investigate measures to enforce stopping at, and the appropriate use of, crosswalks.
- ♦ Eliminate the crosswalks at 77 Saranac Avenue, on Main Street in front of the Hilton corner, and on Main Street on the east side of the Village parking lot.
- ♦ Move the crosswalk on Main Street at the Post Office to the opening in the fence for the parking lot.
- ♦ Move the crosswalks at the NBT Bank to between the exit ramps from the Village parking lot.

Goal: To improve parking, its availability, its functionality, and its appearance.

Objective: To better enable visitors to locate parking areas and access parking spaces.

Implementation Measures

- ♦ Send detailed parking information and options to people contacting the Visitor's Bureau.
- ♦ Eliminate all parking lot fees.
- ♦ Develop and install uniform attractive signage to direct and inform visitors.

Objective: To erect signs with positive messages.

Implementation Measures

- ♦ Direct people to free parking lots versus parking lots.
- ♦ Change "no parking handicap" to "handicap parking".

- ♦ Eliminate eight “no parking driveway” signs; use slashes (///) instead.
- ♦ At the Visitor’s Bureau, replace the seven signs saying 15 minute parking with one sign saying 15 minute parking.
- ♦ Install a sign at the Visitor’s Bureau stating “Additional Visitor’s Bureau Parking in Village Parking Lot.”

Objective: To develop and implement a comprehensive parking program addressing the arrangement, layout, and design of on-site parking.

Implementation Measures

- ♦ Through zoning and site plan review, encourage uses to share and link parking areas.
- ♦ When appropriate, allow uses to utilize the same parking area.
- ♦ Locate parking areas to the rear or side of principal buildings.
- ♦ When appropriate, encourage island plantings and sufficient year round screening from adjacent land uses.
- ♦ Ensure that lighting is sensitive to the needs of the user and to the natural character of the surrounding area.

Objective: To carefully consider the location, type, and design of any future public parking areas.

Implementation Measure

- ♦ If deemed necessary, it is recommended that the lower Village lot opposite 326 Main Street and the lower lot opposite NBT Bank be “decked”.

Objective: To reduce demand for additional public parking.

Implementation Measures

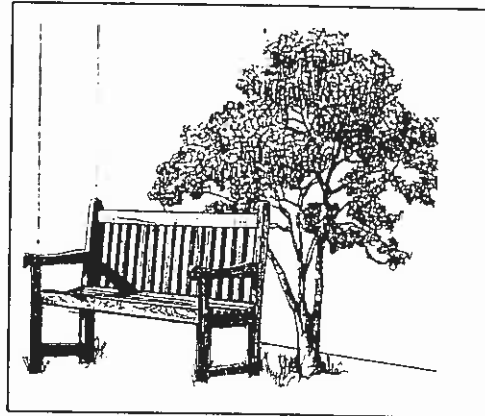
- ♦ Encourage residents to walk and/or bicycle in the Village and surrounding area.
- ♦ Encourage overnight visitors to leave their vehicles at their lodging facilities.
- ♦ Develop a funding system to institute a shuttle service to transport people to/from mass transit centers and various points of interest.

Goal: To encourage and promote the use of the pedestrian/bicycle network.

Objective: To enhance the pedestrian/bicycle network.

Implementation Measures

- ♦ Provide amenities such as benches, bike racks, lighting, and trash receptacles (see Appendix B).
- ♦ Maintain all pedestrian and bike ways.
- ♦ Investigate the possible construction of sidewalks and a bicycle lane on the west side of Main Street.



Objective: To develop a pedestrian/bicycle network that is accessible to and usable by persons with disabilities.

Implementation Measures

- ♦ Seek grant monies to bring the pedestrian/bicycle network into compliance with Americans With Disabilities Act guidelines.
- ♦ Facilitate a smooth transition (curbcuts) between the street and sidewalk

Goal: To improve traffic circulation along the major travel corridors.

Objective: To reduce traffic traveling through the Village's central business district.

Implementation Measures

- ♦ Via signage, create a bypass for heavy truck traffic and other forms of thru-traffic.
- ♦ Encourage tourists to leave their vehicles at their lodgings or other destinations.
- ♦ Provide shuttle buses or trolleys to transport visitors and residents from one point to another.
- ♦ Through the development and promotion of a comprehensive, safe, and accessible pedestrian/bicycle network, decrease the need for, and use of, motorized vehicles.

Objective: To reduce and, if possible, remove obstacles to traffic flow.

Implementation Measures

- ♦ Eliminate parking on the west side of Main Street.
- ♦ Limit deliveries to/from Main Street businesses to the west side of Main Street and to firm and enforceable hours (10 pm - 10 am).

- ♦ Prepare for special events to avoid traffic congestion and blocked roadways.

**Circulation and Parking
Subcommittee Members**

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THE ENVIRONMENT AND NATURAL RESOURCES



HOUSING

Objective: To encourage, where appropriate, the intensification of residential uses.

Implementation Measures

- ♦ In conjunction with the goals, objectives and implementation measures set forth in the Land Use and Design section, investigate the possibility of rezoning undeveloped areas to allow, among other things, multiple-family dwellings.
- ♦ Amend zoning to expressly permit multi-purpose structures (residential/commercial), where appropriate.
- ♦ Where appropriate, amend zoning to permit accessory apartments, elder cottages, and/or shared living residences.

Goal: To provide a range of appropriately located residential housing for seniors.

Objectives:

To identify the housing needs of the area's senior population for the next ten to twenty years.

To identify existing housing and determine demographics and services that are provided to these housing units or individual homes.

If needed, to identify suitable locations meeting predetermined criteria for the expansion of existing facilities or new construction. (Based upon the above identifications.)

To encourage the acquisition of these lands and their use for new development or expansion of existing facilities.

To identify the need for "intermediate" care facility or housing programs that may incorporate "assisted" residential or a "continual care retirement community".

Implementation Measure

- ♦ Engage the volunteer services of a committee made up of area seniors, other area citizens, representatives from the Essex County Department of Aging and other applicable organizations to undertake these projects.

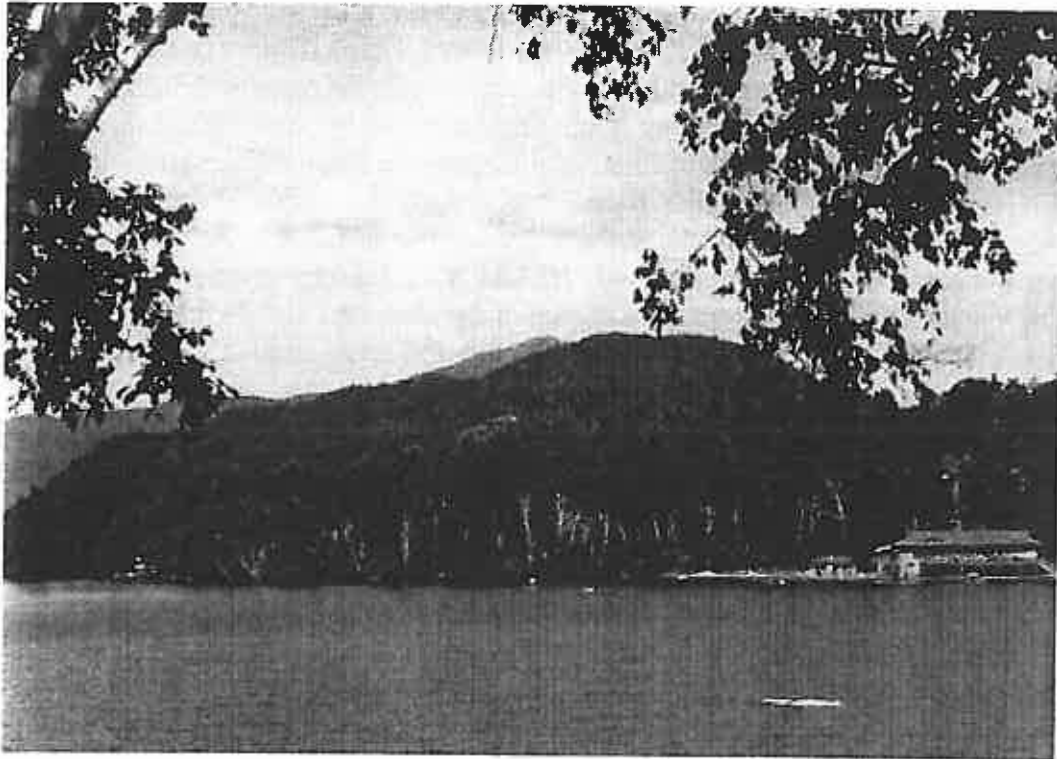
Goal: To address the short-term housing needs of the various artists, athletes, and associated individuals that are in the area for several weeks at a time.

Implementation Measure

- ♦ Encourage the use of existing buildings to meet identified short-term housing needs.

**Housing
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LAND USE AND DESIGN

Summary

Land use, its design and its relationship with the natural landscape define the Lake Placid/North Elba area. The use of the land combined with the natural beauty of the land are, in large part, responsible for the area's long-term success as a destination resort.

The changing nature of markets and development patterns has focused increased attention on the aesthetic, economic, environmental, and functional impacts of land use decisions. Roles traditionally associated with villages - centers of commerce, trade and settlement - now extend to include heretofore undeveloped areas outside the villages. From a functional perspective, the Village boundaries are expanding to include land outside the legal Village boundaries. Recent development near the Village-Town boundary is larger in scale and more visible than development in the Village. A number of factors, both within and beyond local control, are responsible for this, yet, it is important to note that the appearance, scale, layout, and design of development and its relationship to area resources and networks greatly influences the area's appeal and character.

To the casual observer, the area's visual character is appropriate. As one focuses on specifics, areas needing improvement are identified. Improvement is needed where there has been a lack of attention to detail. Areas of concern include the sometimes confusing clustering of signs and the lack of appropriate landscaping.

Development which complements the community and displays creativity and heterogeneity is favored. Architectural diversity is a critical component of what makes Lake Placid unique. Development, particularly commercial development, which resembles another resort area or business district represents the demise of Lake Placid's image and, consequently, the demise of one of Lake Placid's principal attractions.

Design guidelines and performance standards for commercial development can serve to ensure that future commercial development is compatible with community character. The appropriate use and siting of plant materials or well-designed and placed structures can mitigate or eliminate the visual impact of some uses. Public sector compliance with design guidelines and performance standards will enhance the provisions' effectiveness and better ensure the preservation, if not enhancement, of the area's image.

An increased emphasis on non-motorized travel will also enhance the area's

image. Safe and accessible non-motorized links connecting the central commercial and residential areas to new development will reduce the need to drive. More specifically, the system should take advantage of, incorporate, and tie into existing and proposed paths and link residential areas; commercial business districts; educational, cultural, and recreational facilities; and community services. It should utilize walkways and alleys, rear yards, utility corridors, and suitable roadways as appropriate. The benefits of such a system include: reduced traffic congestion; a tourist attraction/activity; improved parking availability; reduced air and noise pollution; a more independent youth; a more peaceful and social environment; and, a healthier population.

Future development should reinforce and reflect Lake Placid's image as a mountainous village. Neo-traditional development techniques should be required and applied when new proposals for projects in largely undeveloped areas come before the local Review Board. Mixed uses, small lots and amenities for pedestrians and bicyclists are some of the components of neo-traditional development.

The goals, objectives and implementation measures listed below set forth the local land use and design policy. They serve as a reference to the public and private sectors as they plan for the area's future. The Proposed Land Use maps following this section delineate proposed boundaries for land use districts within the project area.

Goals, Objectives and Implementation Measures

Goal: To promote an architectural style for commercial and municipal uses that complements the natural and manmade environments.

Objective: To establish standardized characteristics and criteria for both the Village and Town.

Implementation Measures

- ♦ Develop a joint Land Use Code for the Town and Village.
- ♦ Develop standardized guidelines or provisions for:
 - Buildings
 - Streetscapes

- Landscaping
 - Signage
 - Trash receptacles
 - Benches
 - Streetlights/lampposts
 - Fences
- ♦ While not mandatory, encourage government bodies to work with the Architecture, Site, Review Board on all public developments.
 - ♦ Utilize suggested guidelines and styles as provided in Appendices A and B.



Objective: To encourage an architectural diversity reflective of the area.

Implementation Measures

- ♦ Develop, adopt and enforce architectural guidelines for commercial development (see Appendix A).
- ♦ Through architectural guidelines, prohibit corporate franchise designs.

- ♦ Encourage the revitalization of existing buildings (e.g., The Gap).
- ♦ Develop a handout identifying encouraged types of development and applicable zoning districts.
- ♦ Develop a handout pertaining to grants for rehabilitation of existing properties.
- ♦ Provide information on bank loans and other types of loans that may be available for facade renovations in the business districts. (Adirondack Bank has shown an interest in working with the Planning Commission once specifics are known.)
- ♦ Make all information freely available at the Planning/ Building Office and distribute to all project applicants with application information.



Objective: To encourage multi-purpose buildings. (A large part of Lake Placid's charm is the mingling of tourist amenities and residences.)

Implementation Measures

- ♦ In zoning, expressly permit multi-purpose buildings in commercial districts.
- ♦ Through zoning and site plan review, encourage multi-story commercial buildings.
- ♦ Through architectural review/design standards, allow false facades and other details that will continue the illusion of "multi-purpose" (see Appendix E).

Goal: To enhance and protect the entryways to the community.

Objective: To develop, adopt and enforce architectural guidelines for commercial development (see Appendix A).

Objective: To promote design and landscaping that addresses residents' and visitors' needs and is sensitive to the area's natural, physical, and visual/scenic resources.

Implementation Measures

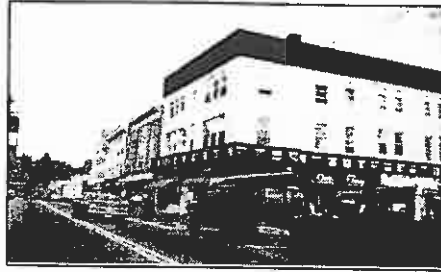
- ♦ Provide "vista" parking with appropriate signage and landscaping at:
 - * Route 73 - ski jump area
 - * Route 86 - Whiteface Inn Road area
 - * Route 86 - Lake Placid Club golf course area
- ♦ Preserve the following vistas and open spaces, located at or near entryways:
 - * Power Pond
 - * Craigwood Country Club
 - * Golf courses on Route 86
 - * View from junction of Route 86 and Whiteface Inn Road
- ♦ Eliminate manmade obstructions - bury utility lines when they are being replaced and when new development is undertaken.
- ♦ Landscape "Welcome to Lake Placid" signs.

Goal: To preserve and enhance the vitality and attractiveness of the business district.

Objective: To enhance and further develop an aesthetically pleasing, user-friendly business district.

Implementation Measures

- ♦ Complete and maintain all Village projects.



- ♦ Continue the brick sidewalks on the east side of Main Street from the Post Office to 331 Main Street.
- ♦ Continue the brick sidewalks on the west side of Main Street from the Olympic Center to the intersection of Main Street and Route 73.
- ♦ Complete the walkway around Mirror Lake. (This is an important connector for the business district.)
- ♦ Adopt standardized designs for fences, benches, street lights and trash receptacles for the business district (see Appendix B).
- ♦ Enhance parking lots' attractiveness through the elimination of fees, the installation of attractive signage, landscaping, lights, sitting areas and information kiosks.
- ♦ Increase seasonal plantings throughout the business district.

Objective: To encourage the appropriate rehabilitation and renovation of existing properties.

Implementation Measures

- ♦ Provide information on available Main Street grants to owners and/or merchants.

- ♦ Provide information on historic preservation monies available to owners and/or merchants.
- ♦ Pursue the availability of bank loans for facade renovations. (Bank, Revolving Fund Loan)
- ♦ Investigate the possibility of establishing a Business Improvement District to fund improvements.
- ♦ Require all renovations that change the architectural character of commercial properties to come before the Review Board (see Appendix A).

Objective: To develop and encourage the use of a comprehensive non-motorized circulation network (see Circulation and Parking section).

Implementation Measures

- ♦ Implement measures set forth in Circulation and Parking section.
- ♦ Encourage the establishment and use of a private shuttle bus.
- ♦ Include parking and shuttle information in Visitor's Bureau package.
- ♦ Include parking and shuttle information in hotel and business mailings.
- ♦ Maintain sidewalks in and out of the business district.
- ♦ Eliminate parking on the west side of Main Street. (Where possible, plant street trees, install benches, install bike racks - St. Eustace, Partners' Building, front of Hilton).

Objective: To facilitate the progressive evolution of business uses.

Implementation Measures

- ♦ In all districts allowing commercial uses, require new construction or expansion to provide on-site parking.
- ♦ In the C-1 District, require expansions and new construction to either provide parking or use parking buy-out; lodging facilities must provide on-site parking.
- ♦ In the C-1 District, eliminate parking buy-out for changes of use.

Objective: To eliminate and/or consolidate signage in the business district.

Implementation Measures

- ♦ Work with the public sector to eliminate confusing clusters of signs and unnecessary signs.
- ♦ Work with the public sector to site, design, and landscape public sector signage.
- ♦ Refer to the Circulation and Parking section for specific measures related to parking signs.

Goal: To provide for and encourage appropriate commercial development in the CB, C2 and RR Districts.

Objective: To expand these districts to allow mixed-uses that complement the Main Street business district.

Implementation Measures

- ♦ Through zoning, permit commercial and residential uses, including multi-purpose buildings.



Objective: To encourage development which complements the districts' character and image.

Implementation Measures

- ♦ Develop, adopt and enforce design guidelines to guard against the typical strip center/outlet mall appearance (see Appendix A).
- ♦ Through zoning, institute a 40,000 sf maximum area for individual retail stores.
- ♦ Through zoning, institute a 68,000 sf maximum area for grouped retail businesses.

Objective: To require on-site parking for new development and changes of use in the C2, CB, and RR Districts.

Implementation Measures

- ♦ Require on-site parking to be in rear yards.
- ♦ On the lakeside of Saranac Avenue, from Victor Herbert to Peninsula Road, require on-site parking to be in the side yard(s).
- ♦ Encourage shared parking and/or lease agreements.
- ♦ Encourage the renovation and conversion of existing homes into multi-purpose buildings (i.e., Wilkins Agency).

Goal: To maintain a balance of land uses.

Objective: To allow a variety of mixed and compatible uses in designated areas.

Implementation Measures

- ♦ Through zoning, allow a variety of uses including, but not

limited to, residential and commercial in designated areas.

- ♦ Through zoning, create buffer/transitional zones. The following areas have been identified as areas for buffer/transitional zones:
 - * Greenwood Street (the north side)
 - * Hillcrest Avenue (from Saranac Avenue to Greenwood Street)
 - * West Valley Road (from Greenwood Street to Saranac Avenue)
 - * School Street (from Main Street to Colden Avenue)

The following areas should allow for buffer/transitional zones:

- * The east side of Middle Street
 - * The south side of the east block of Spring Street
 - * The east side of the south block of Colden Avenue
 - * McKinley Street
 - * River Street
 - * Station Street - Averyville Road
 - * Parkside Drive
 - * Park Street
 - * Woodland Terrace from Saranac Avenue to Park Street
- ♦ Through zoning, encourage professional offices and personal service shops in buffer/transitional zones.
 - ♦ Through site plan and architectural review, ensure the appropriate rehabilitation and landscaping of converted residences to retain the residential character of neighborhoods.
 - ♦ Designate the following areas for neo-traditional development:
 - * Power Pond - north shore
 - * Pine Hill, Phase II
 - * Miller Property on Chubb River

- * Reiss Foundation Properties
 - * Placid Gold
 - * Fawn Ridge, Phase II
- ♦ Through site plan and architectural review, consider the appearance of the side facades, rear facades and roofs of commercial structures to ensure a smooth visual transition from commercial to residential uses.

Goal: To preserve and enhance the natural beauty of vistas and open spaces.

Objective: To provide, as appropriate, protection, landscaping, maintenance and signage at those vistas and open spaces identified in STEPPs, HOK, and Open Space reports. These vistas and open spaces include:

- * East side of Main Street - incorporate public and visual access to the lake
- * Power Pond - include public access
- * Mill Pond - non-motorized boat launch site
- * Municipal Beach - continue and expand this use
- * Mirror Lake - continue restriction of motors
- * Bandshell Park - view and increased use
- * Brewster Park - view, sitting areas
- * Hillcrest Park - neighborhood playground
- * McKinley Street Park - neighborhood playground
- * Speed Skating Oval - view of High Peaks
- * Craigwood Country Club
- * North Elba Horseshow Grounds - recreation
- * Torrance Hill - keep open
- * Upper Bear Cub - view
- * Uihlein Fields - view
- * Adirondack Loj area - access, recreation
- * Riki Hill - keep open



- * Saranac Lake Golf Course - recreation, open space
- * Blackfly recreation area - recreation
- * The Hart Farm - keep open space
- * Cobble Mountain - access, view
- * Whiteface Inn area - view, recreation
- * Mountain Valley Floral - scenic view
- * Lake Placid lake - natural resource, recreation
- * Sentinel Road Park - neighborhood playground
- * Jackrabbit Trail system - access, recreation
- * Lake Placid Club - Mirror Lake shoreline, open space south of Route 86, Mt. Whitney Ski Center - recreation

Implementation Measures

- ♦ Review proposed development of or near these areas with attention to physical and visual access, preservation of views and viewsheds, and preservation of recreational uses.
- ♦ Maintain those areas that are in the public domain.
- ♦ Work to prevent the loss of identified open spaces and vistas from vegetative regrowth.
- ♦ Where possible, include identified vistas and open spaces in a scenic overlay district.
- ♦ Address the appearance of the west shore of Mirror Lake as seen from the east shore of Mirror Lake.

Goal: To maximize public open space in developed areas.

Objective: To maintain and enhance area public parks.

Implementation Measures

- ♦ Transfer management of all parks to the North Elba Park and Playground District.

- ♦ Charge the Planning Commission and the North Elba Park and Playground District to develop a five year plan for the parks.

Objective: To support the development and use of the non-motorized circulation network.

Implementation Measures

- ♦ Take advantage of, incorporate, and tie into existing and proposed paths.
- ♦ Link residential and commercial uses via sidewalks.
- ♦ Support the planning and development of the Keene to Saranac Lake recreational path.
- ♦ Coordinate efforts of local governments and transportation agencies to include bike lanes when roads are reconstructed.
- ♦ Through zoning and site plan review, ensure well-designed pedestrian access and on-site circulation in new projects.
- ♦ Include project development and maintenance in annual budgets.
- ♦ Conduct special fund-raisers, i.e., “adopt-a-bench” or “buy-a-brick”.

Objective: To encourage the use of public open spaces.

Implementation Measures

- ♦ Install signage inviting the public to area parks.
- ♦ Enhance the public space behind the library.
- ♦ Encourage the acquisition of fee title to or easements on properties that lend themselves to scenic vistas,

miniparks, etc.

- ♦ Improve the bandshell. (Sponsor a design competition to maximize public participation.)

Goal: To promote the maintenance and upkeep of residential and commercial properties.

Implementation Measures

- ♦ Through public or private organizations (Shelter Planning, AEDC), seek grant monies for rehabilitation and facade renovations.
- ♦ Encourage the Village/Town governments to embark on a five-year plan to revegetate municipal properties. (The Town Garage, Town Hall, Village parking lots, area around oval)
- ♦ Encourage the community to commend good development.
- ♦ Eliminate all broker real estate "For Sale" signs.
- ♦ Enforce regulations regarding newspaper delivery tubes.

Goal: To promote rehabilitation, maintenance and appreciation of historic sites.

Implementation Measures

- ♦ Encourage the Lake Placid/North Elba Historical Society to work with the Planning Commission to enhance appreciation of historic sites.
- ♦ Develop a list of historic buildings that may qualify for grant monies and notify the owners.
- ♦ Establish a working relationship with knowledgeable area

Chubb's House Site on Carolyn Road

7) Cultural

Center for the Arts
Village Bandshell
Historic Museum
Olympic Museum
Lake Placid Public Library

8) Olympic

Arena Complex and Skating Oval
Intervale Jumps
Training Center

9) Historic Sites

Mohawk Summer Camp (by Loj Road)
North Elba Iron Works and Mill (Mill Pond)

10) Saranac Avenue Area

George Stevens House
Victor Herbert House
St. Moritz

Goal: To assist with the resort development of the Lake Placid Club.

Implementation Measures

- ♦ Facilitate the construction of a hotel.
- ♦ Facilitate the construction of a convention center.
- ♦ While recognizing the need for subdivision, help the developer keep it to a minimum.

**Land Use and Design
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