1. 7:00 P.M. Agenda For The May 18, 2020 Meeting Of The Zoning Board Of Appeals

Documents:

ZBA 5.18.20 AGENDA.DOCX

1.I. 7:00 PM Appeal 2232- 22 Durkee Street - SUP

Documents:

MAR 2232 SITE PLAN 22 DURKEE ST.PDF
MAR 2232 APP.PDF

1.I.i. May 11, 2020 Response To Comments

Documents:

2020-05-11 DURKEE STREET-1.PDF
18491.00-2020-05-11 COVER LETTER - ZBA.PDF

1.I.ii. Public Comments

Audio Comments:

AUDIO COMMENTS ENDING 5.4.20 10.00AM
AUDIO COMMENTS ENDING 5.5.20 11.59PM
AUDIO COMMENTS ENDING 5.15.20 3.00PM

Documents:

ALL COMMENTS 4.20.20 9.30AM.PDF
ALL COMMENTS 4.20.20 12.00PM.PDF
WEEK ENDING 4.24.20 10.45AM.PDF
COMMENTS RECEIVED BY 4.27.20 12.15PM.PDF
WEEK ENDING 4.28.20 11.59PM.PDF
WEEK ENDING 5.4.20 10.00AM.PDF
WEEK ENDING 5.5.20 11.59PM.PDF
WEEK ENDING 5.15.20 3.00PM.PDF
ALL COMMENTS WEEK ENDING 4.13.20.PDF
ALL COMMENTS WEEK ENDING 4.16.20.PDF

1.II. Appeal 2239 - 23 St Charles Street- Class B

Documents:

23 ST CHARLES ST.PDF

Building and Zoning
Department
41 City Hall Place
Plattsburgh, NY 12901
Ph: 518-563-7707
Fax: 518-563-6426

ZONING BOARD OF APPEALS
CITY OF PLATTSBURGH
41 CITY HALL PLACE
(518) 563-7707

Please take notice that a meeting of the City of Plattsburgh Zoning Board of Appeals will take place via the Zoom videoconferencing platform on **Monday, May 18, 2020** beginning at 7:00 p.m. and will be preceded by a preliminary meeting/work session at 6:30 p.m. that will also take place via a Zoom videoconference and which will be held for the purpose of reviewing applications before the Zoning Board of Appeals. The meeting will not be held at City Hall, access to which is presently restricted.

Pursuant to Governor Cuomo's Executive Order 202.1, the public will have the ability to view and/or listen to the proceedings, the meeting will be recorded, and a transcription will be made available to the public at a later date. The videoconference will be available live on the City of Plattsburgh's YouTube channel at: https://www.youtube.com/channel/UC7H36PiuYNJJkZpczbLvCbw. In-person attendance of the meeting will not be permitted.

Public Hearings will be held pursuant to Governor Cuomo's Executive Order 202.15 which allows public hearings to be convened remotely through the use of telephone conference, video conference, and/or other similar service. For those items subject to a public hearing, members of the public shall have multiple options for participation including live web commenting and telephonic commenting via Zoom, written comment via email, and pre-recorded voice comments. Members of the public are asked to select only one of the above listed options for communication of their comments.

For live web commenting, members of the public may join the Zoom meeting at 7:00 p.m. on May 18, 2020 and will be provided an opportunity to make comments verbally in real time by utilizing Zoom's "Attendee" feature. Please use the following link to participate live via Zoom, **https://zoom.us/j/94545472993**. Additional information and links to instructions for using the Zoom platform can be found in the *Temporary Board Procedures* document on the Zoning Board of Appeals webpage of the City's website at **www.cityofplattsburgh.com**.

Members of the public without access to a computer who wish to comment live via telephone during a public hearing may call into the Zoom meeting's conference line at US: **1-646-558-8656** and enter Webinar ID: **945 4547 2993**

Members of the public may also provide written public comment that must be received no later than 3:00 p.m. on May 15, 2020. Please note that written comments received after that deadline will not be made a part of the official record. All written comments must be emailed to **cityinfo@plattsburghcitygov.com** and must include "Zoning Board of Appeals Comment 5/18/2020" in the Subject line of the email.

Lastly, to leave a pre-recorded voice message please dial call the City Building Inspector's Office at **(518) 563-7707**. Please limit voice messages to no more than three (3) minutes.

A public hearing will be held for the following agenda items:

Building and Zoning
Department
41 City Hall Place
Plattsburgh, NY 12901
Ph: 518-563-7707
Fax: 518-563-6426

APPEAL	APPLICANT	REQUEST
2232	CITY OF PLATTSBURGH 22 DURKEE STREET	SPECIAL USE PERMIT TO AMEND THE BOUNDARIES OF AN EXISTING PLANNED UNIT DEVELOPMENT AND A SPECIAL USE PERMIT FOR USE OF APARTMENTS ON THE FIRST FLOOR OF A MULTI-STORY BUILDING WITHIN A PLANNED UNIT DEVELOPMENT
2239	SIGNS NOW 17 WEED STREET/JLM REAL ESTATE INVESTMENTS, LLC 23 ST. CHARLES STREET	CLASS B AREA VARIANCE REQUEST FOR WALL SIGN EXCEEDING 24 SQ.FT. IN A R2 DISTRICT

NOTE: THE ORDER OF THE AGENDA IS SUBJECT TO CHANGE WITHOUT NOTICE.

McFarland Johnson
Innovative Solutions / Sustainable Results

60 Railroad Place • Suite 402 • Saratoga Springs, NY 12866
Phone: 518-580-9380 • Fax: 518-580-9383
www.mjinc.com

February 3, 2020

Chairman James Abdallah and
Members of the Planning Board
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901

Re: Durkee Street Mixed Use Development – Final Site Plan Application
Property: Parcel located north of Broad Street and South of Bridge Street (SLB: 207.20-7-15)

Dear Chairman Abdallah and Members of the Planning Board:

On behalf of Prime Plattsburgh, LLC ("Prime" or "Applicant"), we respectfully submit the following items for the Durkee Street Mixed Use Development, which will include a mixed-use building with 115 residential units, 10,000 square feet of commercial/restaurant space on the ground floor, 286 off-street parking spaces, open space, pedestrian access to the Saranac River waterfront, re-development of the existing farmers market structure with an additional 3,400 square feet of commercial/restaurant space and 2,400 square feet of civic space (the "Project"). The Project is proposed on the above referenced property, tax lot 207.20-7-15, which is owned by the City of Plattsburgh (the "Property"):

To facilitate the Project, a minor subdivision and Planned Unit Development ("PUD") subdivision are being simultaneously sought by the City of Plattsburgh. The minor subdivision will divide the Property into two lots, one being the lot south of Broad Street and the other being the larger lot between Board Street and Bridge Street. The PUD subdivision, being sought by the City pursuant to City of Plattsburgh Zoning Code ("Zoning Code") § 360-21, will divide the larger lot into two parcels. The first parcel will remain under the ownership of the City and include a strip of land encompassing the Saranac River waterfront (also to include the existing ICV development). The second parcel to be created by the PUD subdivision will be an approximately 2.8-acre lot that will host the Durkee Street Mixed Use Development sought herein and will be purchased by Prime (the "Project Site"). The PUD subdivision, being separately sought by the City, will vary some of the applicable area and bulk requirements for the Project Site, which are to be applied to the site plan application. In addition, the PUD is requesting an alternate method for calculating the parking demand for the project in accordance with the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development.

The Project Site is surrounded by the Commercial "C" zoning district and also within an existing PUD. In the City of Plattsburgh, PUD applications are first approved by the Zoning Board of Appeals ("ZBA") as a special use permit and then by the Planning Board pursuant to Zoning Code § 360-21. The only permit sought by Prime is the site plan application discussed herein. Accordingly, this site plan is governed by the process and standards set forth in Zoning Code Article VI [Site Plans].

New York State Environmental Quality Review Act

The City Council, acting as Lead Agency, has commenced the New York State Environmental Quality Review Act ("SEQRA") process for the City's Downtown Revitalization Initiative projects. The City Council required that a Draft Generic Environmental Impacts Statement ("DGEIS") be prepared to assess the potential significant adverse environmental impacts related to the downtown area improvement projects. The DGEIS was deemed complete on November 21, 2019, a public hearing for the DGEIS was held on December 9, 2019. A Final Environmental Impacts Statement ("FGEIS") was prepared based upon comments to the DGEIS, and was accepted by the City Council as complete on January 30, 2020. Importantly, the Durkee Street Mixed Use Development was one of the downtown area improvement projects assessed in the FGEIS. The Planning Board and the ZBA were listed as involved agencies for this GEIS process and are therefore bound by the City Council's SEQRA review. Throughout the course of this application, the applicant will demonstrate that the GEIS and related Findings Statement have assessed the potential significant adverse impacts related to the Project and therefore no further SEQRA review is required. *See* 6 NYCRR 617.10(d).

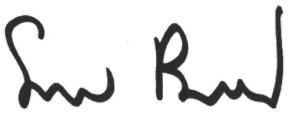
Conclusion

We are excited to be a part of Plattsburgh downtown revitalization initiative. The enclosed site plan application submission includes 15 copies of the following:

1) Site Plan Drawing Set prepared by McFarland Johnson, dated January 2020;
2) Comment Responses Site Plan Sketch review comment letter sent dated December 23, 2019 prepared by the City of Plattsburgh Community Development Office
3) City of Plattsburgh Site Plan Check List;
4) Full StormWater Pollution Prevention Plan prepared by McFarland Johnson, dated January 2020;
5) Traffic Letter of Findings prepared by McFarland Johnson, dated July 29, 2019
6) Building Elevations prepared by Mackenzie Architects, P.C.;
7) Typical residential unit layouts prepared by Mackenzie Architects, P.C.;
8) Project Renderings prepared by Mackenzie Architects, P.C.;

We respectfully request that this matter be placed on the Planning Board's February 24, 2020 meeting agenda. If you have any questions related to the enclosed information or if you require additional information, please contact our office.

Very Truly Yours,
MCFARLAND JOHNSON, NC.

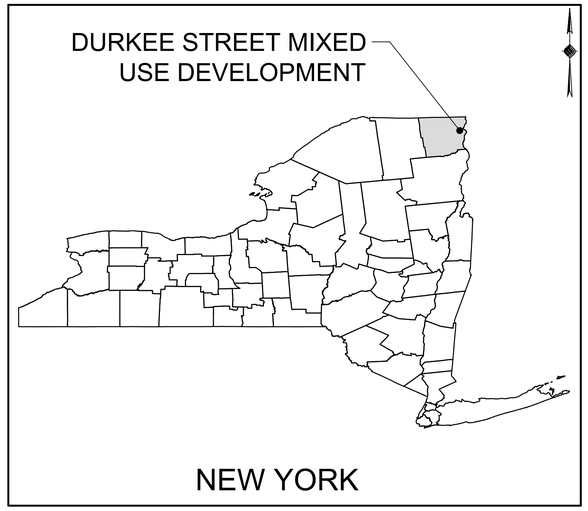


Turner Bradford, P.E.
Project Engineer

cc: Deb Osterhoudt – Prime Plattsburgh, LLC
Charles Gottlieb – Whiteman Osterman & Hanna, LLP

PRIME PLATTSBURGH, LLC

DURKEE STREET MIXED USE DEVELOPMENT

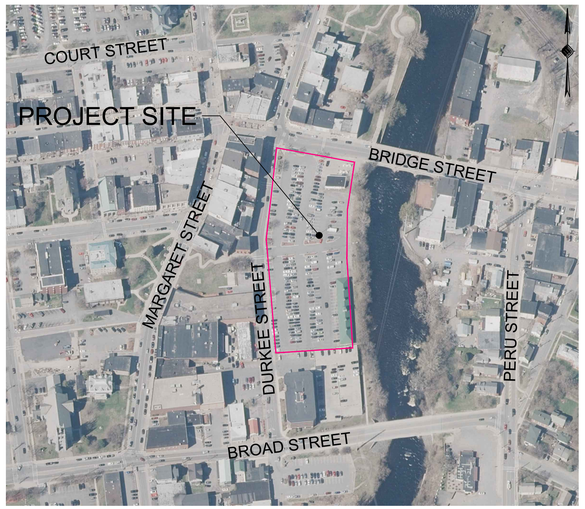


LOCATION MAP

SITE PLAN SUBMISSION
FEBRUARY 3, 2020

CITY OF PLATTSBURGH
CLINTON COUNTY
NEW YORK

NOT FOR CONSTRUCTION



VICINITY MAP

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
CV-00	COVER SHEET
GN-01	GENERAL NOTES
SURV-01	EXISTING CONDITIONS SURVEY
DE-01	DEMOLITION PLAN
BL-01	BORING LOG
C-01	SITE PLAN
C-02	DRIVEWAY PLAN
GR-01	GRADING AND DRAINAGE PLAN
GR-02	DRAINAGE PROFILES
UT-01	UTILITY LAYOUT
UT-02	SANITARY PROFILES
UT-03	WATER PROFILES
EC-01	EROSION AND SEDIMENT CONTROL PLAN PHASE I
EC-02	EROSION AND SEDIMENT CONTROL PLAN PHASE II
DT-01	DETAILS
DT-02	DETAILS
DT-03	DETAILS
DT-04	DETAILS
DT-05	DETAILS
DT-06	DETAILS
LP-01	LANDSCAPE PLAN

PREPARED FOR:

PRIME PLATTSBURGH, LLC
621 COLUMBIA ST.
COHOES, NEW YORK
(518) 785-9000 X126
WWW.PRIMECOMPANIES.COM

PREPARED BY:

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NEW YORK 12866

18491.00

UTILITY CONTACTS

WATER/ SEWER/ STORM/ ROADS
CITY OF PLATTSBURGH DEPARTMENT OF PUBLIC WORKS
ANDREW DURRIN, ENGINEERING TECHNICIAN
251 IDAHO AVENUE
PLATTSBURGH, NY 12903
(518) 536-7453

NYSDOT REGION 7
STEVEN G. KOKKORIS, REGIONAL DIRECTOR
317 WASHINGTON STREET
WATERTOWN, NY 13601
(518) 785-2333

ELECTRIC
CITY OF PLATTSBURGH MUNICIPAL LIGHTING DEPARTMENT
BILL TREACY, MANAGER
6 MILLER STREET
PLATTSBURGH, NY 12903
(518) 563-2200

FIRE DEPARTMENT
CITY OF PLATTSBURGH FIRE DEPARTMENT
SCOTT LAWLISS
65 CORNELIA STREET
PLATTSBURGH, NY 12903
(518) 561-3780

BUILDING DEPARTMENT
JOE MCMAHON, BUILDING INSPECTOR
41 CITY HALL PLACE
PLATTSBURGH, NY 12903
(518) 563-7707

GAS
NYSEG PLATTSBURGH OFFICE
4125 ROUTE 22
PLATTSBURGH, NY 12901
(518) 566-9846

IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

N:\18491.00 DURKEE STREET MIXED USE\DRAWD\DRAWINGS\SSM\18491.00-COVR.DWG

GENERAL NOTES:

1. THE UNDERGROUND STRUCTURES AND UTILITIES SHOWN ON THESE PLANS HAVE BEEN PLOTTED FROM A SURVEY PREPARED BY ROBERT M. SUTHERLAND P.C. 11 MACDONOUGH STREET, PLATTSBURGH, NY 12091, DATED JULY 25, 2019 AND AVAILABLE SURVEYS AND RECORD MAPS BY OTHERS. MCFARLAND JOHNSON DOES NOT CERTIFY TO THE ACCURACY OF THEIR LOCATION AND/OR COMPLETENESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND EXTENT OF ALL UNDERGROUND STRUCTURES AND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION ACTIVITIES IN THEIR VICINITY. THE CONTRACTOR SHALL HAVE ALL EXISTING UTILITIES FIELD STAKED BEFORE STARTING WORK BY CALLING 1-800-962-7962.
2. THE CONTRACTOR SHALL PERFORM ALL WORK IN COMPLIANCE WITH TITLE 29 OF FEDERAL REGULATIONS, PART 1926, SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION (OSHA).
3. HIGHWAY DRAINAGE ALONG ALL ROADS AND PRIVATE DRIVES SHALL BE KEPT CLEAN OF MUD, DEBRIS ETC. AT ALL TIMES. ALL CATCH BASINS AND STORM SEWER MANHOLES SHALL BE CLEANED PRIOR TO ACCEPTANCE BY THE TOWN.
4. REFER TO ARCHITECTURAL DRAWINGS FOR PRECISE BUILDING DIMENSIONS AND BUILDING UTILITY LOCATIONS.
5. THE CONTRACTOR SHALL CONSULT THE DESIGN ENGINEER BEFORE DEVIATING FROM THESE PLANS.
6. IN ALL TRENCH EXCAVATIONS, CONTRACTOR MUST LAY THE TRENCH SIDE SLOPES BACK TO A SAFE SLOPE, USE A TRENCH SHIELD OR PROVIDE SHEETING AND BRACING. THE MEANS AND METHODS SHALL BE CERTIFIED BY A PROFESSIONAL ENGINEER.
7. EXCAVATED WASTE MATERIAL REMOVED FROM THE SITE SHALL BE PLACED AT A LOCATION ACCEPTABLE TO THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.
8. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO MAINTAIN A MINIMUM OF 2' OF COVER OVER ALL EXISTING AND NEW STORM SEWER PIPES AND 4' OF COVER OVER ALL SANITARY PIPES DURING CONSTRUCTION.
9. ALL EXISTING SURFACE APPURTENANCES (I.E. WATER VALVES, CATCH BASIN FRAMES AND GRATES, MANHOLE COVERS) WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO FINISHED GRADE. (NO SEPARATE PAYMENT).
10. AREAS DISTURBED OR DAMAGED AS PART OF THIS PROJECT'S CONSTRUCTION THAT ARE OUTSIDE OF THE PRIMARY WORK AREA SHALL BE RESTORED, AT THE CONTRACTORS EXPENSE, TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
11. UNLESS COVERED BY THE CONTRACT SPECIFICATIONS OR AS NOTED ON THE PLANS, ALL WORK SHALL CONFORM TO THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED JANUARY 8, 2015 AND ANY SUBSEQUENT REVISIONS.
12. CONTRACTOR SHALL COORDINATE PROVISION OF TEMPORARY UTILITY SERVICE AS REQUIRED DURING CONSTRUCTION TO ENSURE UNINTERRUPTED SERVICE TO OCCUPIED BUILDINGS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE TO SECURE ALL PERMITS AND PROVIDE ALL BONDS REQUIRED FOR THIS WORK, INCLUDING BUT NOT LIMITED TO UTILITY CONNECTIONS, BUILDING AND SITE CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODE AND/OR UTILITY SERVICE COMPANIES. THIS SHALL BE COMPLETED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
15. MAINTENANCE AND PROTECTION OF TRAFFIC ALONG WITH SECURING THE WORK AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. THE CONTRACTOR SHALL LOCATE, MAKE, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND ROW MONUMENTS IN THE AREAS OF CONSTRUCTION.
17. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND SAFETY PROCEDURES. THE OWNER AND/OR ARCHITECT/ ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUB CONTRACTOR OR THEIR AGENTS, EMPLOYEES OR ANY OTHER PERSON PERFORMING ANY OF THE WORK.
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATION ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATION OR APPLICABLE CODES, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNERS REP. IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE OWNERS REP. SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.
19. SNOW STORAGE WILL OCCUR AT MULTIPLE LOCATIONS THROUGHOUT ALL PAVED SURFACES.
20. THE CONTRACTOR SHALL CONTACT THE CITY DPW IF THEY DISCOVER ANY UTILITY LINE NOT NOTED ON THE SURVEY, TO DETERMINE IF THE LINE IS ACTIVE.

SEQUENCE OF CONSTRUCTION

1. HOLD A PRE-CONSTRUCTION MEETING WITH PROJECT MANAGER, OPERATOR'S ENGINEER, CONTRACTORS & SUB-CONTRACTORS, AND REPRESENTATIVES OF THE CITY OF PLATTSBURGH PRIOR TO LAND DISTURBING ACTIVITIES.
2. HAVE A QUALIFIED PROFESSIONAL CONDUCT AN ASSESSMENT OF THE SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND CERTIFY IN AN INSPECTION REPORT THAT THE APPROPRIATE EROSION AND SEDIMENT CONTROLS DESCRIBED IN THE SWPPP AS REQUIRED BY THE GP-0-15-002 HAVE BEEN ADEQUATELY INSTALLED OR IMPLEMENTED TO ENSURE OVERALL PREPAREDNESS OF THE SITE FOR THE COMMENCEMENT OF CONSTRUCTION.
3. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE AT LOCATION SHOWN ON THE DRAWINGS.
4. INSTALL PERIMETER CONTROLS AND INLET PROTECTION AT THE LOCATIONS SHOWN ON THE DRAWINGS.
5. CONSULT A QUALIFIED PROFESSIONAL TO PERFORM A SITE INSPECTION AND VERIFY THAT THE INITIAL PHASE OF EROSION CONTROL DEVICES HAVE BEEN INSTALLED PER THE DRAWINGS PRIOR TO COMMENCEMENT OF GROUND DISTURBANCE.
6. BEGIN EARTHWORK OPERATIONS.
7. COMMENCE EARTHWORK CUTS AND FILLS. WORK SHALL BE PROGRESSED TO ALLOW A REASONABLE TRANSFER OF CUT AND FILL FOR ROUGH GRADING AND EARTH MOVING FOR BULK SITE GRADING.
8. STABILIZE ALL AREAS IDLE IN EXCESS OF 7 DAYS IN WHICH CONSTRUCTION WILL NOT COMMENCE WITHIN 7 DAYS.
9. ADJUST THE EROSION AND SEDIMENT CONTROL PRACTICES AS REQUIRED FOR CONTINUING CONSTRUCTION AS SHOWN ON THE EROSION & SEDIMENT CONTROL PLAN. THIS SHALL BE A PHASED ADJUSTMENT IN ORDER TO ENSURE THAT RUNOFF FROM ALL DISTURBED AREAS IS TREATED BY APPROPRIATE EROSION AND SEDIMENT CONTROL DEVICES.
10. BEGIN UTILITY INSTALLATION AND BACKFILL. UTILITY INSTALLATION AREA SHALL BE STABILIZED WITH SEED AND MULCH PROGRESSIVELY AT THE END OF EACH WORK DAY.
11. CONSTRUCT CATCH BASINS, AREA INLETS AND STORM SEWER MANHOLES, AS SHOWN ON THE PLANS.
12. INSTALL INLET/OUTLET PROTECTION PROGRESSIVELY AS THE STORM SEWER IS INSTALLED.

SEQUENCE OF CONSTRUCTION CONTINUED:

12. AS LANDSCAPED AREAS ARE BROUGHT TO GRADE, STABILIZE WITH TOPSOIL, SEED AND MULCH PER SPECIFICATIONS.
13. FINALIZE BUILDING AND PAVEMENT SUB-GRADE PREPARATION.
14. CONSTRUCT CURB.
15. INSTALL ASPHALT SUB-BASE MATERIAL AS REQUIRED FOR PAVEMENT.
16. CARRY OUT ALL FINAL GRADING, STABILIZE SLOPES GREATER THAN 3H:1V WITH HEIGHTS EXCEEDING 5 FEET WITH EROSION CONTROL MATTING/BLANKETS, AND SEED AND MULCH ALL DISTURBED AREAS.
17. A QUALIFIED PROFESSIONAL SHALL PERFORM A SITE ASSESSMENT TO CONFIRM THAT ALL PERMANENT STORMWATER DEVICES HAVE BEEN INSTALLED PER PLANS AND 80% UNIFORM GERMINATION/STABILIZATION HAS BEEN ACHIEVED PRIOR TO THE REMOVAL OF ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROLS.

STORM SEWER:

1. ALL HDPE PIPES SHALL FOLLOW NYSDOT SECTION 603-2 AND 706-12, BE SMOOTH INTERIOR.
2. PLACE RIP-RAP AROUND ALL END SECTIONS.
3. IN INSTANCES WHERE THE STORM SEWER CROSSES THE SANITARY SEWER A CRUSHED STONE ENCASEMENT SHALL BE PROVIDED AROUND THE SANITARY SEWER UP TO THE STORM SEWER-COMPACT WITH APPROVED EQUIPMENT.
4. ALL CATCH BASINS AND STORM MANHOLES WITHIN PAVEMENT TO BE CONSTRUCTED TO WITHSTAND HS-20 LOADING.

SANITARY SEWER NOTES:

1. ONLY DOMESTIC WASTE FROM THE PROJECT SHALL BE DISCHARGED INTO THE SANITARY SEWER.
2. ALL SANITARY LATERALS SHALL BE 6" PVC SDR-21 ASTM D2241 UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. A MINIMUM OF 4 FEET OF COVER SHALL BE PROVIDED OVER ENTIRE LENGTH OF ALL SANITARY LATERALS.
5. THE CITY OF PLATTSBURGH WATER DPW SHALL BE NOTIFIED FORTY-EIGHT HOURS IN ADVANCE OF CONNECTION OR TAP. [518-536-7453].
6. SANITARY SEWER LATERAL(S) AND APPURTENANCES SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF THE CITY OF PLATTSBURGH.
7. FLOOR DRAINS, IF CONSTRUCTED, SHALL BE CONNECTED TO THE SANITARY SEWER. FLOOR DRAINS DO NOT INCLUDE FOUNDATION/FOOTER DRAINS. NOTE: ALL DISCHARGES TO THE SANITARY SEWER MUST COMPLY WITH THE EFFLUENT LIMITS OF THE LOCAL AND/OR CLINTON COUNTY SEWER USE LAW.
8. MAXIMUM SPACING BETWEEN CLEANOUTS ON SANITARY LATERALS MAY NOT EXCEED SEVENTY-FIVE (75) FEET.
9. MAXIMUM SPACING BETWEEN SANITARY MANHOLES MAY NOT EXCEED FOUR-HUNDRED (400) FEET.
10. EXFILTRATION AND/OR INFILTRATION FOR SANITARY SEWERS SHALL BE LIMITED TO 100 GALLONS PER DAY, PER MILE OF PIPE, PER INCH DIAMETER, AND SHALL BE PERFORMED IN ACCORDANCE WITH DISTRICT PROCEDURES. AIR TESTS, INCLUDING VACUUM TESTS, SHALL NOT BE ALLOWED ON SANITARY MANHOLES.
11. UPON COMPLETING CONSTRUCTION AND AFTER THE PIPE BACKFILL HAS BEEN IN PLACE FOR A PERIOD OF 30 DAYS, THE NEW SANITARY SEWER SHALL BE SUBJECT TO THE FOLLOWING TESTS AND PROCEDURES. FLUSH AND CLEAN THE SYSTEM, SEWER MAIN AIR PRESSURE/ EXFILITRATION TESTING, SEWER MANHOLE VACUUM/INFILTRATION TESTING (PERFORMED ONLY AFTER INVERTS AND BENCHES ARE FORMED), AND SEWER MAIN DEFLECTION TEST. DEFLECTION TESTS SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER ALL FINAL BACKFILL HAS BEEN IN PLACE AT LEAST THIRTY (30) DAYS. NO PIPE SHALL EXCEED A DEFLECTION OF FIVE PERCENT (5%). IF THE DEFLECTION TEST IS RUN USING A RIGID BALL OR MANDREL, IT SHALL HAVE A MINIMUM DIAMETER EQUAL TO NINETY-FIVE PERCENT (95%) OF THE INSIDE DIAMETER OF THE PIPE. TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.
12. MANHOLES SHALL BE 4' INSIDE DIAMETER UNLESS OTHERWISE SPECIFIED ON PLANS. MANHOLE FRAMES AND COVERS SHALL BE EJ, PRODUCT NO, 00120715, OR APPROVED EQUAL PER THE CITY OF PLATTSBURGH WATER AND SEWER DEPARTMENT STANDARDS.
13. MINIMUM DEFLECTION OF 3" PVC SDR21 ASTM D2241 FORCE MAIN SEWER LINE IS 0.7' FOR 20' LENGTHS.
14. ALL SEWER LINES ARE PRIVATE UNLESS OTHERWISE NOTED.

WATER MAIN INSTALLATION:

1. WATER SERVICE LINE (LATERALS) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE CLINTON COUNTY HEALTH DEPARTMENT, AND THE LOCAL WATER AUTHORITY.
2. ALL EROSION CONTROL MEASURES SHALL BE EMPLOYED DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH ALL APPROPRIATE STANDARDS AND REQUIREMENTS. BEST MANAGEMENT PRACTICES ARE TO BE FOLLOWED.
3. WATER MAINS AND ALL WATER SERVICE LINES SHALL HAVE A MINIMUM OF 5 FEET OF COVER FROM FINISH GRADE TO TOP OF PIPE.
4. THE MINIMUM VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPES AT THE POINT OF CROSSING. THE MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 10 FEET MEASURED FROM THE OUTSIDE OF THE PIPES. ONE FULL LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE, WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECT FILL) SHALL BE PROVIDED FOR THE SEWERS TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING ON AND BREAKING THE WATER MAINS.
5. HYDRANT TYPE SHALL BE AS NOTED ON THE PLANS OR AS REQUIRED BY THE CITY OF PLATTSBURGH. GUARD VALVES SHALL BE USED AND ALL HYDRANT STUB PIPING SHALL BE MECHANICAL JOINT. FIRE HYDRANT WEEP HOLES (DRAINS) SHALL BE PLUGGED WHEN GROUND WATER IS ENCOUNTERED WITHIN 7 FEET OF THE FINISHED GRADE. ALL PLUGS SHALL BE MECHANICAL METAL PLUGS. ALL HYDRANTS WITH PLUGGED WEEP HOLES SHALL BE APPROPRIATELY TAGGED.
6. ALL MECHANICAL JOINTS, FITTINGS (TEES, BENDS, PLUGS), ETC. SHALL BE BACKED WITH 3,000 P.S.I. CONCRETE THRUST BLOCKS OR APPROVED MECHANICAL RESTRAINTS.
7. WHERE PIPING IS TO BE PLACED WITHIN FILL AREAS, THE FILL SHALL BE PLACED AND COMPACTED TO AT LEAST 95% MODIFIED PROCTOR PRIOR TO TRENCH EXCAVATION.

WATER MAIN INSTALLATION CONTINUED:

8. SHUTDOWN OF EXISTING WATER MAINS SHALL BE IN ACCORDANCE WITH THE LOCAL WATER AUTHORITY. THE CITY OF PLATTSBURGH DPW MANAGER MUST BE NOTIFIED IN ADVANCE OF ALL PROPOSED SHUTDOWNS IN ACCORDANCE WITH THEIR DIRECTION. WATER MUST BE TURNED BACK ON AS SOON AS POSSIBLE. ALL ENDS OF WATER MAINS MUST BE PROVIDED WITH ADEQUATE PLUG, BLOCK AND BLOW-OFF AS INDICATED ON THE PLANS.
9. WATER SERVICE LINES SHALL BE SEPARATED AT LEAST TEN (10) FEET, MEASURED FROM THE OUTSIDE OF THE PIPES, FROM SEWER MAINS AND SEPTIC SYSTEMS.
10. BACKFLOW PREVENTION SHALL BE PROVIDED IN THE BUILDING.
11. BACKFLOW PREVENTION APPLICATION MUST BE SUBMITTED TO AND APPROVED BY THE SUPPLIER WHO WILL FORWARD PLANS TO THE NYS DEPARTMENT OF HEALTH FOR THEIR APPROVAL. THE APPROVAL PROCESS MUST BE COMPLETED PRIOR TO INSTALLATION. THE APPROVAL PROCESS SHOULD BE STARTED EARLY TO AVOID UNNECESSARY DELAYS OR CONFLICTS WITH OTHER HEALTH DEPARTMENT APPROVALS.
12. ALL WATER LINES ARE PRIVATE UNLESS OTHERWISE NOTED.

WATER MAIN MATERIALS:

1. POLYVINYL CHLORIDE (PVC) PIPE MUST BE WITH INTEGRAL BELL AND SPIGOT JOINTS; CLASS 150, DR 18; CONFORMING WITH THE LATEST REVISION OF ANSI/AWWA C900 (FOR 4"-12" PIPE) OR C905 (FOR LARGER PIPE) STANDARD. MAXIMUM DEFLECTION OF 12" POLYVINYL CHLORIDE (PVC) AWWA C900 WATER LINE IS 0.7° FOR 20' LENGTHS. INSTALLATION TO INCLUDE TRACER TAPE AS PER MANUFACTURER'S INSTRUCTIONS.
2. CEMENT-LINED DUCTILE-IRON (DI) PIPE MUST BE CLASS 52 MINIMUM CONFORMING WITH THE LATEST REVISION OF ANSI/AWWA C151 STANDARD. IF REQUIRED BY WATER SUPPLIER THE PIPE SHALL BE ENCASED WITH A MINIMUM 8 MIL. POLYETHYLENE WRAP AS PER LATEST REVISION OF ANSI/AWWA C105 STANDARD.
3. POLYETHYLENE (PE) PRESSURE PIPE MUST BE PE 3408 MATERIAL MINIMUM. CONFORMING TO THE LATEST REVISION OF AWWA C901 AND C906.

WATER SYSTEM TESTS:

1. SOIL TEST. THE CONTRACTOR SHALL PROVIDE A SOIL TEST EVALUATION TO DETERMINE THE NEED FOR POLYETHYLENE ENCASEMENT PER ANSI/AWWS C105/AZ1.5-82 PRIOR TO WATER MAIN INSTALLATION. SOIL TESTING SHALL BE CONDUCTED BY AN APPROVED SOIL TESTING LABORATORY IN ACCORDANCE WITH LOCAL WATER AUTHORITY STANDARDS.
2. WATER PIPING SHALL BE FLUSHED AND TESTED IN CONFORMANCE WITH THE LATEST REVISION OF ANSI/AWWA C600 STANDARD FOR DUCTILE IRON PIPE, C605 FOR PVC PIPE, OR EQUIVALENT OF C600 AND/OR C605 FOR PE PIPE.
3. WATER SERVICE LINES SIEZED 4-INCHES OR GREATER SHALL BE:

   - PRESSURE TESTED IN ACCORDANCE WITH THE LATEST SPECIFICATIONS OF THE LOCAL WATER AUTHORITY. THE PRESSURE TEST SHALL BE WITNESSED BY A REPRESENTATIVE FROM THE LOCAL WATER AUTHORITY.

   - DISINFECTION BY USING THE CONTINUOUS FEED METHOD ACCORDING TO AWWA STANDARD SPECIFICATIONS. AFTER FLUSHING AND DISINFECTING THE SERVICE LINE, WATER SAMPLES SHALL BE COLLECTED BY THE CLINTON COUNTY HEALTH DEPARTMENT. APPROVAL AND NOTIFICATION BY THE HEALTH DEPARTMENT MUST BE RECEIVED BEFORE THE LATER IS PLACED IN SERVICE.
4. THE COMPLETED WORKS SHALL BE VERIFIED WITH CLINTON COUNTY HEALTH DEPARTMENT. PRIOR TO ISSUANCE, A NYS-LICENCED PROFESSIONAL ENGINEER MUST SUBMIT CERTIFICATION TO THE HEALTH DEPARTMENT THAT: THEY OR THEIR DESIGNATED REPRESENTATIVE WITNESSED THAT CONSTRUCTION WAS IN CONFORMANCE WITH THE PLANS AS APPROVED; FLUSHING, TESTING, AND DISINFECTION PROCEDURES NOTED HEREIN HAD BEEN PROPERLY PERFORMED; AND, MICROBACTERIAL SAMPLE RESULTS FROM THE COMPLETED WORKS WERE ACCEPTABLE. COPIES OF THE OFFICIAL LABORATORY RESULTS ARE TO BE INCLUDED WITH THE CERTIFICATION.
5. FIRE HYDRANTS ARE NOT ACCEPTABLE TESTING/SAMPLING POINTS.

GRADING NOTES:

1. REMOVE AND STOCKPILE TOPSOIL AS DIRECTED BY THE CONSTRUCTION MANAGER. REPLACE TOPSOIL TO A MINIMUM 4" DEPTH. ALL DISTURBED AREAS TO BE HYDROSEEDED AS DIRECTED BY THE CONSTRUCTION MANAGER.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS, INCLUDING INLET PROTECTION AND SILT FENCE. EROSION CONTROL MEASURES SHALL NOT BE REMOVED BEFORE VEGETATION HAS OCCURRED COMPLETELY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF TOPSOIL TO ALL DISTURBED AREAS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EROSION CONTROL MEASURES AT ALL TIMES.
4. EROSION CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, CLINTON COUNTY HEALTH DEPARTMENT, AND THE CITY OF PLATTSBURGH REQUIREMENTS.
5. ALL INLETS TO THE STORM SEWER SHALL HAVE STONE DROP INLET PROTECTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BEST MANAGEMENT PRACTICES (BMP'S) UNTIL GROUND COVER IS ESTABLISHED.
6. SILT FENCE, JUTE MESH, AND/OR EROSION CONTROL BLANKETS WILL BE USED ON STEEP SLOPES AND WHEREVER NECESSARY TO CONTROL EROSION AND SILTATION OF EXISTING DRAINAGE SYSTEMS AS ORDERED BY THE ENGINEER OR SPECIFIED ON PLANS.
8. THE CONTRACTOR SHALL DESIGNATE A MEMBER OF HIS/HER FIRM TO BE RESPONSIBLE TO MONITOR EROSION CONTROL, EROSION CONTROL STRUCTURES, TREE PROTECTION AND PRESERVATION THROUGHOUT CONSTRUCTION.
9. ALL GRADING AND EARTHWORK SHALL BE IN CONFORMANCE WITH NEW YORK STATE STANDARD SPECIFICATIONS SECTION 203 - EXCAVATION AND EMBANKMENT, WHICH INCLUDES MAXIMUM EMBANKMENT LIFT THICKNESS ALLOWED BASED ON THE COMPACTION EQUIPMENT USED.
10. ALL PROPOSED ELEVATIONS SHOWN HEREON ARE FINISHED GRADE ELEVATION.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING RIM ELEVATIONS IN RELATION TO PROPOSED GRADE PRIOR TO INSTALLATION.

PROJECT DATA:

1. APPLICANT: PRIME PLATTSBURGH, LLC 621 COLUMBIA STREET COHOES, NY 12047
2. EXISTING ZONING: COMMERCIAL/ PLANNED UNIT DEVELOPMENT
3. LOT AREA: 2.76 ACRES (120,120 SF)

ZONING:

	TAX ACC. NO.	LOT SIZE	ZONING
EXISTING:	207.20-7-15	±4.66 ACRES	COMM/PUD
PROPOSED:	XXX.XX-X-XX	±2.76 ACRES	PUD

GROSS COMMERCIAL AREA:	7,250 SF
GROSS RESTAURANT AREA:	6,150 SF
60% CUSTOMER AREA:	3,690 SF
40% OTHER AREA:	2,460 SF
TOTAL APARTMENT UNITS:	115

PARKING DEMAND PER CITY CODE

USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(2 PER DU FOR FIRST 10) x 10 + (1.75 PER DU OVER 10) x 105	204
COMMERCIAL	(1 SPACE PER 250 SF)	29
RESTAURANT		
CUSTOMER AREA	(1 PER 50 SF) x 3,690 SF	74
OTHER AREA	(1 PER 250 SF) x 2,460 SF	10
PUBLIC PARKING FOR CITY USE		50
TOTAL DEMAND	-	367

PARKING DEMAND PER PUD

USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(1.5 PER DU) x 115	173
COMMERCIAL	(1 SPACE PER 300 SF)	45
EMPLOYEE PARKING	½ SPACE PER EMPLOYEE) x 15	8
PUBLIC PARKING FOR CITY USE	-	50
TOTAL DEMAND	-	276

PARKING PROVIDED

LOCATION	NO. OF SPACES
SURFACE PARKING LOT	86
COURTYARD PARKING LOT	35
UNDERGROUND PARKING LOT	165
TOTAL PARKING PROVIDED	286

*PARKING SPACES WILL BE STRIPED TO INDICATE SPACE AVAILABLE FOR PUBLIC USE

ADA PARKING (PER NYS 2016 UNIFORM CODE SUPPLEMENT):

ACCESSIBLE SPACES REQUIRED:		ACCESSIBLE SPACES PROVIDED:	
SURFACE PARKING	4 SPACES	SURFACE PARKING	4 SPACES
COURTYARD PARKING	2 SPACES	COURTYARD PARKING	2 SPACES
UNDERGROUND PARKING	6 SPACES	UNDERGROUND PARKING	6 SPACES

ZONING CHART

FEATURES	CALCULATION	UNDERLYING CITY ZONING	PROPOSED
PARCEL SIZE	CHAPTER 360 SCHEDULE III	50,000 SF	120,120 SF
MIN. LOT DIMENSION	SQUARE ROOT OF LOT AREA X 0.67	232'	216'
MAX. HEIGHT IN STORIES	LOT AREA X 0.0001	14	5
MAX. BLDG HEIGHT	STORIES X 12	60'	65'
MINIMUM BUILDING SETBACKS	STORIES X 3	15'	3' NORTH 2' EAST (EXISTING) 9' WEST 5' SOUTH (EXISTING)
MAX. BLDG COVERAGE	LOT SIZE - SETBACK AREA	82%	32%
MIN. OPEN SPACE	SETBACK AREA	22,105 SF	22,135 SF

LEGEND

- 20 — PROPOSED MAJOR CONTOUR
- 21 — PROPOSED MINOR CONTOUR
- XX — EXISTING MAJOR CONTOUR
- XX — EXISTING MINOR CONTOUR
- UE — UNDERGROUND ELECTRIC
- ST — STORM SEWER
- G — UNDERGROUND GAS SERVICE
- W — WATER
- SA — SANITARY SEWER
- LOD — LIMITS OF DISTURBANCE
- SF — SILT FENCE
- CHAINLINK FENCE
- CONCRETE SIDEWALK
- PROPOSED CURB
- PROPOSED TRAFFIC FLOW ARROWS
- PROPOSED DRAINAGE FLOW ARROW
- (13) NUMBER OF PARKING SPACES
- LIGHT POLE (SINGLE HEAD)
- LIGHT POLE (DOUBLE HEAD)
- ONE POST SIGN
- WATER GATE VALVE
- S SANITARY SEWER MANHOLE
- STORM SEWER CATCH BASIN
- D STORM SEWER MANHOLE
- HDPE HIGH DENSITY POLYETHYLENE PIPE
- TC TOP OF CURB
- BC BOTTOM OF CURB
- UTILITY POLE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

CITY OF PLATTSBURGH, NEW YORK

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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DRAWING TITLE

GENERAL NOTES

DRAWING NUMBER

GN-01

Map Notes:

1. Unauthorized alteration or addition to a survey map bearing a Licensed Land Surveyor's seal is a violation of section 7209, sub-division 2 of the New York State Education Law.
2. Only copies from the original of this survey marked with an original of the Land Surveyor's embossed seal shall be considered valid true copies. (mylar prints shall be stamped with the surveyor's ink seal with an original signature)
3. Certifications indicated hereon signify that this survey was prepared in accordance with the existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. Said certifications shall run only to the person for whom the survey is prepared and on his behalf the title company, governmental agency, and lending institution listed hereon, and to the assignees of the lending institution. Certifications are not transferable to additional institutions or subsequent owners.
4. Copyright 2019, Robert M. Sutherland, P.C. All rights reserved.
5. The location of sub-surface improvements are approximate and compiled from field location and mapping provided by the respective utility companies. The contractor shall confirm the location of all utilities prior to the commencement of excavation.
6. Subject to any findings of an accurate abstract of title or those discoverable by inspection.
7. North arrow and bearings based on grid north NAD 83 New York East zone 18.
8. Vertical datum based on NAVD 1988.
9. All distances shown hereon are ground distances.
10. Riparian rights, if any, have not been established as a result of this survey.
11. Building offsets, as shown on this map, are not to be used for construction purposes.

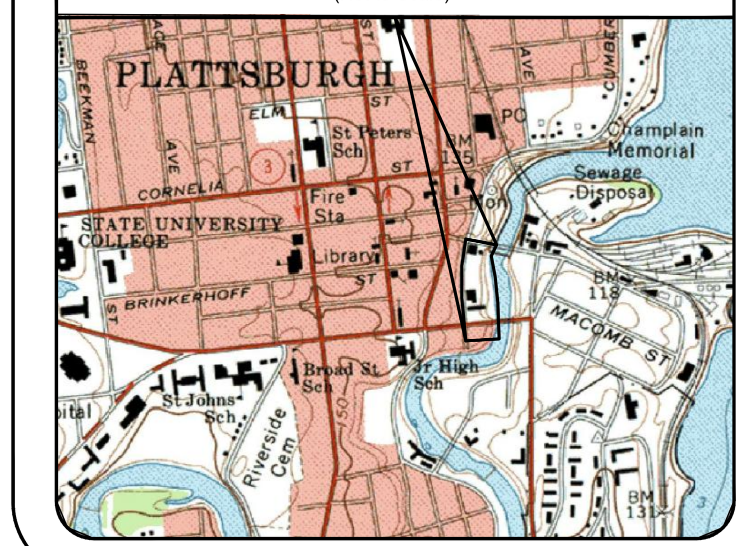
Reference Maps:

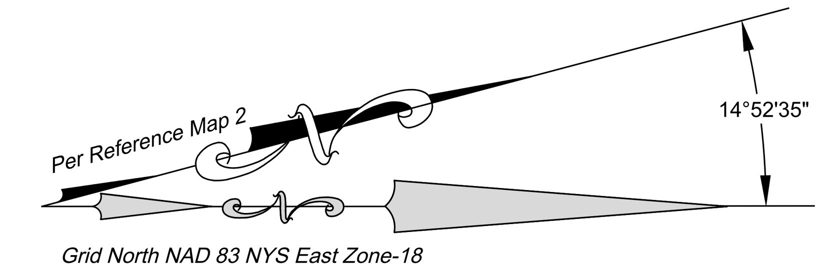
1. "Map of Lands of City of Plattsburgh 44-48 Margaret Street, Plattsburgh." prepared by Joseph J. Martina, L.S. dated September 30, 1974 and filed in the Clinton County Clerk's Office in Book 6 Page 57.
2. "Survey Map Showing Parcels of Land(Parcels A-J) owned by City of Plattsburgh Proposed to be conveyed to City Plaza Associates." prepared by Jolly and Russo Land Surveyors dated September 25, 1989 and filed in Clinton County Clerk's Office in Book 19 Page 71.
3. "Boundary Survey Portion of Lands of The City of Plattsburgh." prepared by C.T. Male Associates, P.C. dated October 5, 2004 and on file in the office of Robert M. Sutherland, P.C.
4. "Map Showing Plattsburgh Gateway-Phase 1 Site Plan." prepared by Robert M. Sutherland, P.C. dated May 12, 2006.

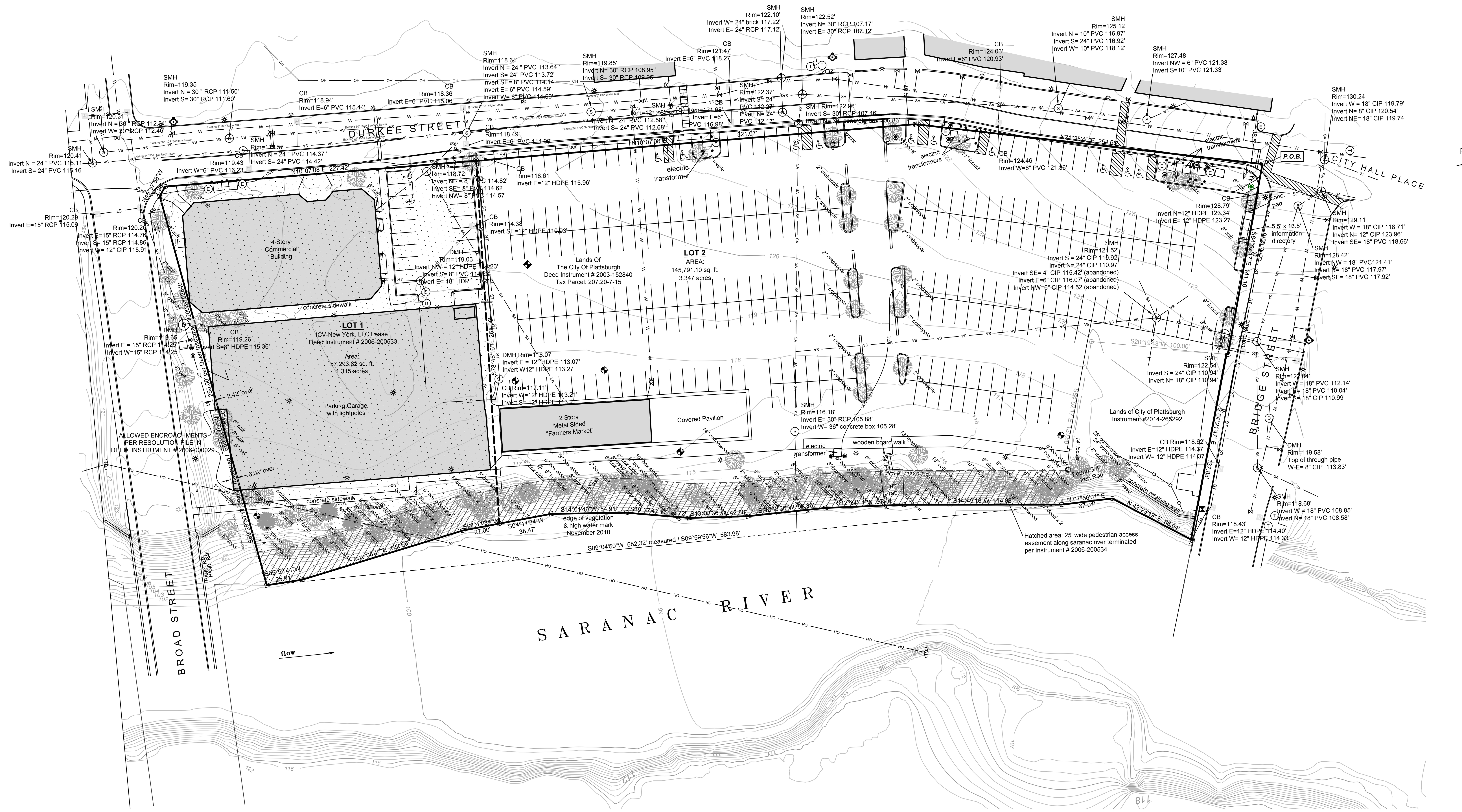
Reference Deeds:

1. City Plaza Associates to City of Plattsburgh by deed dated February 27, 2003 and recorded on Instrument # 2003-152840 on March 12, 2003 in the Clinton County Clerk's Office.
2. Lease to ICV-NY, LLC to City of Plattsburgh by deed dated May 26, 2006 and recorded as Instrument # 2006-200533 on November 17, 2006 in the Clinton County Clerk's Office.
3. Richard A. Marks to City of Plattsburgh by deed dated July 9, 2014 and recorded on Instrument # 2014-265603 on July 09, 2014 in the Clinton County Clerk's Office.

General Location Map
(Not to Scale)







Scale: 1 Inch = 40 Feet

Tax Map Reference:

Section 207.20 - Block 7 - Lot 15
City of Plattsburgh
County of Clinton

Certification:

I hereby certify that this survey was prepared from deeds and maps of record and from an accurate survey performed during September and October of 2018.

Jeffrey F. Burns, L.S. Date
N.Y.S. License #050702

Planned Unit Development Schedule:

LOCATION: Lands of the City of Plattsburgh, being a portion of lands on the south side of Bridge Street, east side of Durkee Street and north side of Broad Street, said portion of lands are contiguous to the westerly bank of the Saranac River.

ZONE: Commercial / Planned Unit Development

Item	Lot 1	Lot 2
Lot area	57,293.82 sq. ft.	145,791.10 sq. ft.
Road frontage	529.57 ft.	828.96 ft.
Use	ICV-New York, LLC Lease	Parking lot

Legend:

- 5/8" iron rod w/ RMS survey cap (to be set)
- Found property evidence (as described)
- Computed corner
- Fire Hydrant
- Sanitary manhole
- Drainage manhole
- Catch basin round
- Catch basin square
- Telephone pedestal
- Cable pedestal
- Water Valve
- Water shutoff
- Light pole
- Utility pole
- Sign
- Bollard
- Monitoring well
- Gas marker
- Gas meter
- Gas valve
- Electric meter
- Deciduous tree
- Coniferous tree
- W — Waterline
- SA — Sanitary line
- ST — Storm line
- UGE — Underground electric
- UGT — Underground telephone
- GAS — Underground gas
- Proposed property line
- Existing property line
- Adjoiner property line

No.	Revision/Issue	Date

RMS
ROBERT M. SUTHERLAND P.C.
ENGINEERS - PLANNERS - SURVEYORS
SOIL & MATERIAL TESTING
11 MacDonough Street, Plattsburgh, NY 12901
518.561.6145(Ph) 518.561.2496 (Fx)
RMSPC.COM

Project Name & Address

Survey Map
Prepared for
The City Of Plattsburgh
showing portions of lands
to be included within the
Planned Unit Development
~ Situate ~
City of Plattsburgh
Clinton County State of New York

Project # 19116	Sheet SURVEY 1
Date 07/25/2019	
Scale 1" = 40'	
Drawn LSC	Checked J.F.B.

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SAW CUT DURKEE STREET, REPAIR TO BE IN COMPLIANCE WITH DPW REQUIREMENTS

EXISTING CATCH BASIN TO BE REMOVED, RETURN FRAME AND GRATE TO CITY DPW

Existing 8" DIP Water Main

Existing 8" DIP Water Main

EXISTING CURB TO BE REMOVED FOR SITE ENTRY

EXISTING ELECTRICAL TRANSFORMER AND MANHOLE TO REMAIN

EXISTING CURB TO BE REMOVED

EXISTING CURB TO BE REMOVED

EXISTING ELECTRICAL LINES TO BE PROTECTED AND MAINTAINED DURING CONSTRUCTION

EXISTING BOLLARDS TO BE REMOVED

EXISTING SANITARY MANHOLES (PAVED OVER) TO REMAIN, FRAME AND GRATE TO BE RAISED TO PROPOSED GRADE

EXISTING CONNECTION TO BE REMOVED AND OPENING TO BE PATCHED

EXISTING SIGNAGE TO BE REMOVED AND STOCKPILED FOR CITY DPW

EXISTING ELECTRICAL LINES TO BE PROTECTED AND MAINTAINED DURING CONSTRUCTION

EXISTING ELECTRICAL TRANSFORMERS AND MANHOLE TO REMAIN

EXISTING SANITARY PIPE TO BE REMOVED

EXISTING MANHOLE TO BE REMOVED, RETURN FRAME AND GRATE TO CITY DPW

EXISTING CURB TO BE REMOVED FOR SITE ENTRY

EXISTING SIGNAGE TO BE REMOVED AND STOCKPILED FOR CITY DPW

EXISTING ELECTRICAL TRANSFORMER AND MANHOLE TO REMAIN

EXISTING DRAINAGE PIPE TO BE REMOVED

EXISTING SANITARY LINE TO BE CUT, PLUGGED, AND CAPPED AT PROPERTY LINE AND AT MANHOLE CONNECTION

EXISTING WATER LINE TO BE REMOVED

EXISTING CURB TO BE REMOVED

EXISTING BOLLARDS TO BE REMOVED

EXISTING CURB TO BE REMOVED

EXISTING SIGNAGE TO BE REMOVED AND STOCKPILED FOR CITY DPW

EXISTING SANITARY PIPE TO BE REMOVED

EXISTING INFORMATION DIRECTORY TO BE REMOVED AND STOCKPILED FOR THE CITY

EXISTING ASPHALT PAVEMENT TO BE REMOVED

EXISTING HIGH MAST LIGHT TO BE REMOVED AND STOCKPILED FOR THE CITY MLD

EXISTING CURB TO BE REMOVED

EXISTING ASPHALT PAVEMENT TO BE REMOVED

EXISTING SANITARY LINE TO BE REMOVED

EXISTING MANHOLE TO BE REMOVED

EXISTING TRUNK LINE SEWER TO REMAIN

EXISTING TREE TO BE REMOVED (TYP.)

EXISTING CURB TO BE REMOVED

EXISTING MANHOLE TO BE REMOVED, RETURN FRAME AND GRATE TO CITY DPW

EXISTING MANHOLE TO BE REMOVED, RETURN FRAME AND GRATE TO CITY DPW

EXISTING CONNECTION TO BE REMOVED AND OPENING TO BE PATCHED

EXISTING CURB TO BE REMOVED

EXISTING CATCH BASIN TO BE REMOVED

EXISTING PIPE TO BE PLUGGED AND FILLED W/ FLOWABLE FILL

EXISTING BUILDING TO BE REHABBED

EXISTING SANITARY MANHOLE TO REMAIN

EXISTING ELECTRICAL TRANSFORMER TO BE REMOVED AND STOCKPILED FOR THE CITY MLD

EXISTING DRAINAGE OUTLET TO BE REMOVED AND BANK TO BE FILLED IN

DRAINAGE PIPE TO BE INSTALLED AND BANK REPAIRED

EXISTING WATER LINE TO BE CUT AND CAPPED AT PROPERTY LINE

EXISTING CURB TO BE REMOVED FOR SITE ENTRY

HYDRANT TO BE REMOVED AND RETURNED TO CITY DPW

8" SA

SAW CUT BRIDGE STREET, REPAIR TO BE IN COMPLIANCE WITH DPW REQUIREMENTS

TOP OF BANK

S A R A N A C R I V E R

B-1 B-2 B-3 B-4

LC

LEGEND

UTILITY LINE TO BE REMOVED

SAW CUT

STRUCTURE TO BE REMOVED

BORING LOCATION

0 20 40 60 FT

SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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DRAWING TITLE

DEMOLITION PLAN

DRAWING NUMBER

DE-01

BORING LOG NO. B-1

Page 1 of 1

PROJECT: Bridge Street Building
CLIENT: Prime Plattsburgh Hotel, LLC, Cohoes, New York
SITE: Durkee and Bridge Street, Plattsburgh, New York

LOCATION See Exploration Plan
Latitude: 44.6970° Longitude: -73.4510°
Approximate Surface Elev.: 120 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.4	119.6+/-	**TOPSOIL**				
		FILL - POORLY GRADED SAND, brown, dry, very loose to very dense		24	9-27-46-45 N=73	
				19	29-32-13-8 N=45	
3.0	117+/-			13	2-2-1-1 N=3	
		FILL - CLAYEY SAND, with gravel, gray to brown, moist to wet, very loose to loose		17	1-1-2-3 N=3	
		Grades to wet at approximately 10 feet		12	1-2-2-1 N=3	
12.0	108+/-					
		FILL - LEAN CLAY, trace gravel, frequent pieces of wood, gray, wet, medium-stiff to hard		19	1-2-4-6 N=6	34
		Sampler refusal on probable timber		2	1-2-2-1 N=4	
				1	1-2-2-1 N=4	
				4	50/4"	
				5	3-2-2-2 N=4	
				17	3-2-2-4 N=4	
24.5	95.5+/-	**PROBABLE BOULDERS**		4	1-2-50/4"	
25.6	94+/-	***Sampler Refusal on Probable Boulders at 26 Feet***		0	50/0"	

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic

Advancement Method: 3 1/4" ID HSA
Abandonment Method: Boring backfilled with soil cuttings upon completion.
See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).
See Supporting Information for explanation of symbols and abbreviations.
Elevations were interpolated from a topographic site plan.
Notes:

WATER LEVEL OBSERVATIONS
▽ 20.2 feet while drilling

Terracon, 594 Broadway, Watervliet, NY

Boring Started: 03-18-2019 | Boring Completed: 03-18-2019
Drill Rig: CME 45 | Driller: S. Loiselle
Project No.: JB195049

BORING LOG NO. B-2

Page 1 of 1

PROJECT: Bridge Street Building
CLIENT: Prime Plattsburgh Hotel, LLC, Cohoes, New York
SITE: Durkee and Bridge Street, Plattsburgh, New York

LOCATION See Exploration Plan
Latitude: 44.6971° Longitude: -73.452°
Approximate Surface Elev.: 123 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.3	122.7+/-	**ASPHALT**				
0.5	122.5+/-	**PAVEMENT BASE**				
		FILL - POORLY GRADED SAND, with gravel, orange to brown, dry, dense		18	24-20-17-17 N=37	
4.0	119+/-			22	17-14-6-4 N=20	
		FILL - SILTY SAND, with gravel, pieces of brick and cinders, brown, moist to wet, loose to medium dense		19	2-2-2-3 N=4	
				18	2-3-3-2 N=6	
				22	1-2-4-4 N=6	
11.5	111.5+/-			20	1-2-4-9 N=6	
		POORLY GRADED SAND (SP), with gravel, gray to brown, wet, loose to medium dense				
20.5	102.5+/-			20	4-4-4-4 N=8	
		SILTY SAND (SM), occasional cobbles and boulders, gray, dry, very dense		20	7-20-45-50/2" N=65	
23.5	99.5+/-	***Sampler Refusal on Probable Boulders at 23.5 Feet***		0	50/0"	

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic

Advancement Method: 3 1/4" ID HSA
Abandonment Method: Boring backfilled with soil cuttings upon completion. Asphalt repaired using "cold patch" asphalt.
See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).
See Supporting Information for explanation of symbols and abbreviations.
Elevations were interpolated from a topographic site plan.
Notes:

WATER LEVEL OBSERVATIONS
▽ 23 feet after boring completion

Terracon, 594 Broadway, Watervliet, NY

Boring Started: 03-20-2019 | Boring Completed: 03-20-2019
Drill Rig: CME 45 | Driller: S. Loiselle
Project No.: JB195049

BORING LOG NO. B-3

Page 1 of 1

PROJECT: Bridge Street Building
CLIENT: Prime Plattsburgh Hotel, LLC, Cohoes, New York
SITE: Durkee and Bridge Street, Plattsburgh, New York

LOCATION See Exploration Plan
Latitude: 44.6967° Longitude: -73.4516°
Approximate Surface Elev.: 117 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.3	116.7+/-	**ASPHALT**				
0.5	116.5+/-	**PAVEMENT BASE**				
		FILL - SILTY SAND, pieces of brick, orange to brown, moist, medium dense to dense		19	12-11-9-25 N=20	
5.0	112+/-			20	22-26-8-10 N=35	
		FILL - CLAYEY SAND, with gravel, pieces of wood, brick, and glass, orange to brown, moist to wet, loose		10	3-3-3-3 N=6	
				7	3-4-2-3 N=6	
				19	2-1-4-3 N=5	
13.0	104+/-			13	2-3-2-2 N=5	
13.5	103.5+/-	**FORMER TOPSOIL**		17	1-1-2-2 N=3	
15.0	102+/-	**POORLY GRADED SAND (SP)**, with gravel, gray, wet, loose		14	1-2-4-6 N=6	
17.0	100+/-	**SILTY SAND (SM)**, with gravel, occasional cobbles and boulders, gray, dry, very dense		22	24-39-48-50/1" N=87	
20.0	97+/-	***Sampler Refusal on Probable Boulders at 20 Feet***		0	50/0"	

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic

Advancement Method: 3 1/4" ID HSA
Abandonment Method: Boring backfilled with soil cuttings upon completion. Asphalt repaired using "cold patch" asphalt.
See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).
See Supporting Information for explanation of symbols and abbreviations.
Elevations were interpolated from a topographic site plan.
Notes:

WATER LEVEL OBSERVATIONS
▽ 19.4 feet before auger removal
▽ 16.9 after auger removal

Terracon, 594 Broadway, Watervliet, NY

Boring Started: 03-19-2019 | Boring Completed: 03-19-2019
Drill Rig: CME 45 | Driller: S. Loiselle
Project No.: JB195049

BORING LOG NO. B-4

Page 1 of 1

PROJECT: Bridge Street Building
CLIENT: Prime Plattsburgh Hotel, LLC, Cohoes, New York
SITE: Durkee and Bridge Street, Plattsburgh, New York

LOCATION See Exploration Plan
Latitude: 44.6962° Longitude: -73.452°
Approximate Surface Elev.: 119 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.3	118.7+/-	**ASPHALT**				
0.5	118.5+/-	**PAVEMENT BASE**				
		FILL - POORLY GRADED SAND, with gravel, occasional cobbles, gray to orange, dry, medium dense		19	10-12-9-12 N=21	
4.5	115+/-			22	14-13-9-5 N=22	
7.5	111.5+/-	**FORMER TOPSOIL**				
8.0	111+/-			4	3-3-9-12 N=12	
		SILTY SAND (SM), with gravel, occasional sand seams, cobbles, and boulders, brown to gray, moist to wet, medium dense to dense		16	7-5-6-9 N=11	
11.0	108+/-			19	6-9-37-9 N=46	
		POORLY GRADED SAND (SP), brown to gray, wet, medium dense		22	8-13-15-11 N=28	
13.0	106+/-			20	4-6-8-10 N=14	
		SILTY SAND (SM), with gravel, occasional sand seams, cobbles, and boulders, gray, wet, medium dense to very dense		22	9-15-34-41 N=49	
		Grades to gray at approximately 15 feet				
27.5	91.5+/-	***Sampler Refusal on Probable Boulders at 27.5 Feet***		10	24-50/2"	
				11	25-50/4"	
				1	100/1"	

Stratification lines are approximate. In-situ, the transition may be gradual. Hammer Type: Automatic

Advancement Method: 3 1/4" ID HSA
Abandonment Method: Boring backfilled with soil cuttings upon completion. Asphalt repaired using "cold patch" asphalt.
See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).
See Supporting Information for explanation of symbols and abbreviations.
Elevations were interpolated from a topographic site plan.
Notes:

WATER LEVEL OBSERVATIONS
▽ 6.4 feet 24 hours after boring completion
▽ 8.7 feet after auger removal
▽ 21.4 feet after auger removal

Terracon, 594 Broadway, Watervliet, NY

Boring Started: 03-19-2019 | Boring Completed: 03-19-2019
Drill Rig: CME 45 | Driller: S. Loiselle
Project No.: JB195049

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

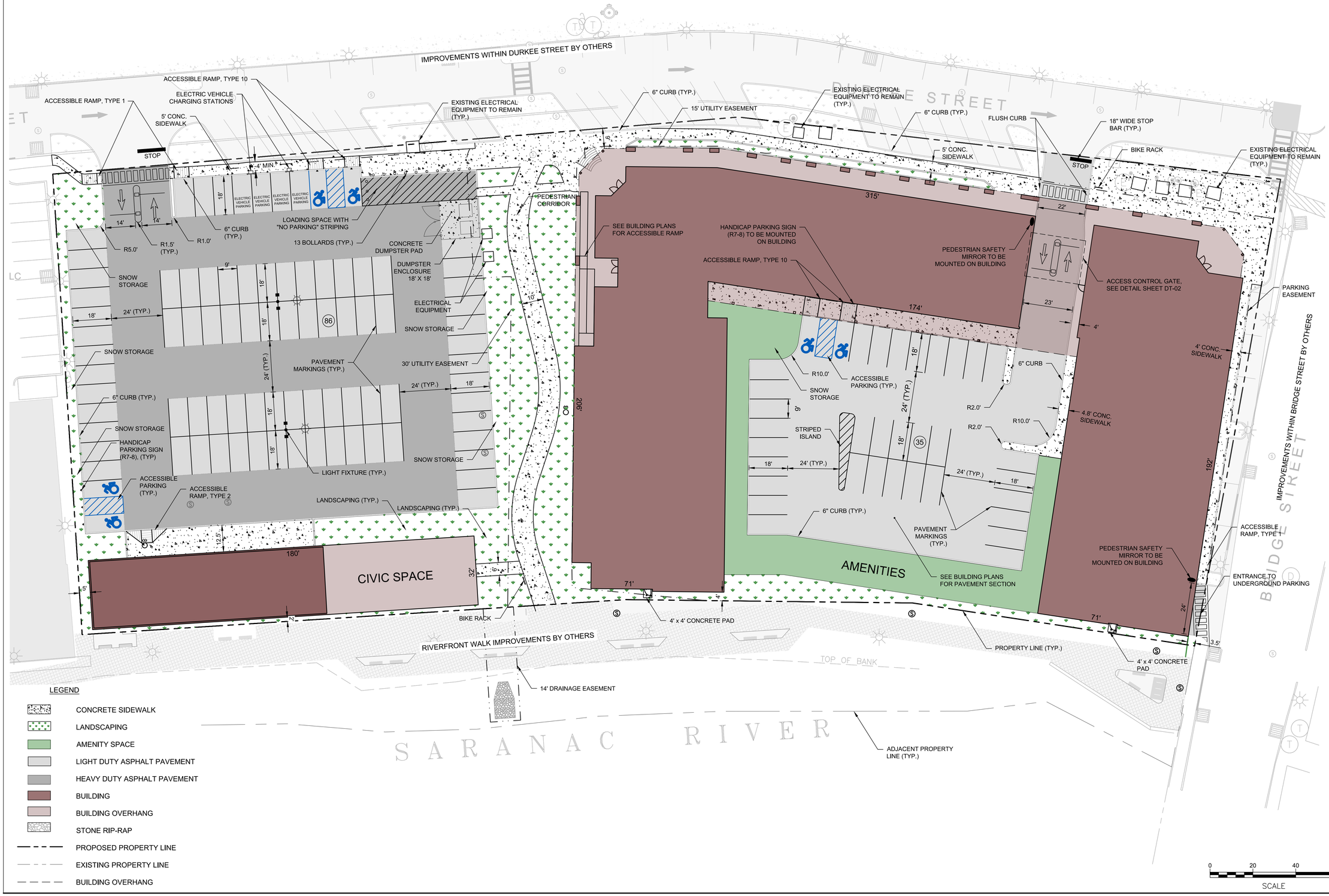
CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE
BORING LOG

DRAWING NUMBER
BL-01



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SUITE 402
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PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC

CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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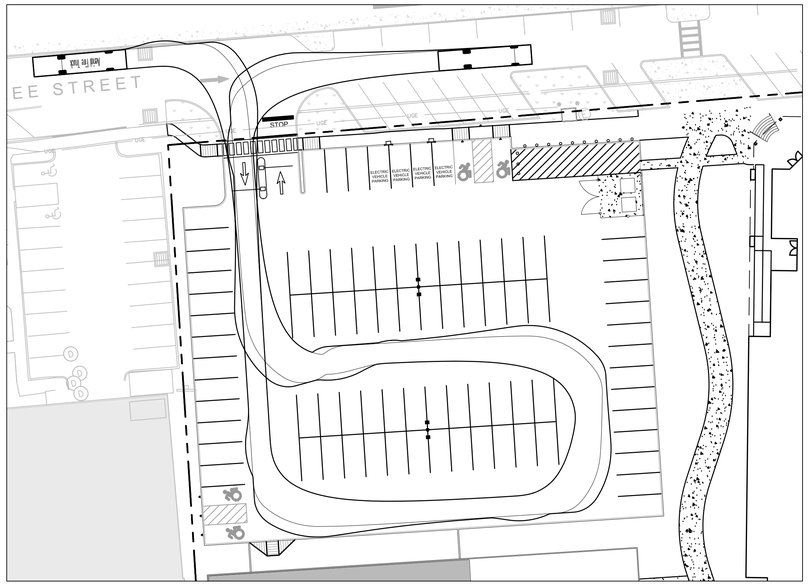
DRAWING TITLE

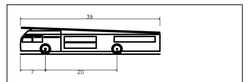
SITE PLAN

DRAWING NUMBER

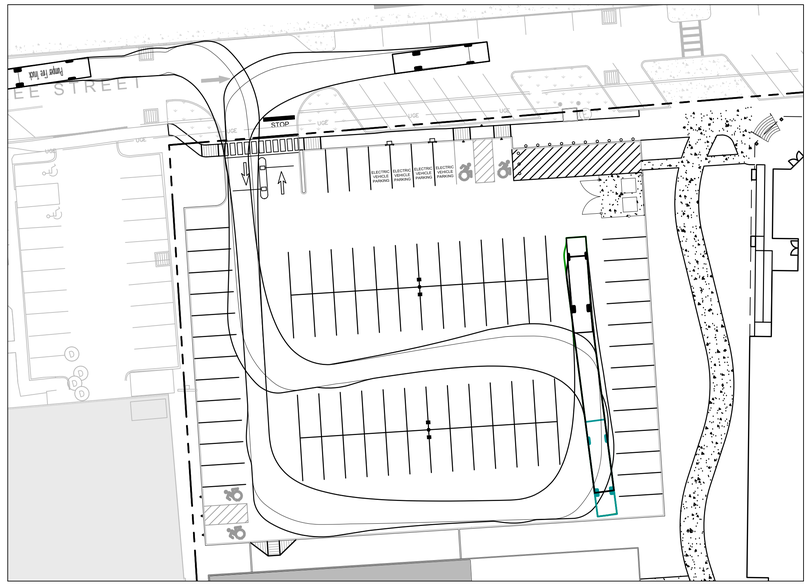
C-01



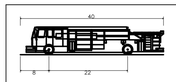
AERIAL FIRE TRUCK ROUTE



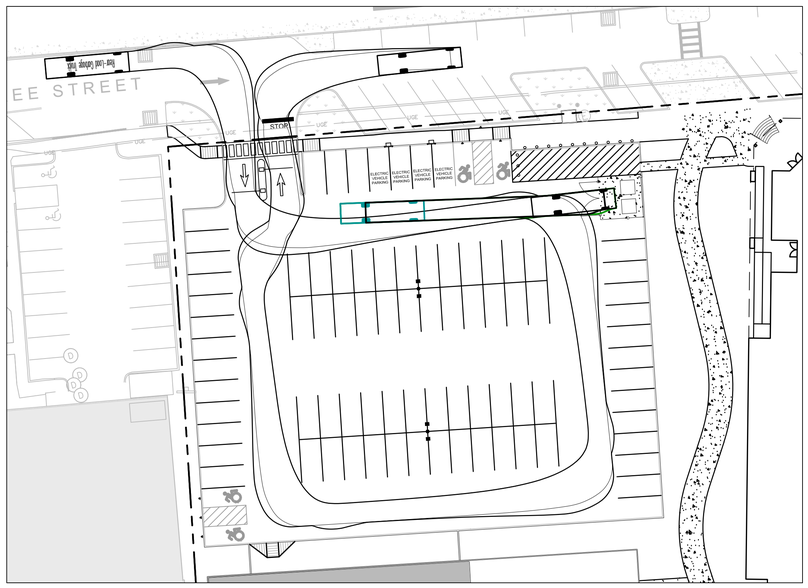
Aerial Fire Truck	
Overall Length	39.000ft
Overall Width	8.167ft
Overall Body Height	7.500ft
Min Body Ground Clearance	0.729ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



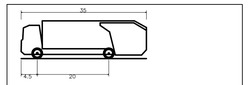
PUMPER FIRE TRUCK ROUTE



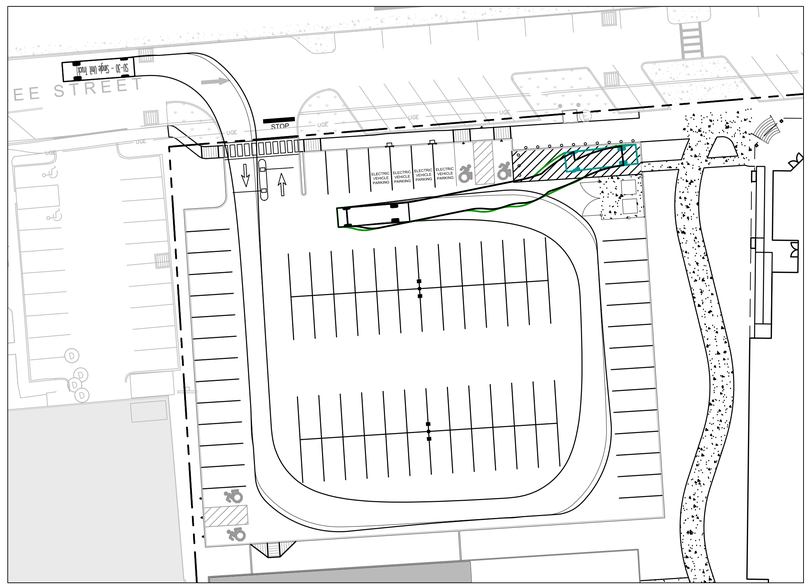
Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



GARBAGE TRUCK ROUTE



Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft



BOX TRUCK ROUTE

0 30 60 90 FT

SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=30'
DATE	JANUARY 2020
PROJECT	18491.00

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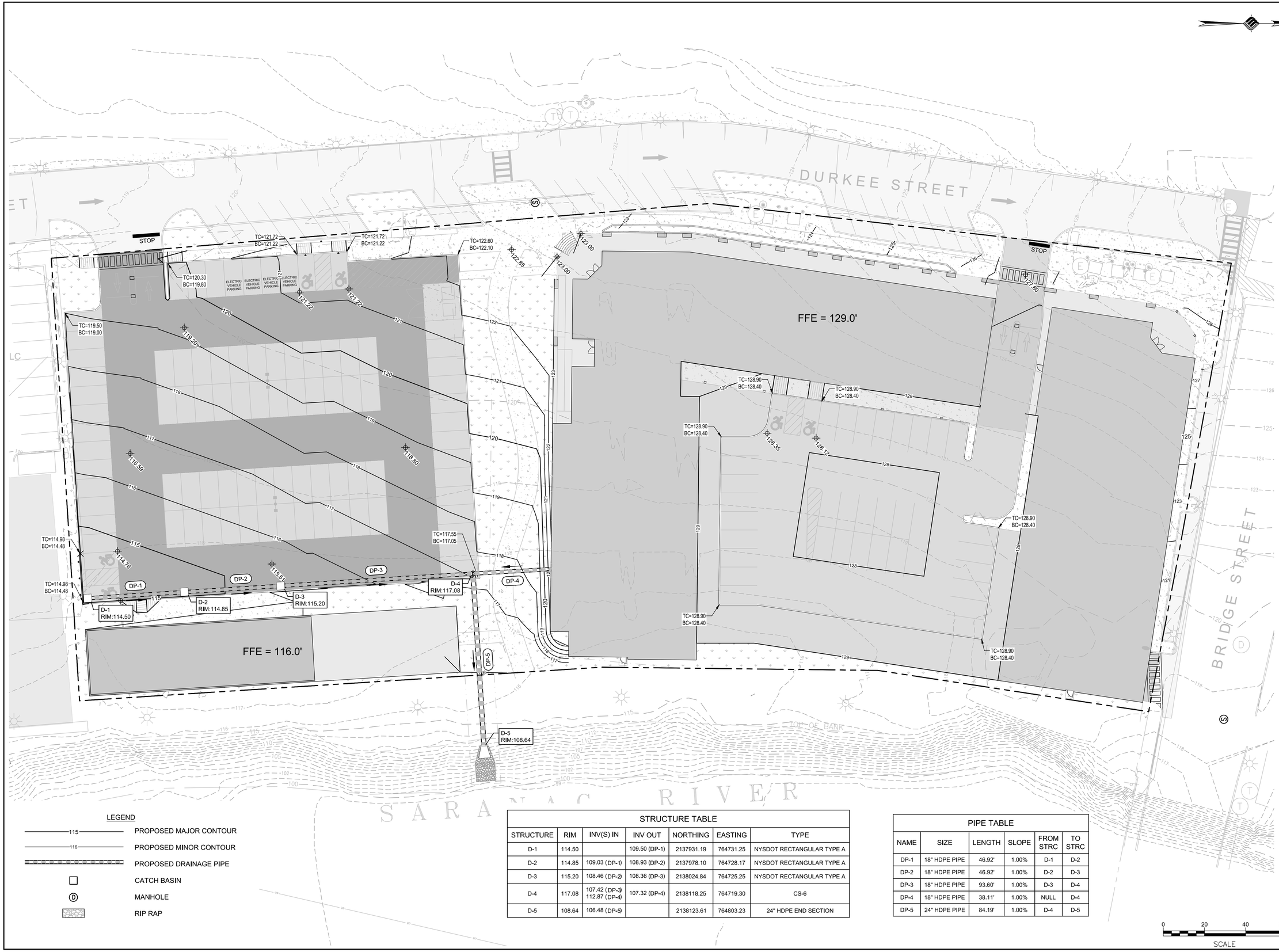
DRAWING TITLE

DRIVEWAY PLAN

DRAWING NUMBER

C-02



LEGEND

- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED DRAINAGE PIPE
- CATCH BASIN
- MANHOLE
- RIP RAP

STRUCTURE TABLE

STRUCTURE	RIM	INV(S) IN	INV OUT	NORTHING	EASTING	TYPE
D-1	114.50		109.50 (DP-1)	2137931.19	764731.25	NYSDOT RECTANGULAR TYPE A
D-2	114.85	109.03 (DP-1)	108.93 (DP-2)	2137978.10	764728.17	NYSDOT RECTANGULAR TYPE A
D-3	115.20	108.46 (DP-2)	108.36 (DP-3)	2138024.84	764725.25	NYSDOT RECTANGULAR TYPE A
D-4	117.08	107.42 (DP-3) 112.87 (DP-4)	107.32 (DP-4)	2138118.25	764719.30	CS-6
D-5	108.64	106.48 (DP-5)		2138123.61	764803.23	24" HDPE END SECTION

PIPE TABLE

NAME	SIZE	LENGTH	SLOPE	FROM STRC	TO STRC
DP-1	18" HDPE PIPE	46.92'	1.00%	D-1	D-2
DP-2	18" HDPE PIPE	46.92'	1.00%	D-2	D-3
DP-3	18" HDPE PIPE	93.60'	1.00%	D-3	D-4
DP-4	18" HDPE PIPE	38.11'	1.00%	NULL	D-4
DP-5	24" HDPE PIPE	84.19'	1.00%	D-4	D-5

0 20 40 60 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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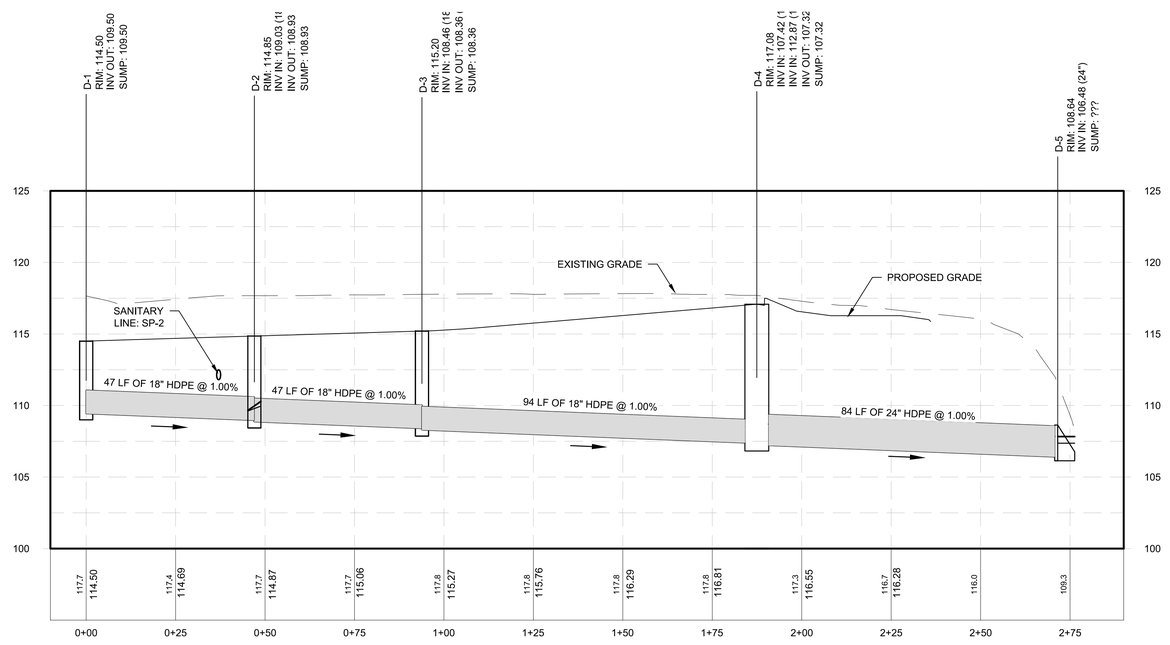
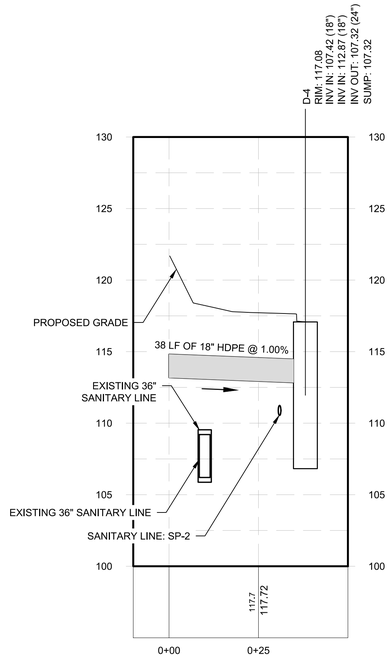
DRAWING TITLE
GRADING AND DRAINAGE PLAN

DRAWING NUMBER
GR-01



DRAINAGE PROFILE
Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 5'



P1-4 PROFILE
Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 5'

0 20 40 60 FT
SCALE

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60 RAILROAD PLACE
SUITE 402
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mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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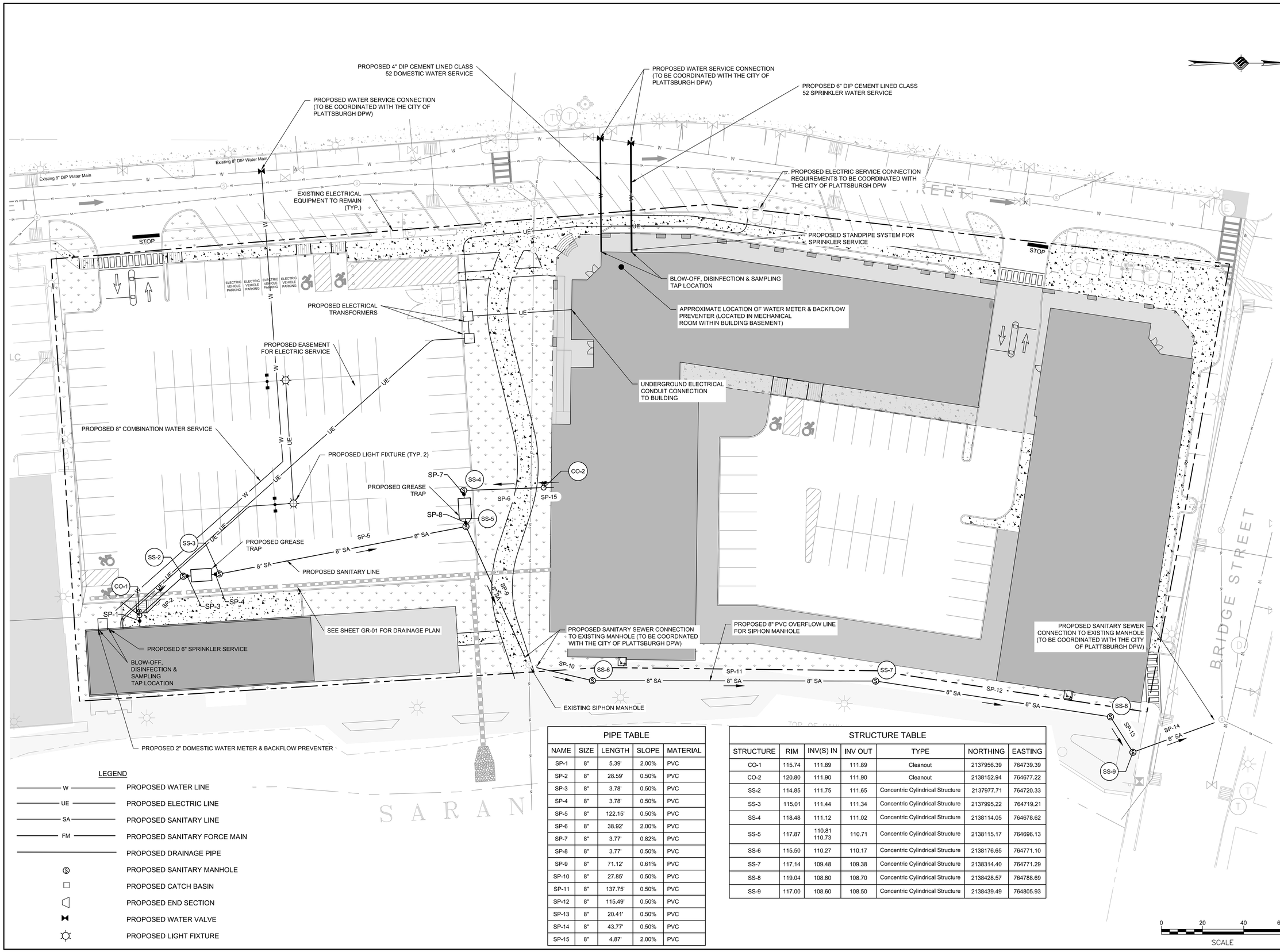
DRAWING TITLE
DRAINAGE PROFILES

DRAWING NUMBER
GR-02



LEGEND

- W — PROPOSED WATER LINE
- UE — PROPOSED ELECTRIC LINE
- SA — PROPOSED SANITARY LINE
- FM — PROPOSED SANITARY FORCE MAIN
- PROPOSED DRAINAGE PIPE
- Ⓢ PROPOSED SANITARY MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED END SECTION
- PROPOSED WATER VALVE
- PROPOSED LIGHT FIXTURE

PIPE TABLE

NAME	SIZE	LENGTH	SLOPE	MATERIAL
SP-1	8"	5.39'	2.00%	PVC
SP-2	8"	28.59'	0.50%	PVC
SP-3	8"	3.78'	0.50%	PVC
SP-4	8"	3.78'	0.50%	PVC
SP-5	8"	122.15'	0.50%	PVC
SP-6	8"	38.92'	2.00%	PVC
SP-7	8"	3.77'	0.82%	PVC
SP-8	8"	3.77'	0.50%	PVC
SP-9	8"	71.12'	0.61%	PVC
SP-10	8"	27.85'	0.50%	PVC
SP-11	8"	137.75'	0.50%	PVC
SP-12	8"	115.49'	0.50%	PVC
SP-13	8"	20.41'	0.50%	PVC
SP-14	8"	43.77'	0.50%	PVC
SP-15	8"	4.87'	2.00%	PVC

STRUCTURE TABLE

STRUCTURE	RIM	INV(S) IN	INV OUT	TYPE	NORTHING	EASTING
CO-1	115.74	111.89	111.89	Cleanout	2137956.39	764739.39
CO-2	120.80	111.90	111.90	Cleanout	2138152.94	764677.22
SS-2	114.85	111.75	111.65	Concentric Cylindrical Structure	2137977.71	764720.33
SS-3	115.01	111.44	111.34	Concentric Cylindrical Structure	2137995.22	764719.21
SS-4	118.48	111.12	111.02	Concentric Cylindrical Structure	2138114.05	764678.62
SS-5	117.87	110.81 110.73	110.71	Concentric Cylindrical Structure	2138115.17	764696.13
SS-6	115.50	110.27	110.17	Concentric Cylindrical Structure	2138176.65	764771.10
SS-7	117.14	109.48	109.38	Concentric Cylindrical Structure	2138314.40	764771.29
SS-8	119.04	108.80	108.70	Concentric Cylindrical Structure	2138428.57	764788.69
SS-9	117.00	108.60	108.50	Concentric Cylindrical Structure	2138439.49	764805.93

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
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PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC

CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	TCH
DESIGNED	TCH
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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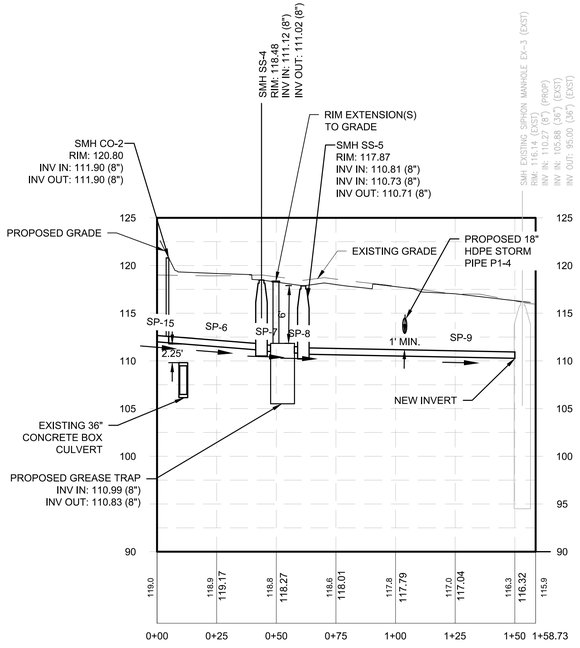
DRAWING TITLE

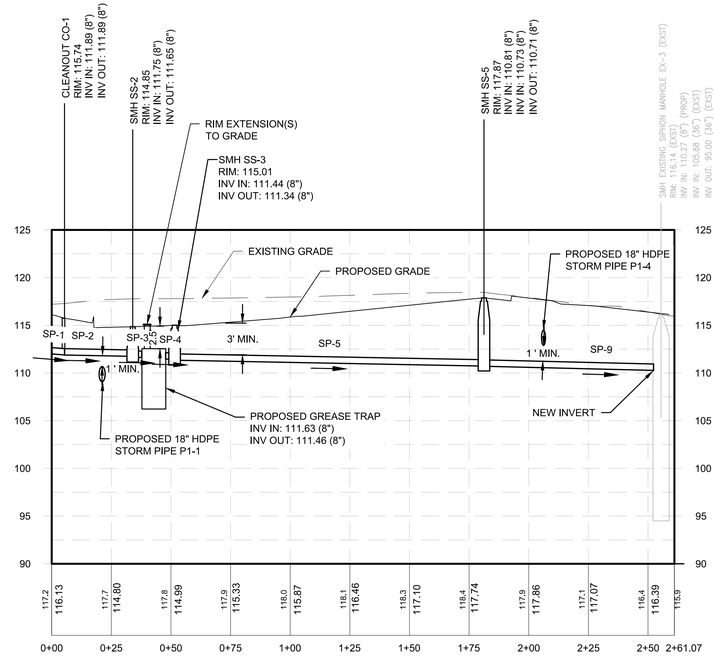
UTILITY LAYOUT

DRAWING NUMBER

UT-01



MIXED-USE DEVELOPMENT PROPOSED SANITARY SEWER
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'



CIVIC SPACE PROPOSED SANITARY SEWER
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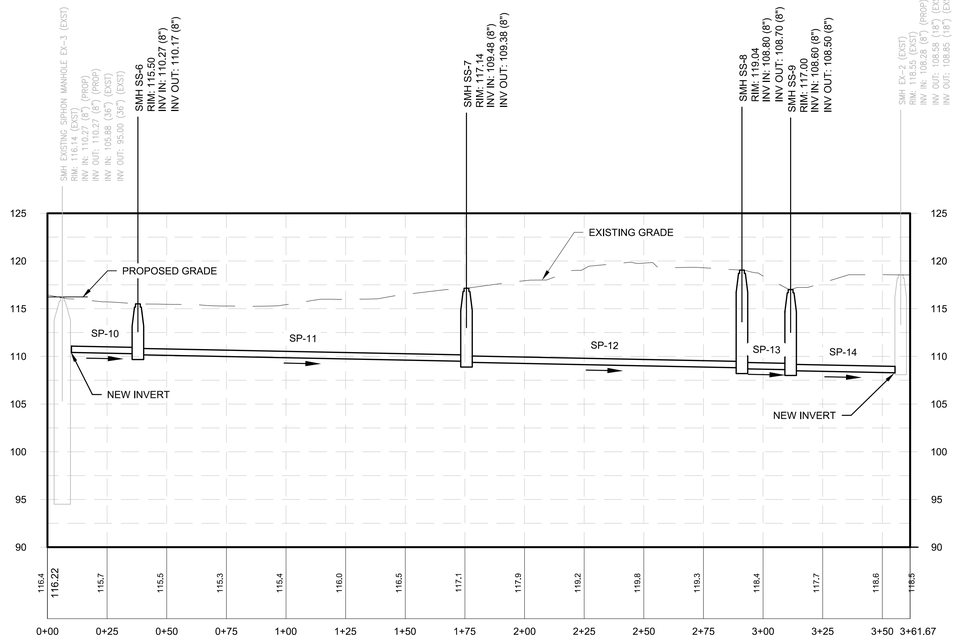
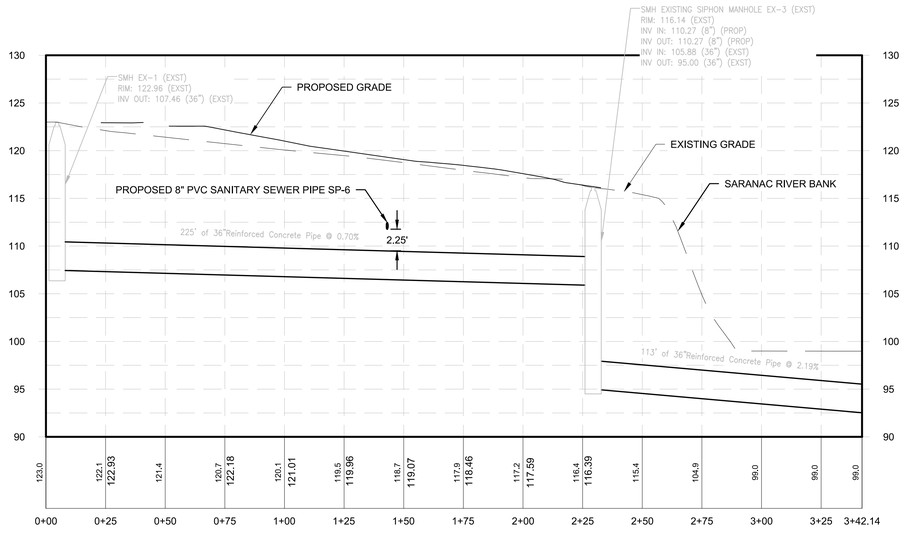
Vertical Scale: 1" = 8'



PROPOSED SANITARY SEWER OVERFLOW LINE
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'



EXISTING GRAVITY SANITARY SEWER
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'

0 30 60 90 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

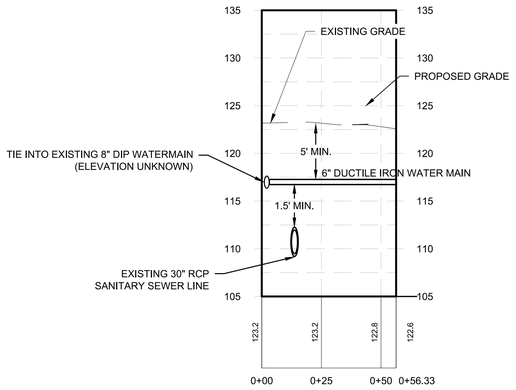
CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	TCH
DESIGNED	TCH
CHECKED	TCB
SCALE	1"=30'
DATE	JANUARY 2020
PROJECT	18491.00

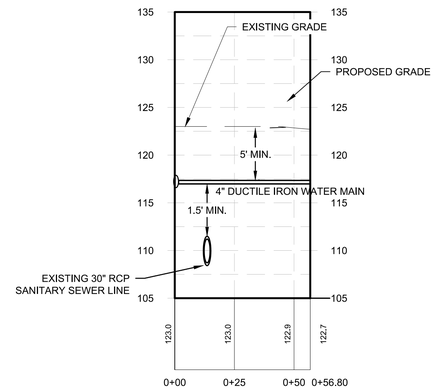
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE
SANITARY PROFILES

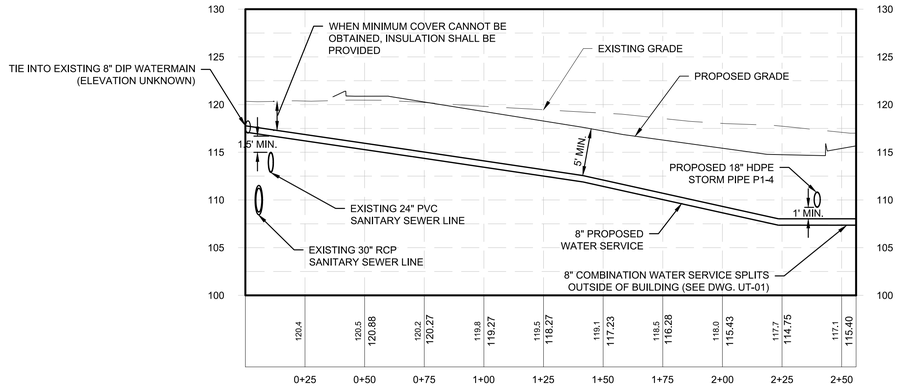
DRAWING NUMBER
UT-02



PROPOSED MIXED-USE DEVELOPMENT SPRINKLER SERVICE
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'



PROPOSED MIXED-USE DEVELOPMENT DOMESTIC WATER SERVICE
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'



CIVIC SPACE WATER SERVICE
Horizontal Scale: 1" = 30'
Vertical Scale: 1" = 8'

0 30 60 90 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	TCH
DESIGNED	TCH
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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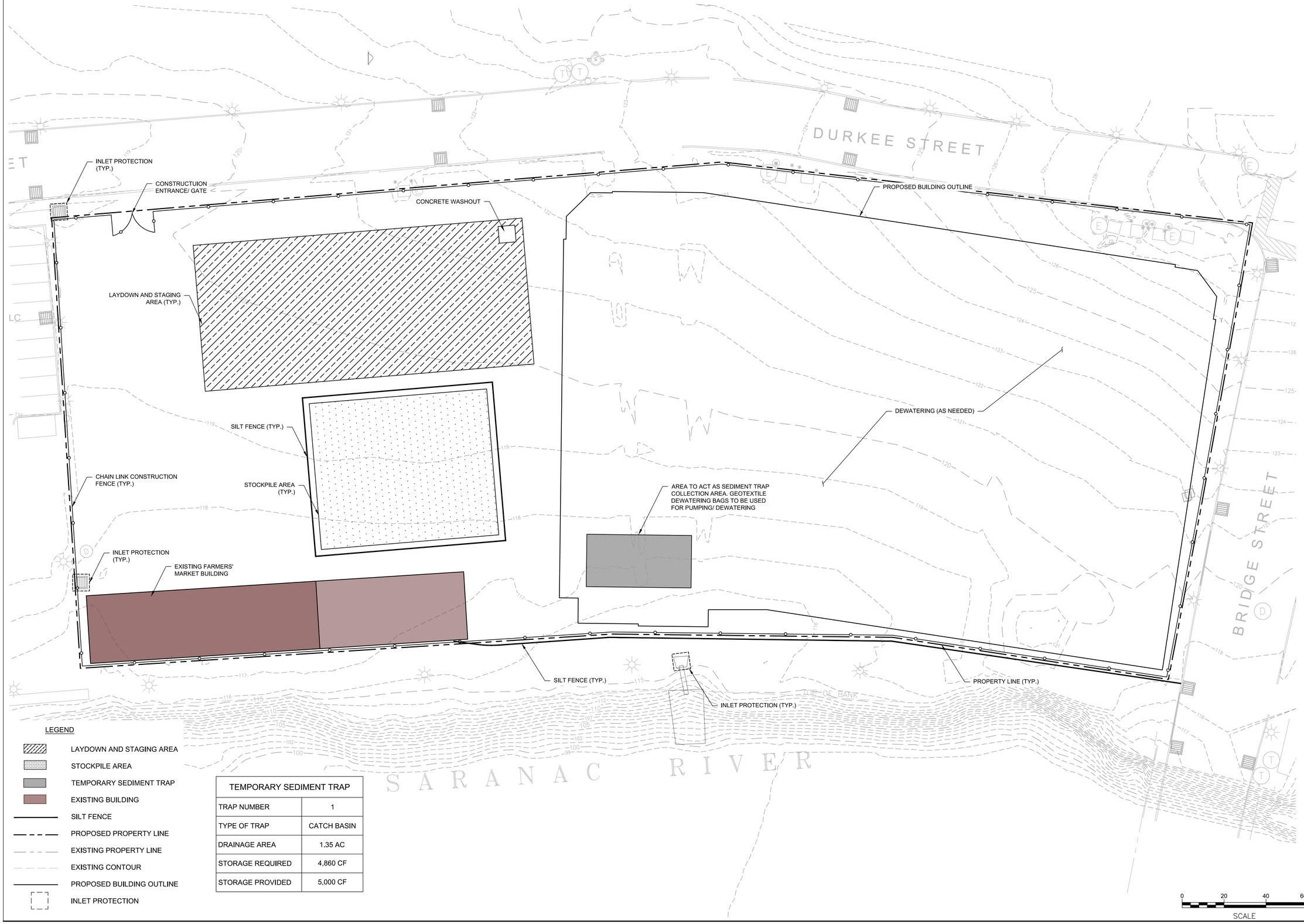
DRAWING TITLE
WATER PROFILES

DRAWING NUMBER
UT-03



LEGEND

- LAYDOWN AND STAGING AREA
- STOCKPILE AREA
- TEMPORARY SEDIMENT TRAP
- EXISTING BUILDING
- SILT FENCE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED BUILDING OUTLINE
- INLET PROTECTION

TEMPORARY SEDIMENT TRAP	
TRAP NUMBER	1
TYPE OF TRAP	CATCH BASIN
DRAINAGE AREA	1.35 AC
STORAGE REQUIRED	4,860 CF
STORAGE PROVIDED	5,000 CF

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
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PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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DRAWING TITLE
EROSION AND SEDIMENT CONTROL PLAN PHASE I

DRAWING NUMBER
EC-01

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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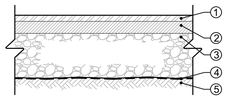
DRAWING TITLE

EROSION AND SEDIMENT CONTROL PLAN PHASE II

DRAWING NUMBER

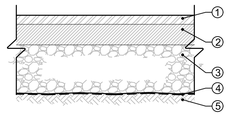
EC-02



① 1" ASPHALTIC CONCRETE TOP, NYSDOT 402.127303
② 2" ASPHALTIC CONCRETE BINDER, NYSDOT ITEM 402.257903
③ 10" CRUSHER-RUN STONE BASE, NYSDOT ITEM 304.12
④ MIRAFI 500X GEOTEXTILE FABRIC
⑤ COMPACTED SUBGRADE

NOTES:
1. COMPACT SUBGRADE TO A MODIFIED PROCTOR DENSITY OF 95%
2. SUBBASE COURSE SHALL HAVE NO MORE THAN (10%) TEN PERCENT BY WEIGHT FINER THAN NO. 200 SIEVE.
3. REFER TO GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE PREPARATION/COMPACTION REQUIREMENTS.

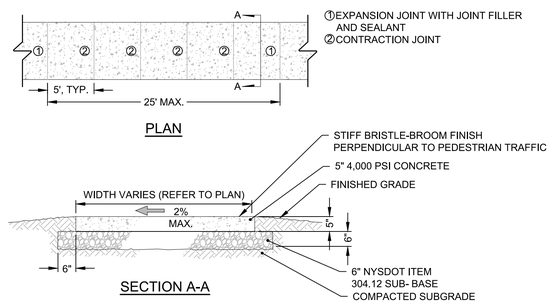
STANDARD DUTY ASPHALT PAVEMENT SECTION



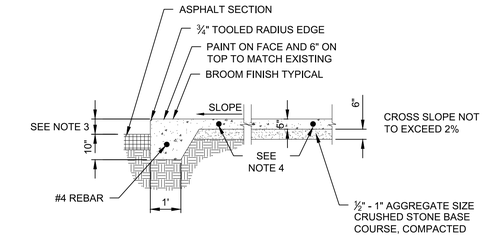
① 1.5" ASPHALTIC CONCRETE TOP, NYSDOT 402.127303
② 2.5" ASPHALTIC CONCRETE BINDER, NYSDOT ITEM 402.257903
③ 12" CRUSHER-RUN STONE BASE, NYSDOT ITEM 304.12
④ MIRAFI 500X GEOTEXTILE FABRIC
⑤ COMPACTED SUBGRADE

NOTES:
1. COMPACT SUBGRADE TO A MODIFIED PROCTOR DENSITY OF 95%
2. SUBBASE COURSE SHALL HAVE NO MORE THAN (10%) TEN PERCENT BY WEIGHT FINER THAN NO. 200 SIEVE.
3. REFER TO GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE PREPARATION/COMPACTION REQUIREMENTS.

HEAVY DUTY ASPHALT PAVEMENT SECTION

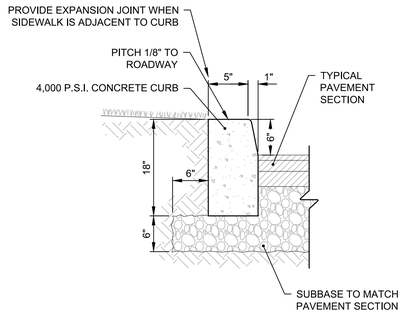


SIDEWALK PLAN DETAIL



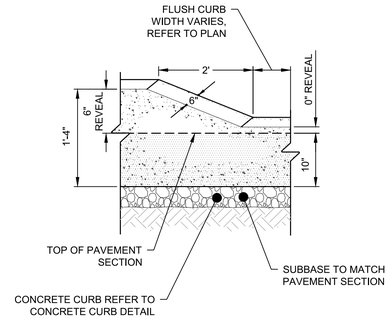
NOTES:
1. PROVIDE 6X6 #6 WWF, MINIMUM 2" COVER, NOT SHOWN.
2. USE MINIMUM 4000 PSI CONCRETE.
3. CURB REVEAL VARIES, 6" MAXIMUM.
4. TO BOND NEW SECTION TO EXISTING, PROVIDE #3 REBAR (2 EACH SIDE), 24" LONG. DRILL AND INSERT AND GROUT ONE END 12" INTO EXISTING SIDEWALK; THE REMAINING 12" LENGTH SHALL PROTRUDE INTO NEW SECTION. PLACE REBARS 5 FEET APART.

SIDEWALK SECTION WITH CURB

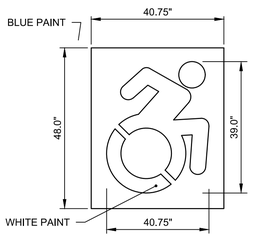


NOTES:
1. CONTRACTION JOINT 10' O.C. MAX.
2. EXPANSION JOINTS 100' O.C. MAX.

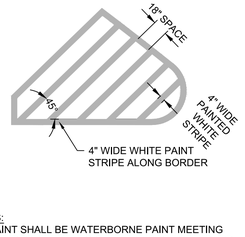
6" CONCRETE CURB DETAIL



TRANSITION CURB DETAIL

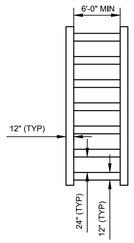


HANDICAPPED PARKING PAINTING

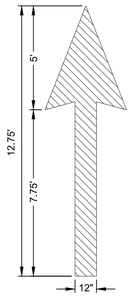


NOTES:
1. PAINT SHALL BE WATERBORNE PAINT MEETING THE REQUIREMENTS OF THE NYSDOT STANDARD SPECIFICATIONS SECTION 685 FOR EPOXY REFLECTORIZED PAVEMENT MARKINGS (ITEM 685.01)

'NO PARKING' PAVEMENT MARKING

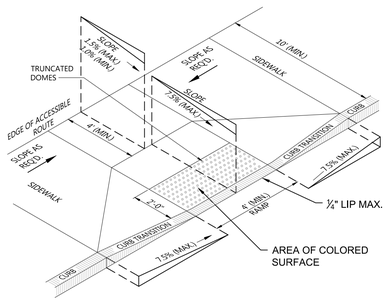


CROSSWALK DETAIL

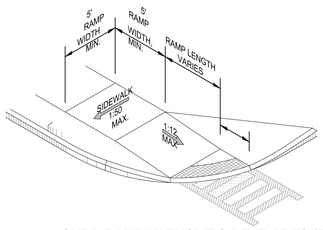


NOTES:
1. PAINT MARKINGS SHALL BE APPLIED ACCORDING TO THE REQUIREMENTS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. MARKINGS SHALL BE APPLIED USING A REFLECTIVE WHITE PAINT.
3. THE 'STRAIGHT AND TURNS' PORTION OF THIS DETAIL DEPICTS THE GEOMETRY FOR A STRAIGHT DIRECTIONAL ARROW, A TURNING DIRECTIONAL ARROW AND THE COMBINATION OF BOTH.

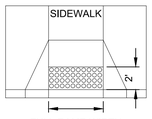
TRAFFIC FLOW PAVEMENT MARKING



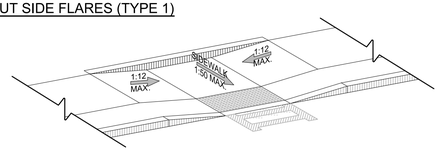
CURB RAMP WITH SIDE FLARES (TYPE 2)



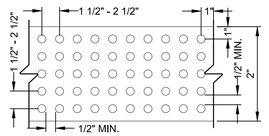
CURB RAMP WITHOUT SIDE FLARES (TYPE 1)



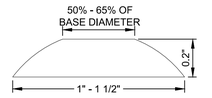
DETECTABLE WARNING AT CURB RAMP



COMBINED PARALLEL/PERPENDICULAR CURB RAMP (TYPE 10)



DOME SPACING



DOME SECTION

NOTES:
1. THE DETECTABLE WARNING DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING FIELD (THE DOMES AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
2. LOCATION OF DETECTABLE WARNINGS. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OF THE WARNING FIELD NEAREST TO THE ROADWAY OR STREET SURFACE IS 6" TO 9" (1" WHERE TRANSVERSABLE CURB IS USED) FROM THE EDGE OF THE ROADWAY/STREET, OR FROM THE FACE OF THE DROPPED CURB, WHERE A DROPPED CURB CONTINUES ACROSS THE BOTTOM OF THE SIDEWALK CURB RAMP, THE DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
3. DOME ALIGNMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL.
4. PAYMENT LINES ARE THE 2' DIMENSION SHOWN IN THE DETAILS EXTENDING THE FULL WIDTH OF THE CURB RAMP AND/OR APPLICABLE SURFACES. LANDINGS SHALL HAVE A MINIMUM CLEAR DIMENSION OF A 5' BY 5' SQUARE.
5. LANDINGS MAY OVERLAP WITH ADJACENT LANDINGS OR A SINGLE LANDING MAY SERVE MULTIPLE CURB RAMPS OR PARALLEL OR PARALLEL/PERPENDICULAR RAMPS, LANDINGS MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
6. CROSS SLOPES: THE MAXIMUM CROSS SLOPE OF CURB RAMPS SHALL BE 2 PERCENT, THE MAXIMUM CROSS SLOPE AT LANDINGS IS 2 PERCENT IN ANY DIRECTION, SURFACES SHALL GENERALLY LIE IN CONTINUOUS PLANES WITH A MINIMUM OF SURFACE WARP.
7. THE RUNNING GRADE OF CURB RAMPS SHOULD BE AS FLAT AS PRACTICABLE. THE MAXIMUM RUNNING GRADE OF ANY PORTION OF ANY CURB RAMP SHALL BE 1:12 (8.3%). CURB RAMPS ARE NOT REQUIRED TO BE LONGER THAN 15'.
8. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
9. CURB RAMPS LOCATED WHERE PEDESTRIANS MAY WALK ACROSS THE CURB RAMP SHALL HAVE FLARED SIDES. THE LENGTH OF THE FLARES SHALL BE AT LEAST TEN (10) THE TIMES THE CURB HEIGHT, MEASURED ALONG THE CURB LINE. WHEN INFEASIBLE OR IMPRACTICABLE TO PROVIDE A LANDING THAT IS AT LEAST 4' WIDE (MEASURED FROM THE TOP OF THE RAMP TO THE BACK OF THE SIDEWALK), THE LENGTH OF THE FLARES SHALL BE TWELVE (12) TIMES THE CURB HEIGHT MEASURED ALONG THE CURB LINE.
10. COORDINATE ALL TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD. DRAINAGE GRATES AND UTILITY ACCESS COVERS ARE NOT ALLOWED IN RAMP WALKING SURFACES OR LANDINGS.
11. AT MARKED CROSSINGS, THE FULL WIDTH OF THE RAMP SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS. THE SIDES OF THE RAMPS (THE FLARES) NEED NOT BE WITHIN THE WIDTH OF THE MARKINGS.
12. RAMP TRANSITIONS BETWEEN WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).

ACCESSBILE RAMPS WITH DETECTABLE WARNING STRIP DETAILS

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT:
PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK

PROJECT:
DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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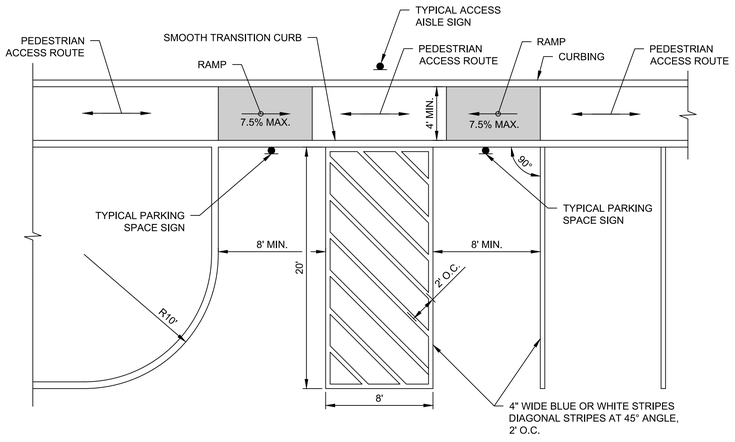
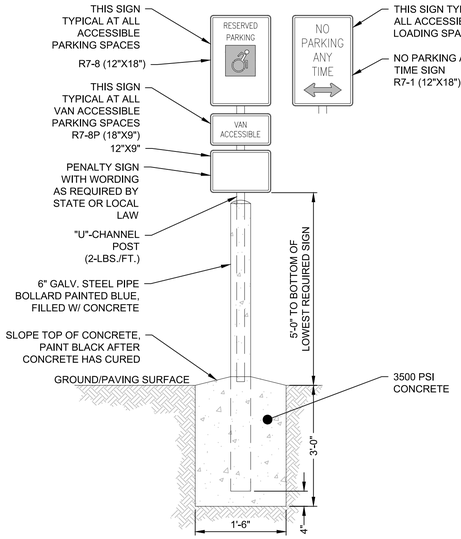
DRAWING TITLE
DETAILS

DRAWING NUMBER
DT-01



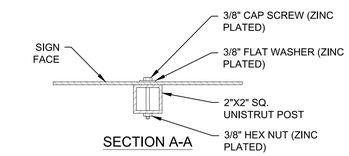
NOTES:
1. THIS SHEET IS INTENDED TO DEPICT THE DIMENSIONAL REQUIREMENTS OF TYPICAL ACCESSIBLE PARKING LOT SPACES. SEE SITE PLAN FOR COMPLETE LAYOUT.
2. ACCESSIBLE PARKING SPACES SHALL BE AT LEAST 8' WIDE AND SHALL HAVE AN ADJACENT ACCESS AISLE 8' WIDE MEASURED PERPENDICULAR TO THE STALL STRIPE TO ACCOMMODATE VANS WITH LIFTS.
3. EACH ACCESSIBLE PARKING SPACE SHALL BE MARKED BY PERMANENTLY INSTALLED GROUND MOUNTED SINGS WHICH DISPLAY THE INTERNATIONAL SYMBOL FOR ACCESS. EACH ACCESS AISLE SHALL BE MARKED BY PERMANENTLY INSTALLED GROUND MOUNTED SIGNS INDICATING THAT STOPPING IS NOT PERMITTED IN THE AISLE. SIGNS SHALL NOT BLOCK THE ACCESSIBLE CLEAR WIDTH OF ADJACCENT WALKWAYS. SIGNS LOCATED WHERE THEY MAY BE HIT BY VEHICLES BEING PARKED SHALL BE INSTALLED AS SHOWN IN THE ACCESSIBLE PARKING SIGN DETAIL. THE BOTTOMS OF THE SIGNS LOCATED ON POSTS INSTALLED IN PAVED AREAS SHALL BE 7' MINIMUM ABOVE THE WALKWAY SURFACE.
4. SLOPES AT ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ADJOINING WALKWAYS SHALL NOT EXCEED 1.5% MAXIMUM IN ANY DIRECTION FOR DESIGN AND LAYOUT, AND 2.0% MAXIMUM FOR WORK ACCEPTANCE, WHILE PROVIDING POSITIVE DRAINAGE.
5. REQUIRED ACCESSIBLE PARKING SPACE AND ACCESS AISLE STRIPING AND OTHER OPTIONAL PAVEMENT ARKINGS, SUCH AS THE INTERNATIONAL ACCESS SYMBOL, SHALL BE PAINTED WHITE OR BLUE.
6. A SMOOTH, FLUSH TRANSITION MUST BE PROVIDED BETWEEN ALL PEDESTRIAN WALKWAYS, ACCESSIBLE PARKING SPACES AND AISLES.
7. CONTACT THE LOCAL MUNICIPALITY TO VERIFY THE SPECIFIED PARKING LAYOUT MEETS LOCAL REQUIREMENTS.

TYPICAL ACCESSIBLE PARKING LOT LAYOUT

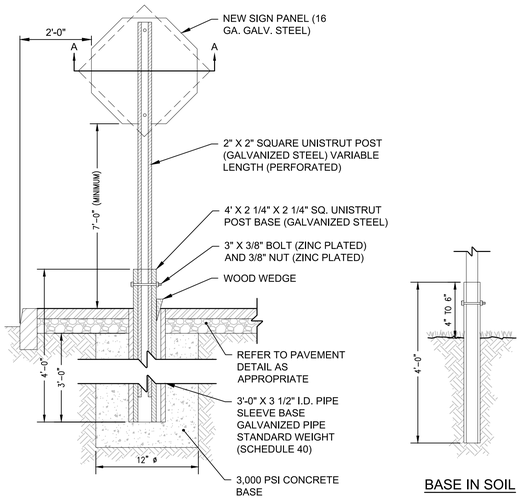


NOTES:
1. SIGN TO BE PLACED AT EACH HANDICAP SPACE.
2. WHERE HANDICAP SPACES FACE EACH OTHER WITHOUT WALKWAY, THERE SHALL BE ONE POST WITH SIGNS MOUNTED ON BOTH SIDES.

ACCESSIBLE PARKING SIGN DETAIL



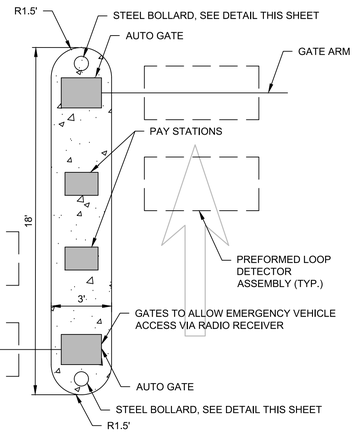
SECTION A-A



BASE IN PAVEMENT

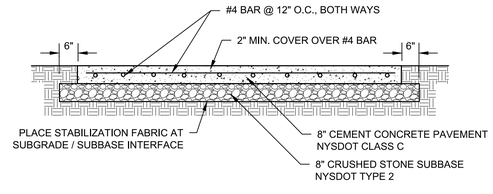
BASE IN SOIL

TYPICAL POST MOUNT SIGN INSTALLATION



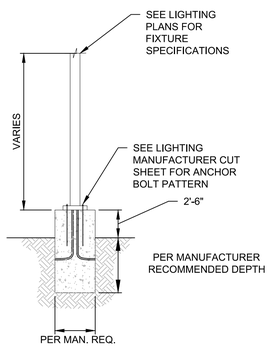
NOTES:
1. POWER FEED SHALL BE KEPT A MNIMUM OF 24" AWAY FROM LOOP DETECTOR ASSEMBLY.

ACCESS CONTROL

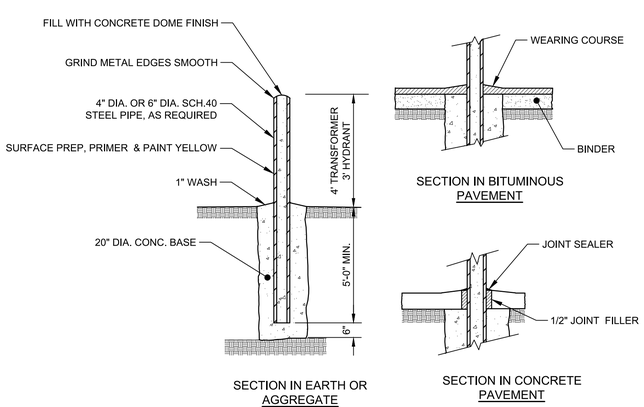


NOTES:
1. STEEL REINFORCING SHALL BE IN THE UPPER THIRD OF THE CONCRETE.
2. CONTROL JOINTS SHALL BE SPACED EVERY 10'.

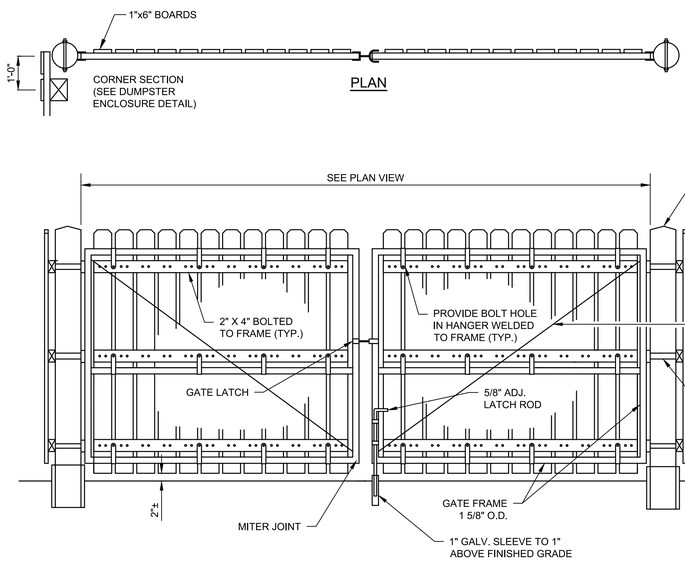
CONCRETE DUMPSTER PAD DETAIL



EXTERIOR LIGHT POLE BASE



BOLLARD



NOTES:
1. ALL WOOD TO BE PRESSURE TREATED.

DUMPSTER ENCLOSURE GATE DETAIL

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC

CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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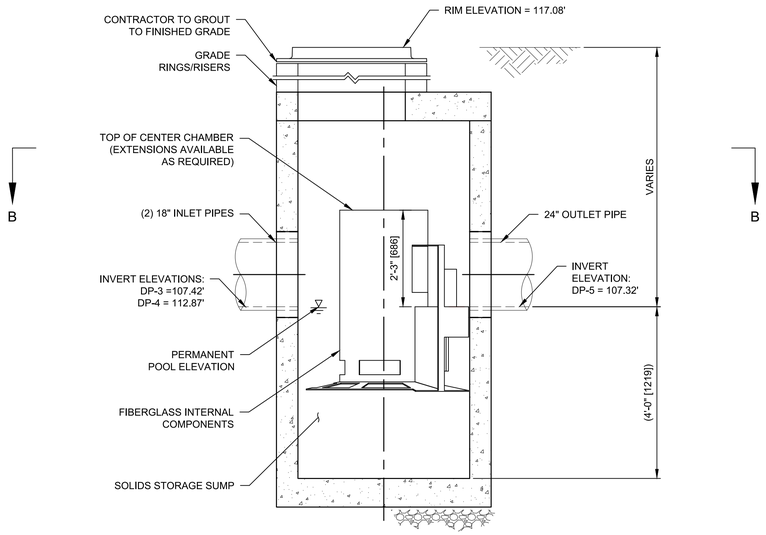
DRAWING TITLE

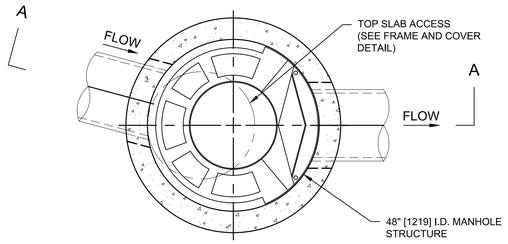
DETAILS

DRAWING NUMBER

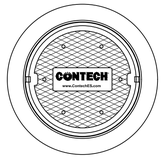
DT-02



ELEVATION A-A



PLAN VIEW B-B



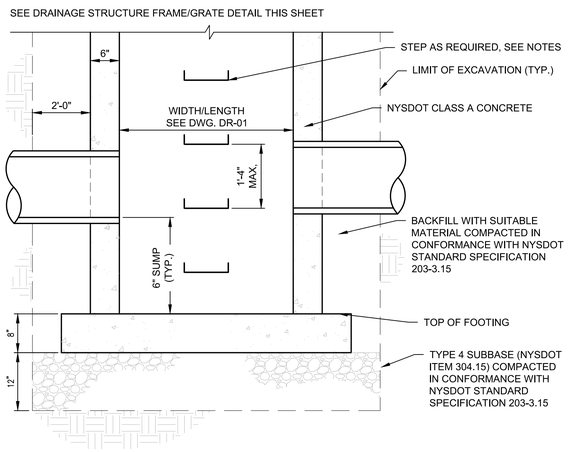
FRAME AND COVER
(DIAMETER VARIES)

GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS, LLC REPRESENTATIVE. WWW.CONTECHES.COM
3. CASCADE SEPARATOR WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. CASCADE SEPARATOR STRUCTURE SHALL MEET AASHTO HS20 LOAD RATINGS, ASSUMING EARTH COVER OF 0' - 2'[610], AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. CASCADE SEPARATOR STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
6. ALTERNATE UNITS ARE SHOWN IN MILLIMETERS [mm].

INSTALLATION NOTES:
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CASCADE SEPARATOR MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

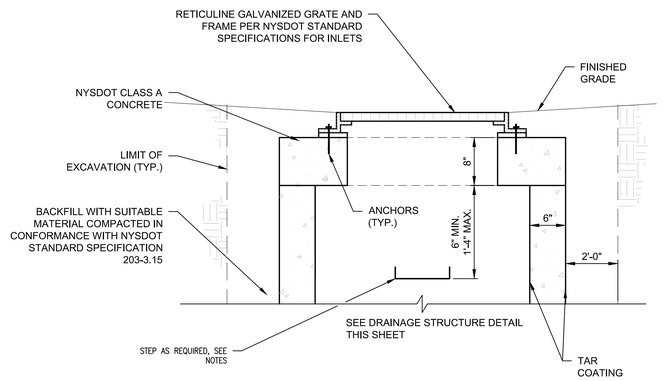
SITE SPECIFIC DATA REQUIREMENTS			
STRUCTURE ID			D-4
WATER QUALITY FLOW RATE (cfs [L/s])			3.30 CFS
PEAK FLOW RATE (cfs [L/s])			
RETURN PERIOD OF PEAK FLOW (yrs)			
RIM ELEVATION			117.08'
PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1	107.42'	HDPE	18"
INLET PIPE 2	112.87'	HDPE	18"
OUTLET PIPE	107.32'	HDPE	24"
NOTES / SPECIAL REQUIREMENTS:			

VERTICAL THRUST BLOCK DETAILS



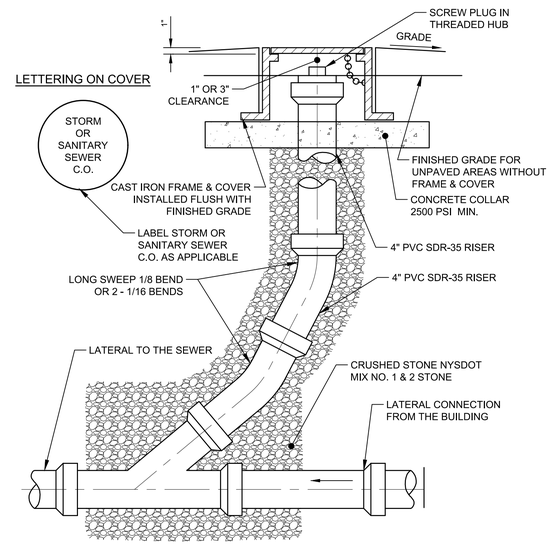
NOTES:
1. ALL SPECIFIED DRAINAGE STRUCTURE ITEMS SHALL BE SUPPLIED AND PLACED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS - SECTION 604, DRAINAGE STRUCTURES.
2. DRAINAGE STRUCTURES SHALL BE CAST IN PLACE (RECTANGULAR ONLY) OR PRECAST UNITS (RECTANGULAR OR ROUND).
3. THE CONTRACTOR MAY SUBSTITUTE ROUND, PRECAST STRUCTURES USING SIZES INDICATED ON NYSDOT STANDARD SHEET 604-02, DRAINAGE STRUCTURE DETAILS (SHEET 4 OF 4)
4. ALL DRAINAGE STRUCTURES SHALL BE DESIGNED TO WITHSTAND H-20 LOADING.
5. STEPS SHALL BE REQUIRED IN ALL STRUCTURES DEEPER THAN 4'-0".

DRAINAGE STRUCTURE



NOTES:
1. ALL SPECIFIED STORM STRUCTURE ITEMS SHALL BE SUPPLIED AND PLACED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS - SECTION 604, DRAINAGE STRUCTURES.
2. ALL DRAINAGE STRUCTURES SHALL BE DESIGNED TO WITHSTAND H-20 LOADING.
3. STEPS SHALL BE REQUIRED IN ALL STRUCTURES DEEPER THAN 4'-0".

DRAINAGE STRUCTURE FRAME AND GRATE



NOTES:
1. THIS DETAIL APPLIES TO BOTH SANITARY AND STORM SEWERS.

SEWER CLEANOUT DETAIL

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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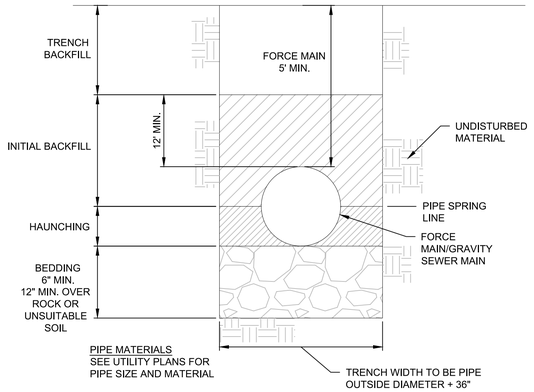
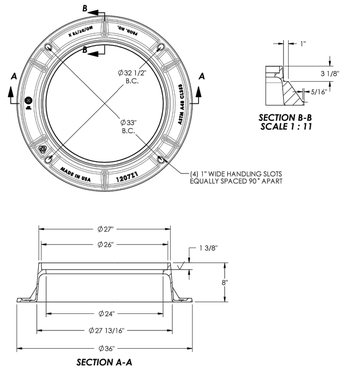
DRAWING TITLE
DETAILS

DRAWING NUMBER
DT-03



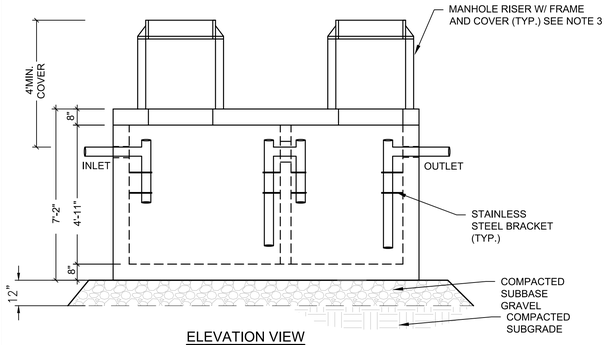
NOTES:
1. ALL TRENCHING TO BE IN ACCORDANCE WITH OSHA STANDARDS AND NYS DEPT. OF LABOR INDUSTRIAL CODE 23
2. BEDDING, HAUNCHING AND INITIAL BACKFILL SHALL CONSIST OF #1 AND #2 CRUSHED STONE BEDDING PER NYSDOT SPECIFICATION 703-02
3. TRENCH BACKFILL - BACKFILL UNDER ROADS, DRIVES, SIDEWALKS, CURBS AND UTILITIES SHALL BE SELECT GRANULAR FILL PER NYSDOT SPECIFICATION 203-2.06, PLACED AND COMPACTED IN LIFTS NOT TO EXCEED 6". BACKFILL IN OTHER AREAS SHALL BE A SUITABLE EXCAVATED MATERIAL (NO STONES LARGER THAN 6"), PLACED AND COMPACTED IN LIFTS NO GREATER THAN 6" TO SAFETY COVER.

GRAVITY SEWER MAIN TRENCH

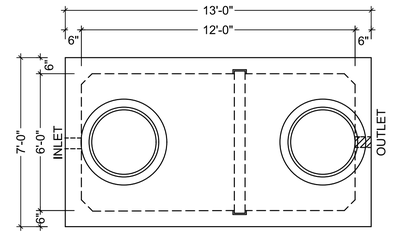


NOTES:
1. MANHOLE COVER SHALL CONFORM WITH THE CITY OF PLATTSBURGH DPW. COVER SHALL BE EJ, PRODUCT NUMBER: 00120715.

MANHOLE COVER



ELEVATION VIEW



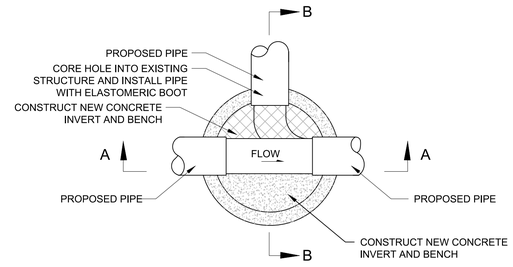
PLAN VIEW

NOTES:
1. EXTERIOR SURFACES SHALL BE GIVEN TWO COATS OF BITUMINOUS WATER PROOFING MATERIAL.
2. JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
3. STANDARD 30" SEWER MANHOLE FRAME AND COVER SHALL BE LOCATED OVER TEES AND SET IN FULL MORTAR BED, ADJUST TO GRADE WITH SEWER BRICKS AND MORTAR (2 BRICK COURSES TYPICAL, 5 BRICK COURSES MAXIMUM).
4. PIPING SHALL BE PVC, INTERNAL PIPING SHALL BE SAME SIZE AS OUTLET PIPE.

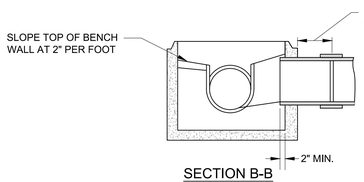
CONCRETE STRUCTURE SPECIFICATIONS:

MODEL:	2500 GAL. "K-SEP" GREASE INTERCEPTOR - TRAFFIC (OR APPROVED EQUAL)
MANUFACTURER:	KISTNER CONCRETE PRODUCTS INC. 8713 READ ROAD E. PEMBROKE, N.Y.
DESIGN CRITERIA:	5000 PSI @ 28 DAYS
ENTRAINED AIR:	5%-8%
DESIGN LOADING:	AASHTO HS-20
REINFORCEMENT:	ASTM A496-A615 GR60-80 KSI

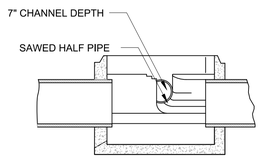
GREASE TRAP DETAIL



PLAN



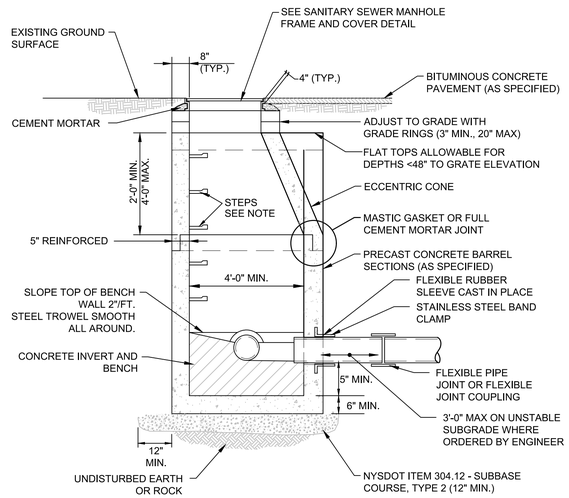
SECTION B-B



SECTION A-A

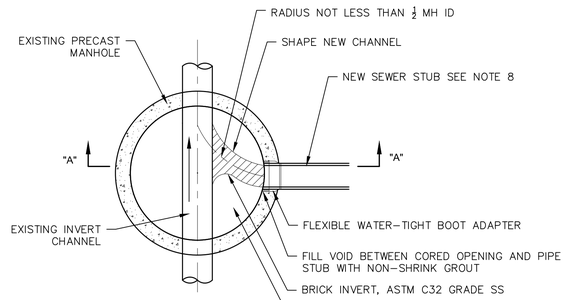
NOTES:
1. CARE SHALL BE TAKEN TO ENSURE THAT THE INVERTS ARE A SMOOTH CONTINUATION.
2. INVERT AND SHELF SHALL BE CAST-IN-PLACE CONCRETE 3000 PSI MIN. AND AIR ENTRAINED.

SEWER BOTTOM WITH CHANNEL

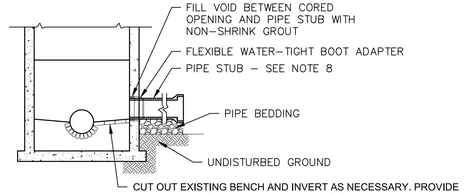


NOTES:
1. ALUMINUM OR PLASTIC MANHOLE STEPS SHALL BE INSTALLED AT 12" O.C. FOR THE FULL DEPTH OF THE STRUCTURE.
2. PRECAST REINFORCED CONCRETE MANHOLE SHALL CONFORM TO ASTM C478.
3. CONCRETE SHALL BE 4000 PSI AT 28 DAYS, 5% AIR ENTRAINED, AND MEET AASHTO H-20 LOADING AS MANUFACTURED BY FORT MILLER CO. OR APPROVED EQUAL.
4. REINFORCING STEEL SHALL CONFORM TO ASTM A615 - A497.

PRECAST CONCRETE GRAVITY SEWER MANHOLE



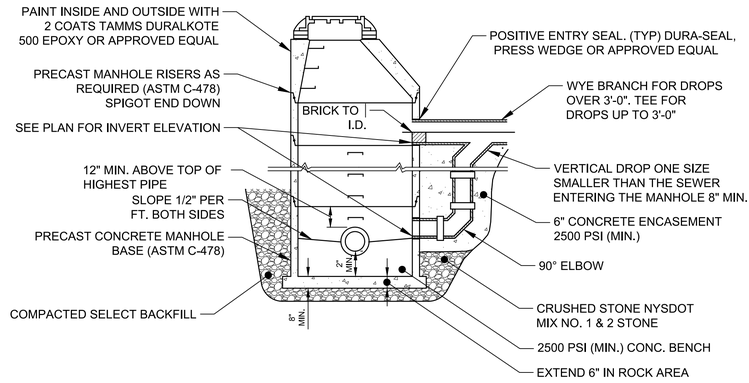
PLAN



SECTION "A-A"

NOTES:
1. THE DISTRICT MUST BE NOTIFIED 48 HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF CONNECTION.
2. CONTRACTOR SHALL CORE A NEW OPENING IF REQUIRED. NO IMPACT DEVICES WILL BE ALLOWED TO BE USED FOR MAKING NEW HOLES IN EXISTING MANHOLES.
3. CORED OPENINGS IN MANHOLE RISER SECTIONS SHALL NOT BE LESS THAN 6" FROM A RISER JOINT.
4. EXISTING MANHOLE STRUCTURE SHALL BE SUFFICIENTLY BRACED AND PROTECTED TO PREVENT ANY SHIFTING OR DAMAGE TO THE MANHOLE.
5. THE CROWN OF THE NEW SEWER SHALL NOT BE CONSTRUCTED LOWER THAN THE CROWN OF THE EXISTING MAIN SEWER. THE INVERT OF THE NEW SEWER SHALL BE CONSTRUCTED AT LEAST 3" ABOVE THE EXISTING MAIN SEWER INVERT.
6. THE ALIGNMENT OF THE NEW CONNECTION AT MANHOLE SHALL NOT EXCEED 100 DEGREES FROM THE EXISTING UPSTREAM SEWER.
7. CONTRACTOR MUST COAT ALL DISTURBED AREAS OF MANHOLE WITH TWO (2) COATS OF SIKAGARD NO. 62 FOR INTERIOR OF BASE AND TWO (2) COATS OF SUPER SERVICE BLACK FOR ALL OTHER SURFACES.
8. STUBS 1' MIN, 3' MAX FROM OUTSIDE FACE.
9. PAYMENT TO BE MADE UNDER BID ITEM 603.98100804.

NEW SEWER CONNECTION TO EXISTING MANHOLE



SANITARY SEWER MANHOLE WITH OUTSIDE DROP FEATURE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
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CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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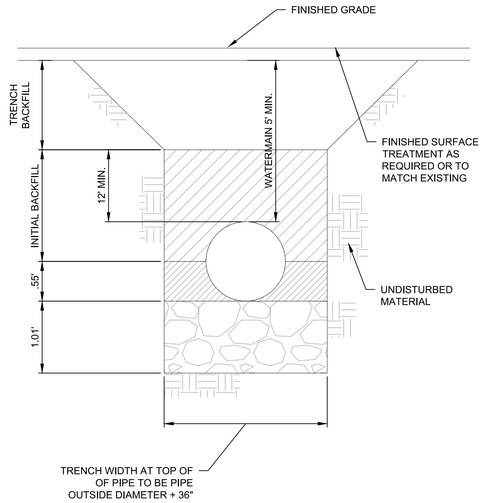
DRAWING TITLE

DETAILS

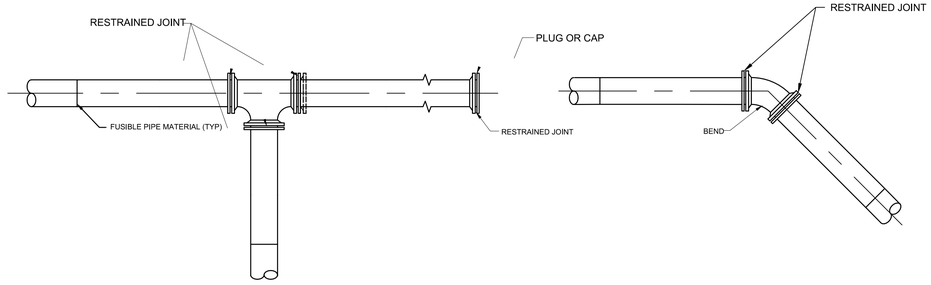
DRAWING NUMBER

DT-04



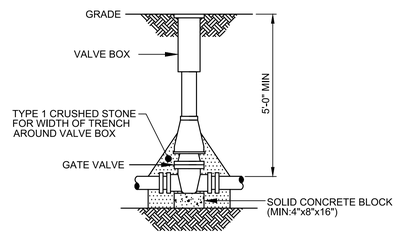
NOTES:
1. ALL TRENCHING TO BE IN ACCORDANCE WITH OSHA STANDARDS AND NYS DEPT. OF LABOR INDUSTRIAL CODE 23
2. BEDDING - CLASS I OR II MATERIAL; WASHED SAND, SEA GRAVEL OR CRUSHED STONE. COMPACT CLASS II MATERIAL TO 85% STANDARD PROCTOR DENSITY.
3. HAUNCHING AND INITIAL BACKFILL - CLASS II MATERIAL; COARSE SAND OR SELECT GRAVEL. PLACE IN LIFTS; TO PIPE SPRING LINE, TO TOP OF PIPE AND TO 12" MINIMUM OVER TOP OF PIPE. COMPACT EACH LIFT TO 85% STANDARD PROCTOR DENSITY.
4. TRENCH BACKFILL - APPROVED ON SITE OR IMPORTED MATERIAL. PLACE IN 8" LIFTS AND COMPACT TO 95% STANDARD PROCTOR DENSITY.

WATER MAIN TRENCH



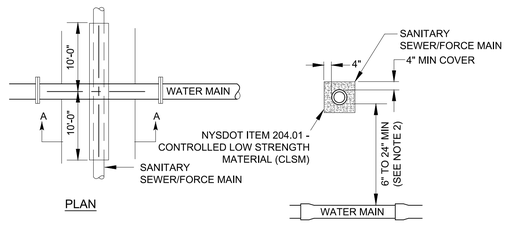
NOTES:
1. RESTRAINED JOINTS AND THRUST BLOCKS SHALL BE PROVIDED AT ALL BENDS, TEES AND DEAD ENDS.
2. PIPE TRENCH AND INSTALLATION SHALL BE AS SHOWN ON DETAILS.
3. RETAINER GLANDS SHALL BE MEGALUG SERIES 2000PV JOINT RESTRAINTS AS MANUFACTURED BY EBBA IRON, INC. OR APPROVED EQUAL.

RESTRAINED JOINT DETAIL



NOTES:
1. VALVE BOX SHALL BE CENTERED ON VALVE AND SET ON COMPACTED BACKFILL.
2. VALVE SHALL NOT SUPPORT VALVE BOX.
3. ALL BODY AND BONNET BOLTS SHALL BE STAINLESS STEEL.
4. ALL VALVES SHALL BE OPEN LEFT EXCEPT VALVES 12" AND SMALLER (WHICH SHALL BE OPEN RIGHT).

VALVE

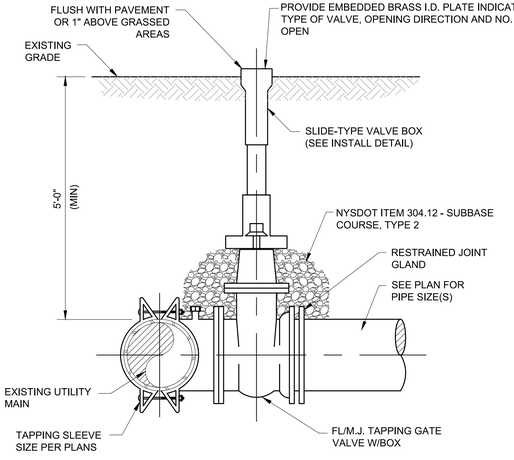


PLAN

SECTION A-A

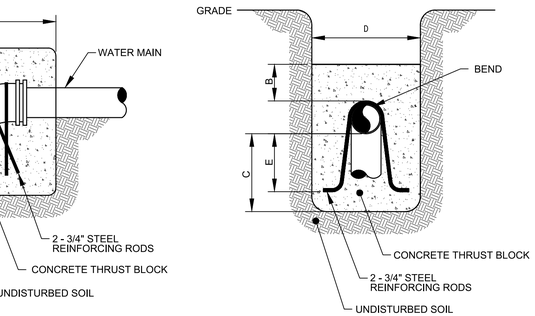
NOTES:
1. WHENEVER POSSIBLE WATER MAIN PIPE JOINTS SHALL BE STAGGERED SO AS NOT TO BE LOCATED AT THE POINT OF CROSSING.
2. CONCRETE ENCASEMENT NOT REQUIRED IF VERTICAL SEPARATION IS 24" OR GREATER

WATER MAIN/SEWER CROSSING DETAIL



NOTES:
1. TAPPING VALVES SHALL BE IRON BODY, BRONZE MOUNTED, RESILIENT WEDGE CONFORMING TO AWWA C509 AND SHALL HAVE A MINIMUM OPERATING PRESSURE OF 200 PSI AND BE FACTORY TESTED AT 400 PSI. ALL TAPPING VALVES SHALL BE MODEL T-2360 AS MANUFACTURED BY MUELLER CO OR APPROVED EQUAL.
2. TAPPING SLEEVES SHALL BE JCM 412 OR APPROVED EQUAL. THE TOWN OF SCHODACK WATER AND SEWER DEPARTMENT SHALL APPROVE MODEL PRIOR TO INSTALLATION.
3. OTHER TYPES OF TAPPING SLEEVES MAY BE REQUIRED AS DIRECTED BY THE TOWN OF SCHODACK WATER AND SEWER DEPARTMENT ON A CASE-BY-CASE BASIS.

WET TAP DETAIL



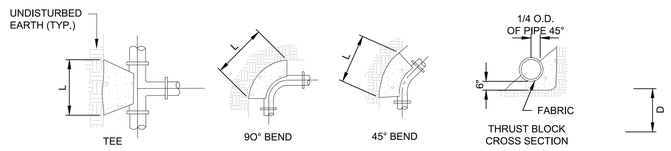
PLAN

ELEVATION

BEND	MINIMUM VOLUME OF CONCRETE	MINIMUM ALLOWABLE DIMENSIONS FOR VERTICAL THRUST BLOCKS (IN FEET)				
	DIMENSIONS	A	B	C	D	E
6" x 11-1/4°	1.00 CY	3.0	1.0	1.3	3.0	1.0
6" x 22-1/2°	1.50 CY	4.0	1.0	1.8	3.0	1.5
6" x 45°	2.00 CY	6.0	1.5	2.0	3.0	1.7
8" x 11-1/4°	1.00 CY	3.0	1.0	1.3	3.0	1.0
8" x 22-1/2°	1.50 CY	4.0	1.0	1.8	3.0	1.5
8" x 45°	2.50 CY	6.0	1.5	2.0	3.0	1.7

NOTES:
1. CONCRETE FOR THRUST BLOCKS SHALL BE CONCRETE CLASS A (OR CLASS G IF UNDERWATER) IN ACCORDANCE WITH NYSDOT SECTION 501.
2. CONCRETE NOT TO OVERLAP ANY JOINT.

VERTICAL THRUST BLOCK DETAILS



REQUIRED BEARING AREAS & DIMENSIONS FOR CONCRETE THRUST BLOCKS (DIMENSIONS SHOWN IN FT)										
	TEE		90° BEND		45° BEND		22-1/2° BEND		11-1/4° BEND	
PIPE SIZE (IN)	AREA (SQFT)	DIM D X L	AREA (SQFT)	DIM D X L	AREA (SQFT)	DIM D X L	AREA (SQFT)	DIM D X L	AREA (SQFT)	DIM D X L
6	3.2	1.5 X 2.5	4.5	2.0 X 2.5	2.4	1.5 X 2.0	1.2	1.0 X 1.5	0.6	0.5 X 1.5
8	5.7	2.0 X 3.0	8	2.0 X 4.0	4.3	2.0 X 2.5	2.2	1.5 X 1.5	1.1	1.0 X 1.5
12	12.7	3.5 X 3.5	18.0	4.0 X 4.5	9.7	2.5 X 4.0	5.0	2.0 X 2.5	2.5	1.5 X 2.0

NOTES:
1. CONCRETE FOR THRUST BLOCKS SHALL BE CONCRETE CLASS A (OR CLASS G IF UNDERWATER) IN ACCORDANCE WITH NYSDOT SECTION 501.
2. CONCRETE NOT TO OVERLAP ANY JOINT.
3. VALUES FOR TEE ALSO APPLY TO END PLUGS, CAPS, AND TAPPING SLEEVES.
4. REQUIRED BEARING AREAS ARE DUE TO THRUSTS CAUSED BY 150 PSI WORKING PRESSURE PLUS 50% (75 PSI) SURGE ALLOWANCE RESULTING IN 225 PSI TOTAL INTERNAL PRESSURE.
5. REQUIRED BEARING AREAS ARE BASED ON ALLOWABLE SOIL BEARING CAPACITY OF 2000 POUNDS PER SQUARE FOOT FOR SAND. DUE TO OTHER SOIL CONDITIONS ENCOUNTERED, BEARING AREAS MAY BE MODIFIED BY THE ENGINEER BY MULTIPLYING THE AREA GIVEN IN THE TABLE FOR THE APPROPRIATE PIPE SIZE AND FITTING BY THE CORRECTION FACTORS LISTED BELOW.

SOIL	ALLOWABLE SOIL PRESSURE (LBS/SQFT)	CORRECTION FACTOR
SOFT CLAY	1,000	2.00
SAND	2,000	1.00
SAND & GRAVEL	3,000	0.67
SAND AND GRAVEL CEMENTED WITH CLAY	4,000	0.50
HARD SHALE	10,000	0.20

6. IN MUCK, PEAT, OR RECENTLY PLACED FILL ALL THRUST BLOCKS SHALL BE RESISTED BY PILES OF TIE RODS TO SOLID FOUNDATIONS, OR BY REMOVAL OF SUCH UNSTABLE MATERIAL AND REPLACEMENT WITH BALLAST OF SUFFICIENT STABILITY TO RESIST THE THRUSTS, ALL AS REQUIRED BY THE ENGINEER.

HORIZONTAL THRUST BLOCK DETAILS

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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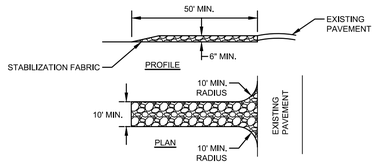
DRAWING TITLE

DETAILS

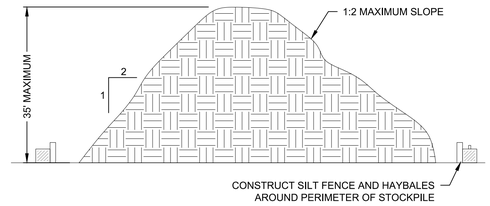
DRAWING NUMBER

DT-05



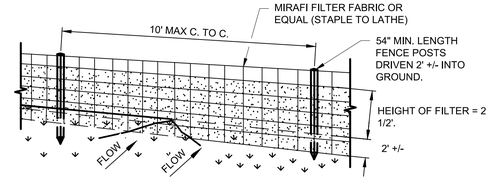
NOTES:
1. STONE SIZE - USE #3 CRUSHED STONE OR GRAVEL (PER NYSDOT SECTION 209).
2. LENGTH - NOT LESS THAN 50 FEET.
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE

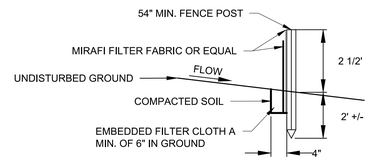


NOTES:
1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 1V:2H.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.
4. APPLICATION OF SOIL STABILIZATION MEASURES, I.E. SEEDING AND MULCH APPLICATION, SHALL BE COMPLETED WITHIN FOURTEEN (14) DAYS FROM THE DATA SOIL ACTIVITY HAS CEASED.

STOCK PILE DETAIL



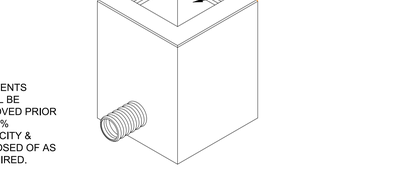
PERSPECTIVE VIEW



SECTION VIEW

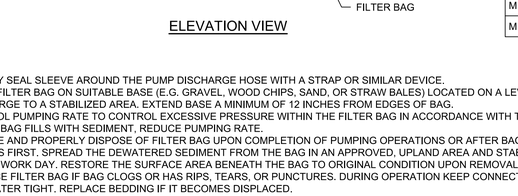
NOTES:
1. MIRAFI FILTER FABRIC TO BE SECURED TO FENCE POSTS WITH STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

SILT FENCE



PLAN

GENERAL NOTES:
1. ACTUAL SIZE TO BE DETERMINED IN FIELD. A MINIMUM OF 10' WIDE BY 10' LONG AND SIZED TO CONTAIN ALL LIQUID AND SOLID WASTE. A MINIMUM OF 12" FREEBOARD SHALL BE INCLUDED.
2. THE CONCRETE WASHOUT SHALL NOT BE PLACED WITHIN 50' OF STORM DRAINS.
3. EXCESS AND SLUMP TEST SOLIDS SHALL BE PLACED ON PLASTIC LINER UNTIL HARDENED. CONTRACTOR MAY CONSIDER INSTALLING WIRE OR REBAR HOOK FOR LATER PICKUP REMOVAL.
4. INSPECTORS SHALL USE THE WASHOUT FACILITY OR PLASTIC FOR CLEANING OF THEIR TOOLS.

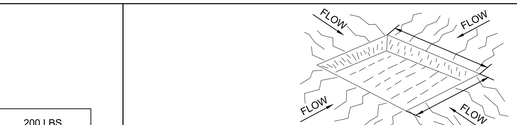


SECTION B-B

STAPLE DETAIL

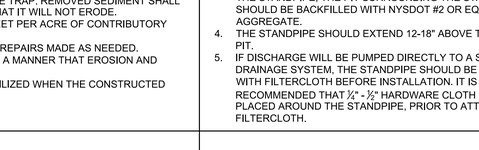
MAINTENANCE NOTES:
1. CHECK ALL CONCRETE WASHOUT FACILITIES DAILY TO DETERMINE IF THEY HAVE BEEN FILLED TO 75% CAPACITY. THE FACILITY SHALL BE CLEANED OUT OR CHANGED WHEN 75% FULL.
2. INSPECT LINERS DAILY TO ENSURE THAT LINERS ARE INTACT AND SIDEWALLS HAVE NOT BEEN DAMAGED BY CONSTRUCTION ACITIVITIES. LINERS SHALLBE REPLACED IF THERE ARE HOLES OR TEARS OBSERVED.
3. CONCRETE WASTE SHALL BE WASHED INTO THE DESIGNATED AREA AND ALLOWED TO HARDEN. THE HARDENED CONCRETE SHALL BE BROKEN UP AND DISPOSED OF OFFSITE PER APPLICABLE NYSDEC RULES AND REGULATIONS. LIQUIDS SHALL NOT BE DISCHARGED DIRECTLY INTO WATERWAYS, STORM DRAINS, SWALES OR DIRECTLY ONTO THE GROUND.
4. REMOVE LIQUIDS OR COVER STRUCTURE BEFORE PREDICTED STORMS TO PREVENT OVERFLOWS.
5. INSTALL A NEW PLASTIC LINER AFTER EVERY CLEANING.

CONCRETE TRUCK WASHOUT DETAIL



ISOMETRIC VIEW

PLAN



SECTION A-A

RIP RAP SIZING CHART						
PIPE DIAMETER	W-1 MINIMUM	W-2 MINIMUM	L_a MINIMUM	D_{50}	d_{max}	MIN. BLANKET THICKNESS
24"	6'	13'	11'	5"	7.5"	11.25"

NOTES:
1. MINIMUM BLANKET THICKNESS IS 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NO LESS THAN 6".
2. INSTALL FILTER MIRAFI 500X OR APPROVED EQUAL FILTER FABRIC BETWEEN RIP-RAP AND SUBGRADE.

d_o = PIPE DIAMETER, SEE PLANS
L_a = APRON LENGTH
W = APRON WIDTH (CENTERED ON PIPE)
D_{50} = ROCK SIZE THAT WHICH 50% SHALL BE LARGER THAN
d_{max} = MAXIMUM ROCK DIAMETER

OUTLET PROTECTION - RIP RAP APRON

NOTES:
1. CONTENTS SHALL BE REMOVED PRIOR TO 50% CAPACITY & DISPOSED OF AS REQUIRED.

ELEVATION VIEW

NOTES:
1. TIGHTLY SEAL SLEEVE AROUND THE PUMP DISCHARGE HOSE WITH A STRAP OR SIMILAR DEVICE.
2. PLACE FILTER BAG ON SUITABLE BASE (E.G. GRAVEL, WOOD CHIPS, SAND, OR STRAW BALES) LOCATED ON A LEVEL OR 5% MAXIMUM SLOPING SURFACE. DISCHARGE TO A STABILIZED AREA. EXTEND BASE A MINIMUM OF 12 INCHES FROM EDGES OF BAG.
3. CONTROL PUMPING RATE TO CONTROL EXCESSIVE PRESSURE WITHIN THE FILTER BAG IN ACCORDANCE WITH THE MANUFACTURER RECOMMENDATIONS. AS THE BAG FILLS WITH SEDIMENT, REDUCE PUMPING RATE.
4. REMOVE AND PROPERLY DISPOSE OF FILTER BAG UPON COMPLETION OF PUMPING OPERATIONS OR AFTER BAG HAS REACHED CAPACITY, WHICHEVER OCCURS FIRST. SPREAD THE DEWATERED SEDIMENT FROM THE BAG IN AN APPROVED, UPLAND AREA AND STABILIZE WITH SEED AND MULCH BY THE END OF THE WORK DAY. RESTORE THE SURFACE AREA BENEATH THE BAG TO ORIGINAL CONDITION UPON REMOVAL OF THE DEVICE.
5. REPLACE FILTER BAG IF BAG CLOGS OR HAS RIPS, TEARS, OR PUNCTURES. DURING OPERATION KEEP CONNECTION BETWEEN PUMP HOSE AND FILTER BAG WATER TIGHT. REPLACE BEDDING IF IT BECOMES DISPLACED.

MIN. GRAB TENSILE STRENGTH	200 LBS.
MIN. GRAB TENSILE ELONGATION	50%
MIN. TRAPEZOID TEAR STRENGTH	80 LBS.
MULLEN BURST STRENGTH	380 PSI
MIN. PUNCTURE STRENGTH	130 LBS.
APPARENT OPENING SIZE	40-80 US SIEVE
MIN. UV RESISTANCE	70%
MIN. FLOW THRU RATE	70 GPM/SQ FT

INLET PROTECTION

SEDIMENT FILTER BAG DETAIL

YARD DRAIN

CROSS SECTION

NOTES:
1. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ½ THE DESIGN DEPTH OF THE TRAP. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
2. THE VOLUME OF SEDIMENT STORAGE SHALL BE 3,600 CUBIC FEET PER ACRE OF CONTRIBUTORY DRAINAGE.
3. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN AND REPAIRS MADE AS NEEDED.
4. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION SHALL BE MINIMIZED.
5. THE SEDIMENT TRAP SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE CONSTRUCTED DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.
6. ALL CUT SLOPES SHALL BE 1:1 OR FLATTER.
7. MAXIMUM DRAINAGE AREA IS 3 ACRES.

SEDIMENT TRAP

NOTES:
1. PIT DIMENSIONS ARE VARIABLE.
2. THE STANDPIPE SHOULD BE CONSTRUCTED BY PERFORATING A 12-24" DIAMETER CORRUGATED OR PVC PIPE.
3. A BASE OF NYSDOT #2 OR EQUIVALENT ASGREGATE SHOULD BE PLACED IN THE PIT TO A DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE SHOULD BE BACKFILLED WITH NYSDOT #2 OR EQUIVALENT AGGREGATE.
4. THE STANDPIPE SHOULD EXTEND 12-18" ABOVE THE LIP OF THE PIT.
5. IF DISCHARGE WILL BE PUMPED DIRECTLY TO A STORM DRAINAGE SYSTEM, THE STANDPIPE SHOULD BE WRAPPED WITH FILTERCLOTH BEFORE INSTALLATION. IT IS RECOMMENDED THAT ¼" - ½" HARDWARE CLOTH MAY BE PLACED AROUND THE STANDPIPE, PRIOR TO ATTACHING THE FILTERCLOTH.

DEWATERING SUMP PIT

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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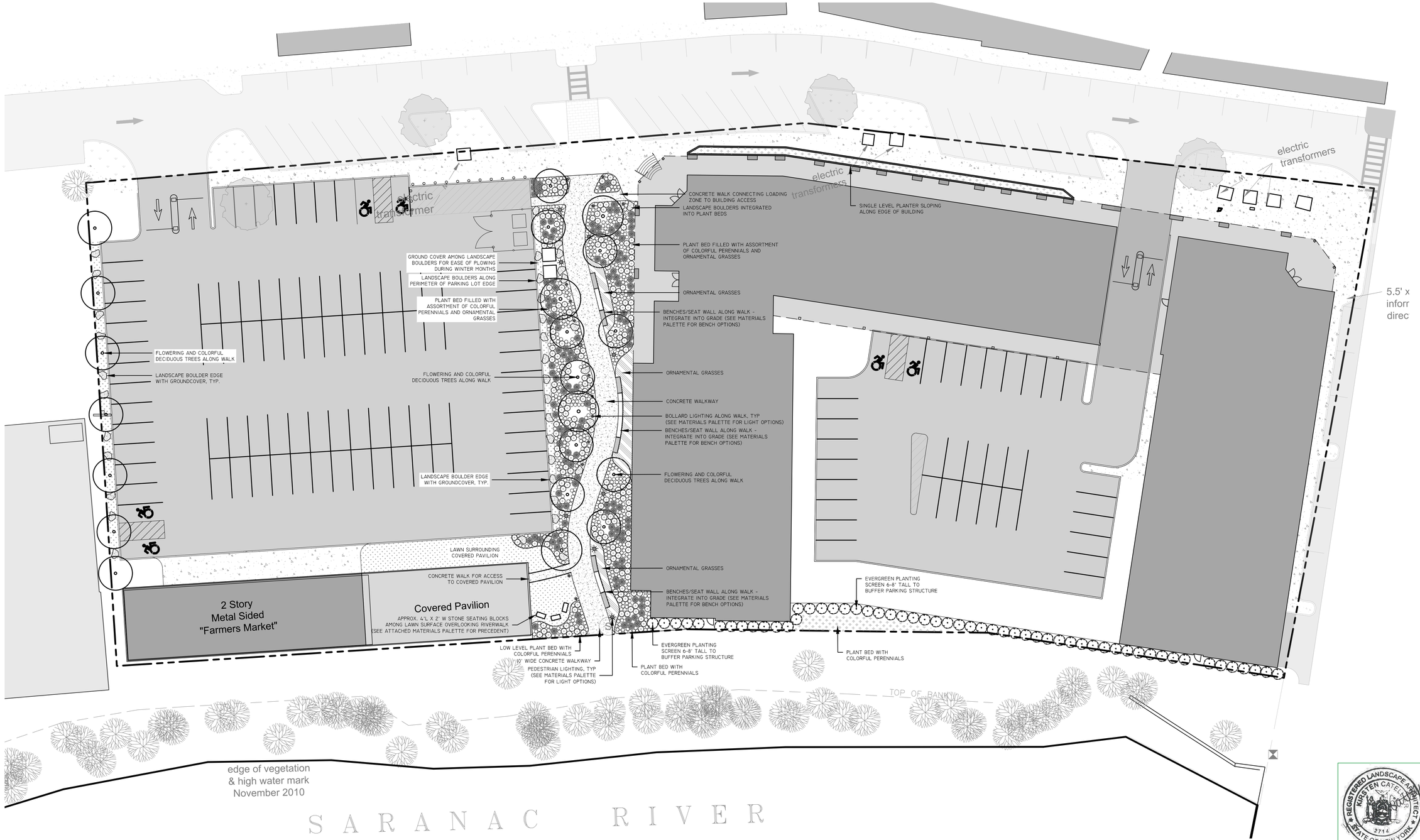
DRAWING TITLE
DETAILS

DRAWING NUMBER
DT-06



DRAWINGS FOR PERMIT REVIEW. NOT FOR CONSTRUCTION

GRAPHIC SCALE

20 0 10 20 40

1 INCH = 20 FEET

Durkee Street Mixed Use

PLATTSBURGH NY

Conceptual Site Plan

JAN 16 2020 · SA PROJECT NO. 19033

480 BROADWAY SUITE 324 · SARATOGA SPRINGS NY · 12866

P 518 832 4005 · STUDIOADPC.COM

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Landscape Architecture + Engineering, DPC

McFarland Johnson
Innovative Solutions / Sustainable Results

60 Railroad Place • Suite 402 • Saratoga Springs, NY 12866
Phone: 518-580-9380 • Fax: 518-580-9383
www.mjinc.com

February 3, 2020

Chairman James Abdallah and
Members of the Planning Board
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901

Re: Prime Plattsburgh, LLC
Durkee Street Mixed Use Development
22 Durkee Street (SLB:207.20-7-15)
City of Plattsburgh, Clinton County, New York

Dear Chairman Abdallah and Members of the Planning Board:

We are in receipt of the Site Plan Sketch review comment letter sent via email dated December 23, 2019 prepared by the City of Plattsburgh Community Development Office. We respectfully submit the following responses to the comments related to the Site Plan.

Site Plan Review Comments

1. Please respond to the Site Plan Checklist, dated December 20, 2019 prepared by the City Planner.
   See attached Site Plan Checklist.

2. The project is required to obtain two (2) Special Use Permits from the ZBA to amend the previously approved PUD boundary and to allow for apartments on the first floor of a multistory building within a PUD.
   Two Special Use Permits (SUP) are being undertaken by the City of Plattsburgh Community Development Office, to amend the boundary of the PUD and for a first-floor residential use of a multistory building within a PUD, and are not part of this site plan application. The applications have been submitted to the Zoning Board of Appeals.

3. It is recommended the project update the zoning table to include a note for all deviations requested and approved in the associated City of Plattsburgh PUD subdivision.
   The zoning table has been updated and is included in the Site Plan Drawing set on sheet GN-01.

4. Please add the PUD subdivision map as part of the final plan set for review and reference.
   The PUD and subdivision are being undertaken by the City of Plattsburgh Community Development Office and are not part of this site plan application. The PUD and subdivision applications have been submitted to the Planning Board and Zoning Board of Appeals respectively.

5. Please provide a draft easement for public access connecting Durkee St. to the proposed riverfront walk.
   The draft public access easements are under review by Prime and the City of Plattsburgh attorney.

6. Please add notes to the plan referencing utility easements associated with the PUD subdivision.

The draft utility easements are under review by Prime and the City of Plattsburgh attorney.

7. Please provide a draft parking agreement for public access to the proposed off-street parking lot.
   The draft parking agreement is under review by Prime and the City of Plattsburgh attorney.

8. Please provide the estimated number of residential traffic trips accessing the underground parking garage at peak weekday and weekend hours.
   The estimated number of residential traffic trips can be found in the attached Traffic Generation Letter of Findings prepared by McFarland Johnson Inc dated July 29, 2019.

9. Please add dimensions to all existing and proposed buildings, parking areas, and public spaces (sidewalks and pedestrian corridor).
   Dimensions have been added to the Site Plans and are shown on sheet C-01.

10. Please show all required/provided setbacks.
    Setbacks have been added to the Site Plans and are shown on sheet C-01.

11. Please provide a stormwater management plan, which complies with NYSDEC stormwater regulations.
    A full Stormwater Pollution Prevention Plan (SWPPP) has been prepared and is included with this submission.

12. Please provide architectural details and type of construction materials and exterior color(s), height and other exterior features for all existing and proposed structures, properly dimensioned; and elevations of all views for all existing and proposed structures in accordance with Zoning Code Section 360-38. In addition, it is recommended the project provide a visual survey or similar study that ensures compatibility with community character. Consideration should be taken in regards to the downtown historic district.
    An assessment of the visual impact of the project has been included in the GEIS. It includes architectural details as well as communication and review by SHPO. Included with this submission are photo simulations and building elevations of the project.

13. Please provide a rear building (east) elevation incorporating the proposed Riverwalk.
    Building elevation drawings form all directions are included with this submission.

14. It is recommended the Applicant be required to show the water and sewer main AND lateral service for the proposed and adjacent parcels. Please also note any utility service laterals that may be abandoned.
    Water and sewer mains and laterals for existing and proposed services are shown on Site Plan sheet UT-01.

15. It is recommended the Applicant be required to show the location of existing and proposed fire and other emergency zones, including location of fire hydrants.
    Existing fire hydrants are shown on Site Plan sheet SURV-01. Emergency response has been coordinated with the City of Plattsburgh Fire Department.

16. Please provide a lumens plan with location, design and written specifications of all existing and proposed outdoor lighting facilities.
    A lighting plan will be developed in coordination with a lighting supplier.

17. Please provide a landscaping plan with location, design and written specifications of all materials to be used and planting schedule for the proposed project.
A landscaping plan is provided, see sheet LP-01.

18. Please provide an erosion control plan.
Erosion control plans provided, see sheets EC-01 and EC-02.

19. It is recommended that the Applicant be required to show proposed snow stockpile areas on the plan.
Snow stockpile areas have been provided and are shown on Site Plan sheet C-01.

20. It is recommended the project provide a typical floor plan for each floor including the first floor with mixed commercial/residential use.
Typical floor plans are included with this submission.

21. It is recommended the project provide a table outlining the number of units and bedroom sizes for each floor.
Typical unit floor plans are included with this submission.

22. It is recommended the project provide additional detail in regards to the proposed use of the approximately 2,000 sq. ft. of civic space identified on the plan.
The Civic Space is being provided within the rehabilitated Farmers Market building. It will be the covered outdoor area of the building and is being provided as a public benefit above and beyond what is required by the project. It is meant to integrate with the pedestrian corridor and river walk to provide a pedestrian friendly outdoor space.

23. Please provide additional information in regards to the proposed Durkee St improvements that may exist within the boundaries of Lot 2B.
Any improvements to Durkee Street itself are not part of the proposed project. Improvements to Durkee Street beyond the street curb line/edge of sidewalk will be designed and constructed by others.

24. Please identify the location of on-site mail facilities
Mail will be delivered to individual residents within the proposed building.

25. Please clarify and identify any on-site laundry facilities
Laundry facilities will be provided within each individual residential unit.

26. Please clarify and identify any on-site resident storage facilities.
No separate storage facilities will be provided.

27. Please provide additional information in regards to onsite residential and commercial handicapped accessibility compliance.
The site has been designed and will be constructed to be full ADA complaint. ADA parking and compliant routes to building entrances are shown in Site and Grading Plans.

28. It is recommended the project provide additional detail in regards to the proposed on site “amenities” along the riverfront walk.
The amenities area is a private area for use by the residential tenants. The final design of the amenities area will be finalized with the building design.

29. Please provide additional detail in regards to emergency access including fire and police access to gated areas of the property.
A remote access gate opened activated from the emergency response vehicle by their radios will be provided by the project. The actual product will be coordinated with emergency response personnel.

30. It is recommended the Applicant provide a truck turning plan demonstrating access for the largest emergency/delivery vehicle that may need to access the site.
A truck turning plan is provided, see sheet C-02.

31. Please provide a details sheet showing all on-site signage, landscaping, driveway and sidewalk details, etc.
Details are provided, see sheets DT-01 through DT-06.

32. Please identify any on-site playground amenities for residents.
No on-site playground amenities are included.

33. It is recommended the project provide two (2) bike racks for public use on site.
Bike rack locations are shown on sheet C-01.

34. Please provide additional information and note on the map any on site electric vehicle charging stations.
Electric vehicle charging station locations are shown on sheet C-01.

35. Please provide a phasing plan outlining the construction timeline. The phasing plan should demonstrate how existing parking will be managed during construction.
Removal of the existing parking within the Durkee Street Lot will be managed by the City of Plattsburgh and is not included as part of this project.

36. Please update the parking table to reflect each building's requirements for all proposed uses. i.e. Mixed-use building vs. proposed redeveloped Farmer's market.
The parking table has been updated and includes all proposed uses for the project.

37. The parking table states the project will provide 113 commercial parking spaces for related on-site uses. The proposed parking lot only provides 86 off street parking spaces. Please explain how the 27 deficient parking spaces will be accommodated on site.
Commercial/retail/restaurant parking will be provided in the courtyard and surface parking lots.

38. Please provide additional detail in regards to on-site resident visitor parking.
No visitor parking is being proposed; Prime does not typically provide for visitor parking at its residential developments.

39. 204 residential off-street parking spaces are required for the proposed use per zoning code Section 360-26. The project is proposing 173 off-street residential parking spaces. Please provide a narrative that includes reference to comparable developments supporting the requested parking deficiency.
Alternative parking calculations have been requested through the PUD which brings the site's total parking demand to 226 spaces. The project is also providing 50 spaces available to the public for use by the City which brings the total project demand to 276. See the summary parking tables below.

Parking Demand Per City Code

Use	Calculation	No. of Spaces
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant		
Customer area	(1 per 50 sf) x 3,690 sf	74
Other Area	(1 per 250 sf) x 2,460 sf	10
Public Parking for City Use	-	50
	Total Demand	**367**

	Parking Demand Per PUD	
Use	Calculation	No. of Spaces
Residential	(1.5 per DU) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
Public Parking for City Use	-	50
	Total Demand	**276**

Total Required (per PUD)	336
Total Provided (On-site)	286
Total Provided (Overlay District)	50
Total Provided	**336**

40. The project is located within the City's Special Assessment District (overlay parking district) and any off street parking requirements may be satisfied by public parking within the district. The project has proposed 50 off street "public" parking spaces and while the project's parking demand is not likely to be greater than the minimum number of spaces required in the underlying zone, the redevelopment of the former Plattsburgh Farmers' and Crafters' market building may require, at certain times, the use of all proposed on-site parking capacity to meet the parking demand created by the project's proposed residential and commercial spaces. Staggered hours of peak parking utilization between the various uses could reduce the percentage of the proposed on-site parking supply required at any one time, but additional details regarding the project's prospective commercial tenants would be necessary to make such a determination.

    As the existing parking capacity provided by the Durkee Street parking lot must be adequately replaced elsewhere in the downtown area to meet existing parking demand within the Special Assessment District (SAD), and the City had intended to use the proposed 50 off-street "public" parking spaces proposed within the project as a portion of that replacement capacity, the current excess parking supply within the SAD, both off-street and on-street, should be analyzed to determine whether sufficient excess parking capacity exists to accommodate those 50 spaces. Please coordinate with the City's Building Inspector to determine whether such excess capacity exists within the SAD.
    A parking study is being conducted by the City of Plattsburgh and the overall analysis within the downtown area is included within the GEIS. This project will provide 50 parking spaces available to the

public for use by the City.

Department of Public Works

1. All water and sewer relocation or new construction requires City of Plattsburgh Water and Sewer Permits and can be obtained from the City Building Inspector in coordination with DPW. After obtaining the necessary permits the project construction schedule shall be coordinated with DPW within 72 hours advance notice for all work.
   Water and sewer design has been coordinated with the DPW; construction will also be coordinated with DPW.

2. A City of Plattsburgh Highway permit will be required for any work in the ROW and can be obtained from the City Building Inspector in coordination with DPW. The developer is responsible for compliance with any permit conditions.
   Any work within the ROW will be coordinated with DPW.

3. Please note a City of Plattsburgh water main is located under the proposed pedestrian corridor. Please coordinate with the Department of Public works in regards to design and landscaping of the proposed connection.
   The developer is in coordination with DPW for protection of all utilities to remain.

4. Please add a note to the plan that references all required utility easements.
   All utility easements are noted on the site plans.

Municipal Lighting

1. All electrical relocation or new service requires City of Plattsburgh Permits and can be obtained from the Plattsburgh Municipal Lighting Department (PMLD). After obtaining the necessary permits the project construction schedule shall be coordinated with PMLD within 72 hours advance notice for all work.
   All electrical work will be coordinated with PMLD.

2. Please provide additional information in regards to relocation of the existing underground electric line identified on the plan.
   The developer is in coordination with PMLD for all required work.

3. Please add a note on the plan that references all required utility easements.
   All utility easements are noted on the site plans.

STORMWATER MANAGEMENT

1. A stormwater management plan is required which complies with NYSDEC stormwater regulations. The project is required appropriately respond to any third party Stormwater Management review and comply with the City Code Section 360-61.
   A full SWPPP has been provided with this submission.

SPECIAL USE PERMIT

1. The project is required to obtain two (2) Special Use Permits from the ZBA to amend the previously approved PUD boundary and to allow for apartments on the first floor of a multistory building within a PUD.
   Two Special Use Permits (SUP) are being undertaken by the City of Plattsburgh Community Development Office, to amend the boundary of the PUD and for a first-floor residential use of a multistory building within a PUD, and are not part of this site plan application. The applications have been submitted to the Zoning Board of Appeals.

PLANNED UNIT DEVELOPMENT

1. The project is associated with the City of Plattsburgh PUD subdivision and all project deviations must be approved prior to site plan approval.
   The PUD and subdivision are being undertaken by the City of Plattsburgh Community Development Office and are not part of this site plan application. The PUD and subdivision applications have been submitted to the Planning Board and Zoning Board of Appeals respectively.

CLINTON COUNTY PLANNING BOARD 239-M REFERRAL

1. The project is subject to NYS GML 239m for referral to Clinton County Planning Board for action within 500 feet of NYS Route 3(Cornelia St) and for action within 500 feet of County facilities, namely the County's Department of Social Services.
   The developer will attend the Clinton County Planning Board meeting.

SEQRA

1. Community Development Staff has reviewed the Part I SEQRA Long Form EAF submitted with the PUD site plan application, subdivision map and other documents associated with the project. The City of Plattsburgh Common Council is serving as lead agency for the City's Downtown Area Improvement Projects Generic Environmental Impact Statement (GEIS). A draft GEIS has been completed and accepted by the Common Council as sufficient for public review and comment. The Durkee Lot Mixed Use Development is one project evaluated as part of the GEIS and this PUD site plan action is a component piece of that project. The Planning Board and Community Development staff will utilize the draft GEIS, final GEIS, and the SEQRA findings statement to review the PUD site plan and make a determination as to whether any further SEQRA review of this action is required.
   Duly noted.

A full Site Plan Set will be submitted to your office in conjunction with this response letter to these scoping items.

Please do not hesitate to call should you require additional information or have any questions.

Sincerely yours,
McFARLAND-JOHNSON, INC.

Turner Bradford, PE
Project Engineer

SITE PLAN REQUIRED INFORMATION

Durkee Street Mixed Use Development Site Plan 2019

I. REQUIRED INFORMATION FOR SITE PLANS

An application for site plan approval shall be made in writing and shall be accompanied by a detailed site plan prepared by a professional engineer, land surveyor, or architect. Maps, as required, shall be drawn to a scale of not less than one (1) inch equals fifty (50) feet and shall include a North arrow and legend. The application, including the detailed site plan and fees shall be submitted to the Secretary of the Planning Board a minimum of ten (10) consecutive days prior to the scheduled Planning Board meeting at which the detailed site plan is to be reviewed. Said detailed site plan application packet shall contain all information as designated on the following checklist:

☑ 1. Location map delineating the location of the site with reference to surrounding areas (lot sizes and current use of lots) and existing street intersections within 200 feet. Identify all zoning district boundaries with 200 feet.

☑ 2. Boundary survey map of property prepared by licensed land surveyor with all distances and bearings or angles shown.

☑ 3. Existing and proposed easements and deed restrictions.

☑ 4. Indicate all porches, decks, drives and walks and show the location of all required off-street parking. (All curb cuts for new construction are to be by owner with depressed curbs provided).

☑ 5. Required zoning setback lines, lines of existing streets, lots and easements, restrictions and right-of-way.

☑ 6. Location of existing building on site, which shall remain, and all other structures such as walls, fences, culverts and bridges. Structures to be removed shall be indicated by dashed lines.

☑ 7. Location of significant natural features, such as rock outcrops, watercourses, ponds, marshes, wood areas, depressions and flood lines.

☑ 8. Show all City water and sewer facilities and elevations in street and indicate service laterals and estimated invert elevations.

☑ 9. Grading: Show existing and proposed grade by either contours or; spot elevations at building corners and other locations with swales or drainage patterns clearly indicated. Elevations shall be referenced to USGS-NGVD vertical datum with benchmark locations indicated.

☑ 10. Location of all storm drainage structures (existing and proposed) with elevations of rim, invert, pipe size, grade and directions of flow.

☑ 11. Schematic building floor plans indicating use of all spaces. Show proposed floor elevations of new structures (main floor, cellar and garage). For repetitive housing units, providing typical floor plans is acceptable providing the number and location of alternate floor plans is indicated.

☑ 12. Elevation plans of all existing and proposed or remodeled buildings indicating type of finish materials to be used.

☑ 13. Tabulation of parking calculations showing floor area and use or number of housing units with appropriate zoning factor for required number of spaces and spaces actually provided.

☑ 14. Location and dimension of off-street parking and/or loading areas. Indicate handicap-parking spaces where such spaces must be provided.

☑ 15. Proposed location and size of driveways, curb cuts, fire lanes and/or turnarounds, and any proposed traffic controls for vehicular ingress and egress.

☑ 16. Proposed location of walkways and other areas for safe pedestrian access and circulation.

☑ 17. Location, dimension and details of all proposed signs.

☑ 18. Existing and proposed screening, landscaping and plantings (indicate number, type, size and planting schedule for proposed plantings).

☑ 19. Tabulation of zoning area and bulk requirements. Indicate existing, proposed and required.

☑ 20. Specifications or details of all proposed site improvements (paving, walks, curbing, drainage structures, manholes, hydrants, parking barriers, fencing, retaining walls, etc.).

☑ 21. Existing and proposed utility lines (water, yard hydrants, sanitary sewer, storm sewer, electric – including properly dimensioned profiles, elevations, cross sections and location of any utility poles and pad mount transformers).

☑ 22. Existing and proposed outdoor lighting. Indicate size and type of fixture, mounting and aiming height, intensity of illumination and time of proposed outdoor lighting.

☑ 23. Location and type of refuse storage facilities.

☑ 24. Proposed building materials and architectural treatments.

☑ 25. Identification of each land use activity

Reset Form Print Form

STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

For

DURKEE STREET MIXED USE DEVELOPMENT

PREPARED FOR:

Prime Plattsburgh, LLC
621 Columbia Street
Cohoes, NY 12047

PREPARED BY:

McFarland Johnson
60 Railroad Place, Suite 402
Saratoga Springs, NY 12866

FINAL SITE PLAN SUBMISSION

JANUARY 2020

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CSPP APPENDIX H – BMP SPECIFICATIONS

1. INTRODUCTION

A stormwater management assessment has been conducted for the proposed project in order to protect the waters of the State of New York from the adverse impacts of stormwater runoff. This report presents an analysis of the project in accordance with the *New York State Department of Environmental Conservation SPDES General Permit for Stormwater Discharges from Construction Activity Permit No. GP-0-15-002* and the *New York State Stormwater Management Design Manual* ("The Manual"). As required, the Stormwater Pollution Prevention Plan is designed, where appropriate, to incorporate green infrastructure techniques that preserve natural resources and utilize the existing hydrology of the site, provide runoff reduction practices, water quality treatment practices, apply volume and peak control practices for channel protection, overbank flood control, and extreme flood control as appropriate.

In accordance with Appendix B, Table 2 of the SPDES General Permit for Construction Activity, GP-0-15-002, multi-family residential developments; includes townhomes, condominiums, senior housing complexes, apartment complexes, and mobile home parks that involve a soil disturbance of one or more acres require the preparation of a full SWPPP that includes post-construction stormwater management practices. In total, approximately 2.76 acres of soil disturbance is expected during the construction of this project. Therefore, this project includes the development of erosion and sediment controls, green infrastructure site planning techniques, runoff reduction volume practices and post-construction stormwater management practices.

The general contractor and subcontractors performing any activity that involves soil disturbance will be required to comply with the terms and conditions of the SWPPP for the project identified as a condition of authorization to discharge stormwater. The Contractor shall provide signed certifications (Form CONR 5) for itself and all applicable subcontractors at the preconstruction meeting. These signed certifications shall be included as part of the SWPPP. The SPDES General Permit and SWPPP must be kept on file at the Project Field Office.

As required by the conditions described in the SPDES general permit, the SWPPP shall be kept current and changes made to reflect changes in the design, construction, and operation or in the maintenance of the project.

The complete set of construction drawings and specifications are provided as separate documents; however, they should be considered an integral component of the SWPPP and are referenced throughout this document. The applicant must retain all documentation for 5 years after NYSDEC accepts the Notice of Termination (NOT).

1.1 Scope of the Project

The site is being developed in response to an RFP from the City of Plattsburgh entitled "Mixed-Use Development Opportunity for the Durkee Street Site in Downtown Plattsburgh". The proposed project includes the construction of a 5-story mixed-use building with basement parking and the redevelopment of the existing Farmers' Market building. The site will have 286 parking spaces and an open space pedestrian corridor.

1.2 Location of Project

The project site is the Durkee Street Public Parking Lot, located downtown in the City of Plattsburgh, Clinton County, New York. It is bound by Durkee Street the west, Bridge Street to the north, the Saranac

River to the east, and an existing office building to the south. Refer to the Location Map in Appendix A. The project is not located within a TMDL and does not discharge into a 303(d) listed waterbody.

Table 1 - Location Table

Approximate Coordinate Position @ Center of Project	
Latitude	44° 41’ 48.4”N
Longitude	73° 27’ 7.0”W

1.3 Project Type and Size

The project is a redevelopment construction project that has a disturbance area of approximately 2.76 acres and a reduction of impervious area.

1.4 Project Description

The Durkee Street Mixed Use Development project consists of one five story building with below grade parking and the redevelopment of the 5,800 sf Farmers' Market building, which includes 3,400 sf of commercial/restaurant space and 2,400 sf of civic space (the “Project”). The five story building will have 115 residential units (52 one-bedroom, 59 two-bedroom, 4 three-bedroom). Within the lot, there will be 286 parking spaces (86 in the surface lot, 35 spaces in the courtyard, and 165 spaces in the below grade lot beneath the building). The Project site, tax lot 207.20-7-15, is currently owned by the City of Plattsburgh.

In addition to the buildings, the project will provide on-grade parking as well as an open space corridor to connect Durkee Street to a new pedestrian Riverwalk (by others). The site is being developed in response to an RFP from the City of Plattsburgh entitled "Mixed-Use Development Opportunity for the Durkee Street Site in Downtown Plattsburgh". The City has commenced the SEQRA process by requiring that a Generic Environmental Impact Statement be prepared to assess the potential impacts of the Project and related improvements.

The existing property has 2.71 acres of impervious cover, 98.2% of the total site area. The proposed site redevelopment has 2.42 acres of impervious cover, 87.7% of the total site area. Therefore, through the redevelopment of the Durkee Street lot, there is a 10.5% reduction in impervious cover of the site.

1.5 Cultural Resources

A Draft Generic Environmental Impact Statement (DGEIS) is being developed as part of the SEQR process for all of the Downtown Plattsburgh Revitalization projects. A State Historic Preservation Office (SHPO) determination for the Durkee Street Lot will be made as part of this process.

1.6 On-site Wetlands

As part of the DGEIS, impact to aquatic resources, including wetlands, were evaluated. According to NYSDEC wetland and stream information available through GIS and the Environmental Resource Mapper, there are no mapped NYSDEC wetlands or adjacent areas or significant natural communities on or adjacent to the Durkee Street Lot.

2. PROJECT MAPS AND PLANS

2.1 Location Map

See Appendix A

2.2 Soil Maps

See Appendix B

2.3 Erosion and Sediment Control Plans

See Appendix C

2.4 Existing and Proposed Subcatchment Maps

See Appendix D

3. PROJECT SOILS

3.1 NRCS Soil Map

See Appendix B

3.2 Soil Types

The following soil type(s) and hydrologic group(s) are present within the project area of disturbance:

Table 2 – Soil Types

Soil Symbol	Name	Hydrologic Group (HSG)
Un	Urban Land	-

3.3 Discussion of Soil Characteristics and Soil Erosion Hazard Potential

The Project sites is anticipated to feature Urban Land soil types. This soil series varies and is made up of mostly gravel, sand, silt and clay, pieces of wood, brick, and cinders. The site has been consistently developed over the past hundred years, making up the variable soil type found in the area. This soil type has high runoff potential due to its unfavorable drainage and infiltration characteristics. Slopes range from 0 to 8 percent.

A geotechnical study was completed (see Appendix B), which revealed that the average depth to groundwater is approximately 20 feet, with the exception of an area(s) where groundwater was found to be perched above the glacial till layer approximately six feet below grade. The average depth to bedrock is approximately 25 feet. The topsoil on-site was confirmed to be an urban land soil type with alluvial sand and glacial till below. Half of the site features moderately well drained soils and half of the site features poorly drained soils. Slopes range from 0 to 10 percent.

4. CONSTRUCTION PHASING

4.1 Sequence of Construction Activities

The Contractor's work schedule and methods shall be consistent with the SWPPP or amended SWPPP. Once approved, the progress schedule shall become a part of the SWPPP.

The following list is a suggested sequence of major construction activities for the project to meet the NYSDEC Phase II erosion control requirements:

1. Clearly identify project work limits, identifying all areas where construction disturbance shall be permitted.
2. Install erosion control measures prior to commencing earthwork operations. Construct temporary earthen berms, diversion swales, sediment control dams and associated erosion control measures necessary to divert runoff from entering planned areas of disturbance and to protect the adjacent waterway.
3. Established temporary/permanent storm water management ponds/erosion control basins.
4. Remove and dispose of all removed vegetation off-site.
5. Strip and stockpile topsoil from proposed pavement, structural fill and cut areas. (stockpile locations as directed by owner's representative).
6. Establish mass grade elevations.
7. All temporary erosion and sediment control measures as well as stock piles are to be mulched and seeded for temporary vegetative cover immediately following grading.
8. Construct utility lines (water/electric/gas/communications/sanitary sewers/storm sewers), construct building and install infrastructure improvements.
9. Box out roadway and pavement areas and install concrete curbing.
10. Construct asphalt pavement section, up to binder course.
11. Fine grade and spread topsoil, install landscaping plantings and hardscapes, site amenities and permanent seeding.
12. Remove temporary erosion and sediment control features upon establishment of permanent ground cover and inspection/approval from a Town official or representative.
13. Notify owner's representative of completion of final site stabilization.
14. File Notice of Termination.

5. EROSION AND SEDIMENT CONSTROL MEASURES

5.1 Erosion Control Plan

An erosion control plan has been developed in accordance with the "New York Standards and Specifications for Erosion and Sediment Control". The erosion control plan employs permanent and temporary erosion and sediment control methods including silt fence, erosion control matting, construction entrances, and other appropriate measures.

5.1.1 Temporary Surface Stabilization

Areas within the project limits that may be disturbed more than once during the construction activities will be stabilized using temporary seed and mulch item or as directed by the Engineer. Areas remaining unpaved and undisturbed for more than seven (7) days during construction operations shall be stabilized temporarily. Other areas that might need to be stabilized temporarily will be at the discretion of the Engineer.

5.1.2 Drainage Pipe Inlet / Outlet Stabilization

As part of the permanent erosion control measure, the inlet and outlet of the culvert pipes will be provided with either stone riprap apron or an apron consisting of erosion control product with vegetation to provide the required erosion control which blends in with the surrounding natural features and topography. The location and type of stabilization to be provided is shown on project plans.

5.1.3 De-watering

If required, de-watering of miscellaneous areas within the site will be performed utilizing a pump and filter bag system. The filter bags should be made of non-woven geotextile material capable of trapping particles larger than 150 microns. Filter bags should be replaced when they are half full or a no longer functioning per the manufacturer's requirements. Filter bags should be located in a well vegetated/grassy area and discharge into stable erosions resistant areas. Where this is not possible a geotextile flow path should be established. Bags shall not be placed on slopes greater than 5%. The pump discharge hose shall be inserted into the bags in the manner specified by the manufacturer and securely clamped. Pumping rate shall not be greater than 750 GPM or ½ the maximum specified by the manufacturer, whichever is less. Pump intakes shall be floated and screened.

5.1.4 Construction Entrance

As required, at least one (1) stabilized construction entrance will be constructed to access the Contractors Staging/Storage Area. This entrance/area shall conform to the details. See plans for location of construction entrance(s).

5.1.5 Concrete Truck Washout

As required, a temporary excavated or above ground lined pit where concrete truck mixers and equipment can be washed after their loads have been discharged, to prevent highly alkaline runoff from entering storm drainage systems or leaching into soil shall be constructed. See plans for location of concrete washout.

5.1.6 Permanent Stabilization

Stabilizing of the graded surfaces will be accomplished by using various seed mix for vegetation.

5.1.7 Dust Control

The contractor will be required to minimize dust generation during the construction activities. Provisions such as watering, the use of cover materials, and the application of calcium chloride have proven effective in dust control and can be approved by the Engineer for use in the affected areas.

5.1.8 Silt Fence

Silt fence will be placed per the Erosion and Sediment Control Plans, down slope of all disturbed areas, soil stockpiles, and spoil areas. The purpose of the silt fence is to remove sediment from sheet flow in these areas. Silt fence shall remain in place and functional until the contributing area has been permanently stabilized. Sediment socks may be used in lieu of silt fence.

5.1.9 Weekly Inspections

A qualified inspector shall conduct site inspections at least once every seven (7) calendar days. The qualified inspector shall inspect all erosion and sediment control practices and pollution prevention measures to ensure integrity and effectiveness, all post-construction stormwater management practices under construction to ensure that they are constructed in conformance with the SWPPP, all areas of disturbance that have not achieved final stabilization, all points of discharge to natural surface waterbodies located within, or immediately adjacent to, the property boundaries of the construction site, and all points of discharge from the construction site. The qualified construction inspector shall also prepare an inspection report subsequent to every inspection. Complete inspection and maintenance requirements can be found in Part IV of the SPDES General Permit GP-0-15-002 (Appendix G).

5.1.10 Final Inspection

Prior to the project being finally accepted, it shall be inspected for any evidence of erosion or slope failure. If any such condition becomes apparent upon final inspection, temporary soil erosion and sediment controls shall be installed immediately as directed by the Engineer. The situation shall be corrected per a schedule agreed to by the NYSDEC, Owner, and the Contractor.

The Erosion Control Plans are included in Appendix C.

5.2 Permanent Erosion and Sediment Control Measures

Table 3 – List of Permanent Erosion & Sediment Control Measures

Permanent Feature	Converted Temporary Practice?	Location: ESC Plan	Receiving Waterbody Protected (where applicable)
Riprap outlet protection	Yes	See Plans	Saranac River
Soil Stabilization	Yes	See Plans	Saranac River

5.3 Installation Sequence

See the intended sequence of construction activities noted in Section 4 above.

5.4 Maintenance Schedule

The Contractor is required to inspect all E&SC devices in their active work area daily and repair any deficiencies in accordance with the SPDES permit.

5.5 SWPPP Implementation Responsibilities

Implementation of all E&SC devices will be by the Contractor as indicated in the contract documents.

6. POLLUTION PREVENTION MEASURES

6.1 Material Management Practices

All waste materials, including construction debris and trash that occur onsite shall be handled and disposed of in a manner that is in accordance with state and local regulations. No waste material shall be buried on site.

- An effort will be made to store only enough products required for the project.
- All materials stored within the site will be stored in a neat orderly manner in their appropriate containers and if possible, an enclosed area.
- Products shall be kept in their original containers with the original manufacturer's labels. Manufacturer's recommendations for proper use and disposal shall be followed.
- Hazardous materials shall be disposed of in accordance with State and Local regulations.
- Sanitary waste will be collected from portable units as required.

The following materials are expected to be on-site during construction:

- Concrete
- Asphalt
- Masonry Block
- Wood
- Paints (Enamel and Latex)
- Petroleum based products
- Fertilizers
- Metal Studs
- Detergents
- Cleaning Solvents
- Roofing Materials
- Tar

These materials and other materials used during construction with the potential to impact stormwater will be stored, managed, used, and disposed of in a manner that minimizes the potential for releases to the environment and especially into stormwater.

Emergency contacts for the project will be posted at the project office and are included at the end of this section.

6.2 Spill Control Practices

The contractor will be responsible for preparing a project area specific spill control plan in accordance with Local and NYSDEC regulations. At a minimum, this plan shall:

1. Reduce stormwater contact if there is a spill.
2. Contain the spill.
3. Stop the source of the spill.
4. Dispose of contaminated material in accordance with manufacturer's procedures and NYSDEC regulations.
5. Identify responsible trained personnel.
6. Ensure spill area is well ventilated.

6.3 General Material Handling Practices

The following general practices will be used throughout the project to reduce the potential for spills:

1. Potential pollutants will be stored and used in a manner consistent with the manufacturer's instructions in a secure location. To the extent practicable, material storage areas should not be located near storm drain inlets and should be equipped with covers, roofs, or secondary containment as needed to prevent stormwater from contacting stored materials. Chemicals that are not compatible shall be stored in segregated areas so that spilled materials cannot combine and react.
2. Materials disposal will be in accordance with manufacturer's instructions and applicable local state and federal regulations.
3. Materials no longer required for construction will be removed from the site as soon as practicable.
4. Adequate garbage, construction waste, and sanitary waste handling and disposal facilities will be provided to the extent necessary to keep the site clear of obstruction and BMPs clear and functional.

6.4 Product Specific Practices

The following product specific practices will be followed within the project area.

6.4.1 Petroleum Products

All project related vehicles shall be monitored for leaks and receive regular preventative maintenance to reduce chance of leakage. Petroleum products shall be stored in tightly sealed containers, which are clearly labeled. Any asphalt substances used during construction shall be applied according to manufacturer's recommendations.

6.4.2 Fertilizers

Fertilizers used shall be applied only in the minimum amounts recommended by the manufacturer. Once applied, fertilizer shall be worked into the soil to limit exposure to stormwater. Fertilizers shall be stored in covered or other contained areas.

6.4.3 Paints

All containers shall be tightly sealed and stored when not required for use. Excess paint shall not be discharged into the storm sewer system but shall be disposed of according to manufacturer's instructions or State regulations.

6.4.4 Concrete Trucks

Concrete Trucks shall be allowed to wash out within project areas provided that the contractor provides an area which collects and contains any concrete / slurry material washed from trucks for recovery and disposal at a later time. No concrete or slurry shall be discharged from the property at any time of construction. The concrete washout area shall conform to the detail found on sheet DT-05 (Appendix C).

6.5 Spill Response

The primary objective in responding to a spill is to quickly contain the material(s) and prevent or minimize their migration into stormwater runoff or conveyance systems. If the release has impacted on-site stormwater, it is critical to contain the released material on-site and prevent their release into receiving waters.

If a spill of pollutants threatens stormwater on-site, the spill response procedures outlines below must be

implemented in a timely manner to prevent release of the pollutant:

1. The site superintendent will be notified immediately when a spill or the threat of a spill is observed. The superintendent will assess the situation and determine the appropriate response.
2. If spills represent an imminent threat of escaping ESC facilities and entering the receiving waters, facility personnel will respond immediately to contain the release and notify the superintendent after the situation has been stabilized.
3. Spill kits containing materials and equipment for spill response and clean-up will be maintained onsite. Each spill kit may contain:
    - Oil absorbent pads (one bale)
    - Oil absorbent booms (40 feet)
    - 55-gallon drums (2)
    - 9-mil plastic bags (10)
    - Personal protective equipment including gloves and goggles
4. If an oil sheen is observed on surface water, absorbent pads and/or booms will be applied to contain and remove the oil. The source of the oil sheen will also be identified and removed or repaired as necessary to prevent further releases.
5. The site superintendent, or their designee, will be responsible for completing a spill reporting form to the appropriate state or local agency.
6. Spill response equipment will be inspected and maintained as necessary to replace any materials used in spill response activities.

6.6 Notification

In the event of a spill, make the appropriate notification(s) consistent with the following procedures:

1. Any spill of oil which a) violates water quality standards, b) produces a sheen on a surface water, c) causes a sludge or emulsion must be reported immediately by telephone to the National Response Center Hotline at (800) 424-8802.
2. Any oil, hazardous substance, or hazardous waste release which exceeds the reportable quantity must be reported immediately by telephone to the National Response Center Hotline at (800) 424-8802.
3. Any spill of oil or hazardous substance to waters of the state must be reported immediately by telephone to the NYSDEC.
4. Any release of hazardous substance that may be a threat to human health or the environment must be reported to the NYSDEC immediately upon discovery.

7. EXISTING SITE CONDITIONS

The existing site is the Durkee Street Public Parking Lot. The majority of the site is asphalt impervious cover. There is also an existing 5,800 sf building located on the southeast corner of the site.

7.1 Existing Watershed Information

The project area is located in close proximity to the Saranac River, which is the receiving waterbody for runoff from the current site. Catchment area 1A is 0.60 acres and is made up of the southern portion of the parking lot. Stormwater runoff is collected in a catch basin which is connected to a stormwater system on the adjacent property to the south. The runoff is routed directly to the Saranac River, without treatment.

Catchment area 1B is 2.11 acres and consists of the northern portion of the parking lot. Runoff flows across the parking lot and is collected in an onsite drainage pipe which drains directly to the Saranac River. No stormwater quality measures are currently in place.

Catchment area 1C is 0.64 acres and contains a portion of the roof runoff from the existing building as well as the bank adjacent to the east end of the project site. Stormwater runoff from this area flows via sheet flow directly into the Saranac River. Refer to Appendix D for HydroCAD analysis reports and subcatchment maps.

7.2 Table of Receiving Waterbodies

Table 4: Receiving Waterbodies

Stormwater Structure	*Receiving Waterbody*	*NYSDEC Regulated*
18" Site Outlet Pipe	Saranac River	Yes – Class C (TS)

8. STORMWATER MANAGEMENT ASSESSMENT

This project falls under Chapter 9 of the Manual, "Redevelopment Activity". Chapter 9 provides the provision of stormwater practices during a redevelopment. This approach balances maximizing improvements in site design that can reduce the impacts to stormwater runoff and providing a maximum level of on-site treatment that is feasible given the site constraints present where the redevelopment activities are occurring.

8.1 Methodology

To analyze the hydrologic impacts of the proposed development, a storm water management model was developed in accordance with the Manual. HydroCAD™, by HydroCAD Software Solutions LLC was used to model both the existing and proposed conditions: soil data from the NRCS Web Soil Survey was entered into the software; land coverage areas were estimated using aerial photography and site visits; watershed areas were developed using the surveyed topography; time of concentrations were estimated using USDA, Urban Hydrology for Small Watersheds, TR-55 (TR-55) methodology; and finally runoff and routing calculations were performed using the SCS Unit Hydrograph method.

Green Infrastructure practices were evaluated in accordance with the Manual using the NYSDEC Runoff Reduction Worksheets available through the NYSDEC's Construction Stormwater Toolbox, available on their website.

The following general steps are followed when conducting a stormwater design:

1. **Site Planning:** The existing natural resource areas and drainage patterns including wetlands, waterways, floodplains, and soils are identified. Conservation of natural resources are maximized given the proposed site.
2. **Pre and Post-Development Conditions Analysis:** The pre and post-development stormwater runoff conditions for the 1, 10, and 100-year storm events are determined using HydroCAD (detailed HydroCAD reports for this project can be found in Appendix D).
3. **Water Quality:** The Water Quality Volume and Runoff Reduction Volume are calculated using Chapter 4 of the Manual and Green Infrastructure Worksheets (provided in Appendix D).
4. **Water Quantity:** Peak runoff and stormwater retention/detention are evaluated using the Manual.

8.1.1 Water Quality Volume (WQv) / Runoff Reduction Volume (RRv)

Section 4.2 of the Manual states that Water Quality Volume (WQv) is intended to improve the water quality by capturing and treating runoff from small, frequent storm events that contain higher pollutant levels created through the increase of impervious surfaces. Impervious surfaces accumulate pollutants that quickly wash off and rapidly enter downstream waters as well as prevent natural groundwater recharge.

The WQv required for the proposed site is based upon the 90% rainfall event number, percent of impervious cover, and the total site area. WQv treatment by an Alternative practice requires the alternative SMP to treat a percentage of the WQv from the disturbed, impervious area as well as any additional runoff from tributary areas that are not within the disturbed, impervious area. The percentage of WQv required to be treated is based on the percentage of impervious cover reduction, percentage of water quality treated through standard practice and percentage of runoff reduction. The calculations for determining the required WQv can be found in Appendix D. The total WQv required to be treated is 3,838 cubic feet.

Runoff Reduction Volume (RRv) is the reduction of the total WQv by application of green infrastructure techniques and stormwater management practices to more closely replicate pre-development hydrology. The intent of RRv is to recognize the water quality benefits of certain site design practices to address flow as a pollutant of concern. Although encouraged, meeting the RRv sizing criteria is not required due to the reduced impervious area of the redevelopment project.

8.1.2 Channel Protection Volume (CPv)

Stream Channel Protection Volume Requirements (CPv) are designed to protect stream channels from erosion. The Manual was used to determine the water quantity requirements of CPv; specifically, providing 24-hour extended detention for the 1-year storm event or discharging directly to tidal waters. According to Section 4.4, Stream Channel Protection Volume Requirements (CPv) of the Manual the CPv requirement does not apply when the site discharges to a fifth order waterbody.

The CPv requirement does not apply in certain conditions, including the following:

- Reduction of the entire CPv is achieved at a site through green infrastructure of infiltration systems.
- The site discharges directly into tidal waters or fifth order (fifth downstream) or larger streams.

The Saranac River, adjacent to the project site, is classified as a fifth order stream. Therefore, the project site discharges directly to a fifth order stream in both the existing and proposed conditions and 24-hour extended detention of the 1-year storm event is not required for this project.

8.1.3 Overbank Flood Control (Qp)

The primary purpose of the overbank flood control sizing criterion is to prevent an increase in the frequency and magnitude of out-of-bank flooding generated by urban development. The Manual was used to determine the water quantity requirements of Qp; specifically, providing sufficient retention volume to discharge all runoff from the proposed 10-year storm event at a rate equal to or less than the existing peak 10-year runoff rate or discharging directly to tidal waters.

According to Section 4.5, Overbank Flood Control Criteria (Qp) of the Manual the Qp requirement does not apply when the site discharges to a fifth order stream.

The Qp requirement does not apply in certain conditions, including:

- The site discharges directly into tidal waters or fifth order (fifth downstream) or larger streams.

8.1.4 Extreme Flood Control (Qf)

The intent of the extreme flood criteria is to prevent the increased risk of flood damage from large storm events, maintain the boundaries of the predevelopment 100-year floodplain, and protect the physical integrity of stormwater management practices. The Manual was used to determine the water quantity requirements of Qf; specifically, providing sufficient retention volume to discharge all runoff from the proposed 100-year storm event at a rate equal to or less than the existing peak 100-year runoff rate or discharging directly to tidal waters.

According to Section 4.6, Extreme Flood Control Criteria (Qf) the Manual the Qf requirement does not apply when the site discharges to a fifth order stream.

The 100-year storm control requirement can be waived if:

- The site discharges directly into tidal waters or fifth order (fifth downstream) or larger streams.

8.2 Evaluation of Green Infrastructure

According to Section 9.2 of the Manual, meeting the RRv (through green infrastructure) is not required for a redevelopment project. However, green infrastructure practices were evaluated for the potential use on the project site.

8.2.1 Conservation of Natural Areas

The existing site is an already developed parking lot in an urban environment. The added development maintains the existing hydrologic and water quality characteristics.

8.2.2 Sheetflow to Riparian Buffers and Filter Strips

Sheetflow is not used as there is too much sheet length to meet the criteria, while the vegetated areas would not meet the Riparian and/or Filter Strip requirement.

8.2.3 Vegetated Swales

The developed site does not have sufficient room for vegetated swales.

8.2.4 Tree Planting / Tree Pits

New landscaping will complement the existing environment. No credit has been applied for proposed tree planting.

8.2.5 Disconnection of Rooftop Runoff

Rooftop disconnection was not considered for this project, as the buildings are located within large paved areas.

8.2.6 Stream Daylighting

Stream daylighting is not available for the proposed project.

8.2.7 Rain Gardens / Bioretention

The developed site does not have sufficient room for Rain Gardens or Bioretention.

8.2.8 Green Roofs

Green roofs were not considered to be feasible for this project.

8.2.9 Stormwater Planter

Stormwater Planters were not considered due to the poor soils and rooftop runoff volume.

8.2.10 Rain Barrels and Cisterns

Rain barrels and cisterns were not considered for this project due to the commercial nature of the use.

8.2.11 Porous Pavement

Porous pavement was not considered due to the poor soils.

8.2.12 Infiltration System

An infiltration system was not considered due to the poor soils not meeting the minimum infiltration rate.

9. POST CONSTRUCTION STORMWATER CONTROL PRACTICES

9.1 Table of Post Construction Practices

See Table 4 above.

9.2 Post Construction Practices Plan

See Table 4 for location of Post Construction Practices and Appendix C for Erosion & Sediment Control Plans and Details.

In order to control the post-development runoff conditions to match the existing conditions, stormwater management facilities will be constructed to collect and treat runoff. Stormwater on the project site will be treated through a hydrodynamic separation device (CS-6 Cascade Separator), which is an alternative stormwater management practice. This device moves water in a circular, centrifugal manner to accelerate the separation and deposition of sediment while also capturing hydrocarbons, trash and debris from the water.

The hydrodynamic separation device (S1) will be located on the southwest side of the site, within the surface parking lot. The catchment area routed to this device is broken up into two parts, 1A and 1B. Catchment area 1A is 0.8 acres and consists of the surface parking lot as well as the Farmers' Market building. This area has a coverage value of 98. Stormwater runoff from 1A will be collected in three catch basins that connect to the hydrodynamic separation device. After being treated, the water is discharged into the Saranac River.

Catchment area 1B is 1.35 acres and consists of the stormwater collected from the roof of the mixed-use building and courtyard parking lot. This area has a coverage value of 98 as it is entirely impervious. Stormwater runoff from 1B will be collected in a series of roof drains to be funneled through a gutter system. All of the runoff collected will be piped to the hydrodynamic separation device, treated and discharged into the Saranac River.

Catchment area 1C is 1.10 acres and is made up of the walkway area as well as the bank adjacent to the east side of the project site. Stormwater runoff from this area is not collected and will flow via sheet flow into the Saranac River.

For the 90% storm event, the water quality flow rate through the treatment system is 3.30 cubic feet per second (cfs). The structure provides 7,675 cubic feet (cf) of water quality volume, which exceeds the requirement of 3,838 cf.

9.3 Hydraulic Analysis of Pre- and Post-Development Conditions

In analyzing pre- and post-construction stormwater conditions, the Saranac River was used as the comparison point. Both the pre- and post-construction stormwater is discharged into the River. Using Chapter 9 of the Manual for redevelopment, the project meets all stormwater requirements.

The below table summarizes the impervious cover of the pre- and post-development conditions.

Table 6 – Impervious Cover

	Pre-Development	Post-Development
Impervious Area	2.71 ac	2.42 ac
% Impervious Cover	98.2%	87.7%
% IC Reduction	**10.50%**	

The existing site has no water quality treatment measures, and all stormwater runoff is directly discharged into the Saranac River. Per Chapter 9 of the Manual, redevelopment projects are required to provide water quality treatment and ensure the project runoff flow does not exceed the current condition. The table below summarizes the stormwater management plan.

Table 7 - Stormwater Management Plan Summary

Storm Event	Pre-Development	Post-Development
1-yr Discharge	7.54 cfs	6.64 cfs
10-yr Discharge	13.29 cfs	12.15 cfs
100-yr Discharge	23.25 cfs	21.80 cfs
Area of soil disturbance	2.76 ac	
WQv Target	3,838 cf	
WQv Provided	**7,675 cf**	

9.4 Maintenance Schedule of Post-Construction Stormwater Control Practices

Table 6 – Maintenance Schedule of Post-Construction Stormwater Management Facilities

Maintained by	Name of entity
Name, Address, Phone of Responsible Party	Prime Plattsburgh, LLC 621 Columbia Street Cohoes, NY 12047 (518) 785-9000 x126
Facilities to be Maintained	CS-6 Cascade Separator
Description of Maintenance Activity for each Facility and Frequency	See Appendix F for maintenance guidelines, as recommended by the manufacturer.
Description of Applicable Easements	An easement for the outlets of the stormwater devices will be needed.
Access and safety issues	Maintenance forces have access to all drainage facilities within the site.
Local and non-local permits	Article 15: Protection of Waters Permit
Legal agreements	N/A

The Cascade Separator Inspection and Maintenance Guide can be found in Appendix F.

9.5 Drainage Structure Catchment Areas

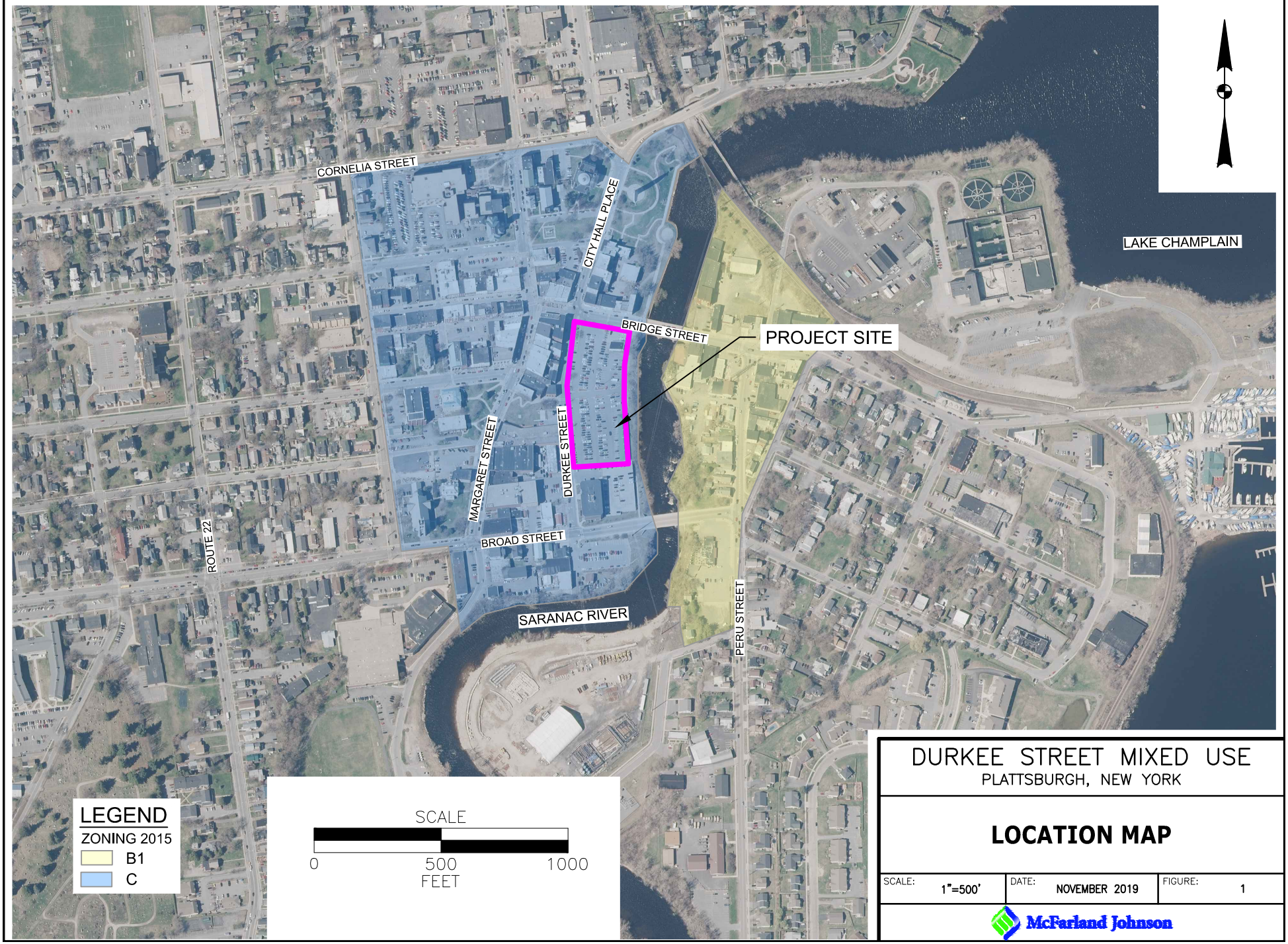
See Drainage Structure Area Figure in Appendix D.

9.6 Hydraulic Analysis of Stormwater Sewer System

See the storm sewer profiles with the hydraulic grade lines for the 10-year storm event. The profiles were created in AutoCAD Civil 3D which incorporates the rational method and Manning's Equation to iteratively calculate the hydraulic capacity, grade lines, and inlet spreads. Printouts are provided in Appendix D.

APPENDIX A

LOCATION MAP



DURKEE STREET MIXED USE

PLATTSBURGH, NEW YORK

LOCATION MAP

SCALE:	DATE:	FIGURE:
1"=500'	NOVEMBER 2019	1

McFarland Johnson

APPENDIX B

NRCS SOILS MAP

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Clinton County, New York

September 18, 2019

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

Map Scale: 1:1,070 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 15 30 60 90

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clinton County, New York
Survey Area Data: Version 19, Mar 7, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 28, 2012—Oct 13, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Un	Urban land	3.6	100.0%
Totals for Area of Interest		**3.6**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Clinton County, New York

Un—Urban land

Map Unit Setting

National map unit symbol: 9r0w
Mean annual precipitation: 31 to 42 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 105 to 165 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Typical profile

H1 - 0 to 6 inches: variable

Minor Components

Udipsamments

Percent of map unit: 3 percent
Hydric soil rating: No

Udorthents

Percent of map unit: 3 percent
Hydric soil rating: No

Deerfield

Percent of map unit: 1 percent
Hydric soil rating: No

Covert

Percent of map unit: 1 percent
Hydric soil rating: No

Grattan

Percent of map unit: 1 percent
Hydric soil rating: No

Plainfield

Percent of map unit: 1 percent
Hydric soil rating: No

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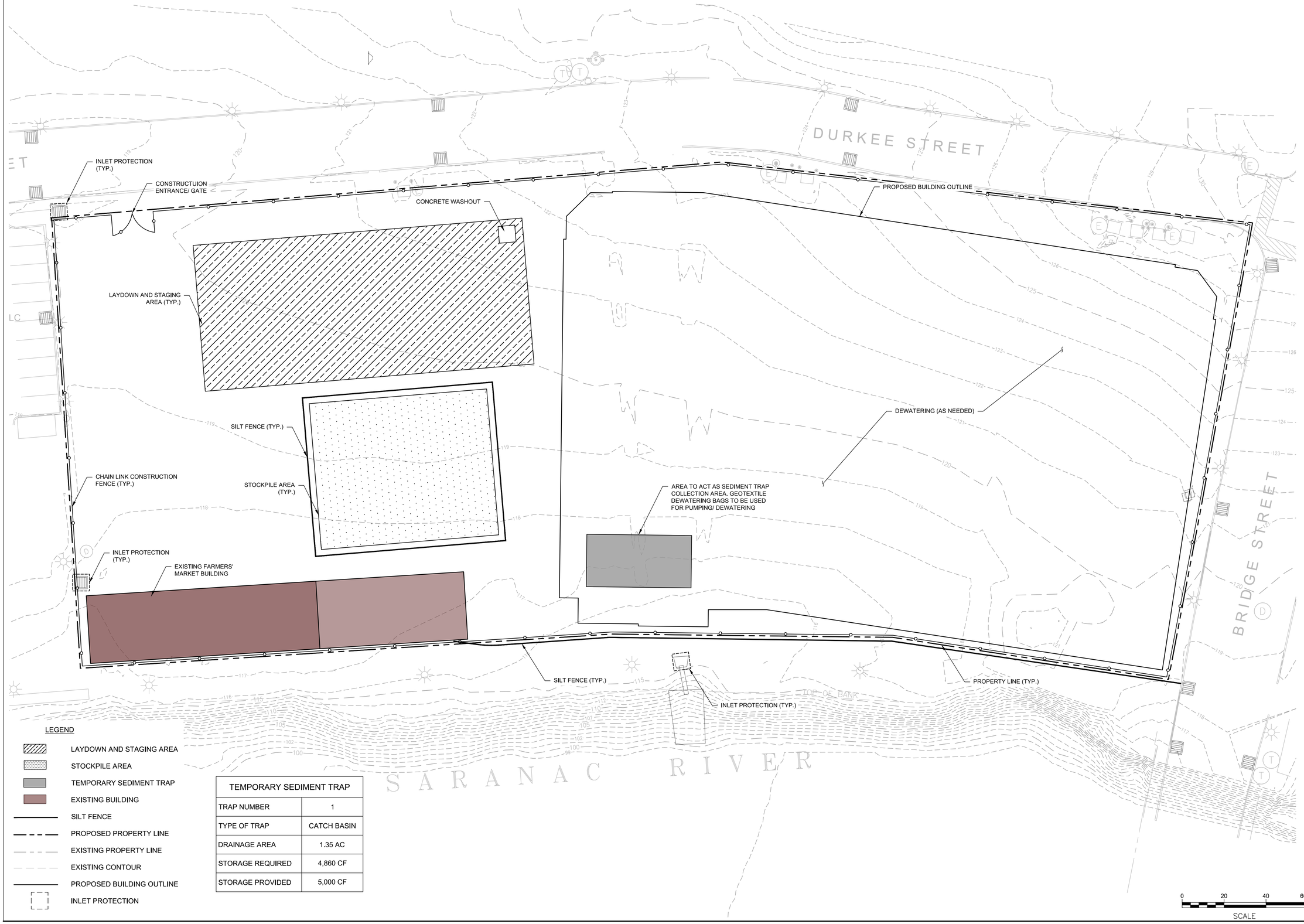
APPENDIX C

EROSION & SEDIMENT CONTROL PLANS, DETAILS & NOTES



LEGEND

- LAYDOWN AND STAGING AREA
- STOCKPILE AREA
- TEMPORARY SEDIMENT TRAP
- EXISTING BUILDING
- SILT FENCE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED BUILDING OUTLINE
- INLET PROTECTION

TEMPORARY SEDIMENT TRAP	
TRAP NUMBER	1
TYPE OF TRAP	CATCH BASIN
DRAINAGE AREA	1.35 AC
STORAGE REQUIRED	4,860 CF
STORAGE PROVIDED	5,000 CF

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PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	JANUARY 2020
PROJECT	18491.00

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DRAWING TITLE
EROSION AND SEDIMENT CONTROL PLAN PHASE I

DRAWING NUMBER
EC-01

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PROJECT MILESTONE

SITE PLAN SUBMISSION

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CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

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DESIGNED	NSO
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SCALE	1"=20'
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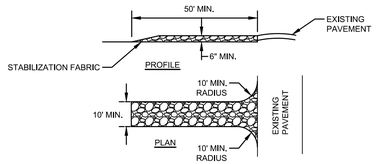
DRAWING TITLE

EROSION AND SEDIMENT CONTROL PLAN PHASE II

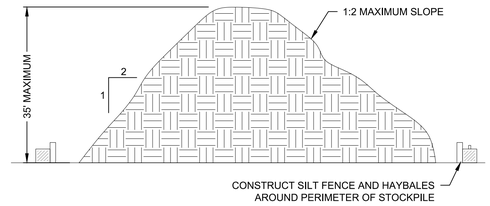
DRAWING NUMBER

EC-02



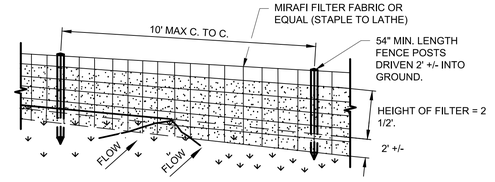
NOTES:
1. STONE SIZE - USE #3 CRUSHED STONE OR GRAVEL (PER NYSDOT SECTION 209).
2. LENGTH - NOT LESS THAN 50 FEET.
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE

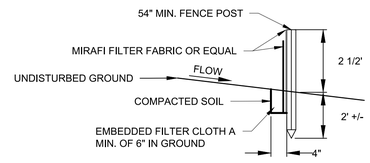


NOTES:
1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 1V:2H.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.
4. APPLICATION OF SOIL STABILIZATION MEASURES, I.E. SEEDING AND MULCH APPLICATION, SHALL BE COMPLETED WITHIN FOURTEEN (14) DAYS FROM THE DATA SOIL ACTIVITY HAS CEASED.

STOCK PILE DETAIL



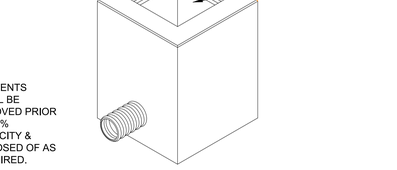
PERSPECTIVE VIEW



SECTION VIEW

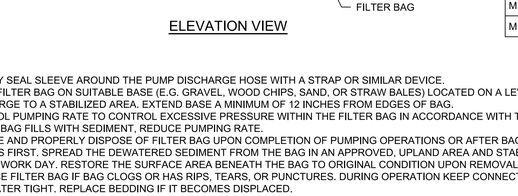
NOTES:
1. MIRAFI FILTER FABRIC TO BE SECURED TO FENCE POSTS WITH STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

SILT FENCE



PLAN

GENERAL NOTES:
1. ACTUAL SIZE TO BE DETERMINED IN FIELD. A MINIMUM OF 10' WIDE BY 10' LONG AND SIZED TO CONTAIN ALL LIQUID AND SOLID WASTE. A MINIMUM OF 12" FREEBOARD SHALL BE INCLUDED.
2. THE CONCRETE WASHOUT SHALL NOT BE PLACED WITHIN 50' OF STORM DRAINS.
3. EXCESS AND SLUMP TEST SOLIDS SHALL BE PLACED ON PLASTIC LINER UNTIL HARDENED. CONTRACTOR MAY CONSIDER INSTALLING WIRE OR REBAR HOOK FOR LATER PICKUP REMOVAL.
4. INSPECTORS SHALL USE THE WASHOUT FACILITY OR PLASTIC FOR CLEANING OF THEIR TOOLS.

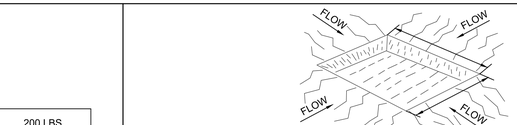


SECTION B-B

STAPLE DETAIL

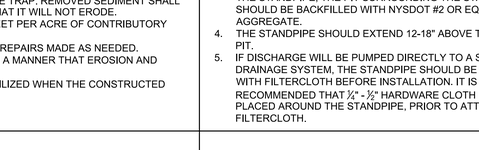
MAINTENANCE NOTES:
1. CHECK ALL CONCRETE WASHOUT FACILITIES DAILY TO DETERMINE IF THEY HAVE BEEN FILLED TO 75% CAPACITY. THE FACILITY SHALL BE CLEANED OUT OR CHANGED WHEN 75% FULL.
2. INSPECT LINERS DAILY TO ENSURE THAT LINERS ARE INTACT AND SIDEWALLS HAVE NOT BEEN DAMAGED BY CONSTRUCTION ACITIVITIES. LINERS SHALLBE REPLACED IF THERE ARE HOLES OR TEARS OBSERVED.
3. CONCRETE WASTE SHALL BE WASHED INTO THE DESIGNATED AREA AND ALLOWED TO HARDEN. THE HARDENED CONCRETE SHALL BE BROKEN UP AND DISPOSED OF OFFSITE PER APPLICABLE NYSDEC RULES AND REGULATIONS. LIQUIDS SHALL NOT BE DISCHARGED DIRECTLY INTO WATERWAYS, STORM DRAINS, SWALES OR DIRECTLY ONTO THE GROUND.
4. REMOVE LIQUIDS OR COVER STRUCTURE BEFORE PREDICTED STORMS TO PREVENT OVERFLOWS.
5. INSTALL A NEW PLASTIC LINER AFTER EVERY CLEANING.

CONCRETE TRUCK WASHOUT DETAIL



ISOMETRIC VIEW

PLAN



SECTION A-A

RIP RAP SIZING CHART						
PIPE DIAMETER	W-1 MINIMUM	W-2 MINIMUM	L_a MINIMUM	D_{50}	d_{max}	MIN. BLANKET THICKNESS
24"	6'	13'	11'	5"	7.5"	11.25"

NOTES:
1. MINIMUM BLANKET THICKNESS IS 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NO LESS THAN 6".
2. INSTALL FILTER MIRAFI 500X OR APPROVED EQUAL FILTER FABRIC BETWEEN RIP-RAP AND SUBGRADE.

d_o = PIPE DIAMETER, SEE PLANS
L_a = APRON LENGTH
W = APRON WIDTH (CENTERED ON PIPE)
D_{50} = ROCK SIZE THAT WHICH 50% SHALL BE LARGER THAN
d_{max} = MAXIMUM ROCK DIAMETER

OUTLET PROTECTION - RIP RAP APRON

NOTES:
1. CONTENTS SHALL BE REMOVED PRIOR TO 50% CAPACITY & DISPOSED OF AS REQUIRED.

ELEVATION VIEW

NOTES:
1. TIGHTLY SEAL SLEEVE AROUND THE PUMP DISCHARGE HOSE WITH A STRAP OR SIMILAR DEVICE.
2. PLACE FILTER BAG ON SUITABLE BASE (E.G. GRAVEL, WOOD CHIPS, SAND, OR STRAW BALES) LOCATED ON A LEVEL OR 5% MAXIMUM SLOPING SURFACE. DISCHARGE TO A STABILIZED AREA. EXTEND BASE A MINIMUM OF 12 INCHES FROM EDGES OF BAG.
3. CONTROL PUMPING RATE TO CONTROL EXCESSIVE PRESSURE WITHIN THE FILTER BAG IN ACCORDANCE WITH THE MANUFACTURER RECOMMENDATIONS. AS THE BAG FILLS WITH SEDIMENT, REDUCE PUMPING RATE.
4. REMOVE AND PROPERLY DISPOSE OF FILTER BAG UPON COMPLETION OF PUMPING OPERATIONS OR AFTER BAG HAS REACHED CAPACITY, WHICHEVER OCCURS FIRST. SPREAD THE DEWATERED SEDIMENT FROM THE BAG IN AN APPROVED, UPLAND AREA AND STABILIZE WITH SEED AND MULCH BY THE END OF THE WORK DAY. RESTORE THE SURFACE AREA BENEATH THE BAG TO ORIGINAL CONDITION UPON REMOVAL OF THE DEVICE.
5. REPLACE FILTER BAG IF BAG CLOGS OR HAS RIPS, TEARS, OR PUNCTURES. DURING OPERATION KEEP CONNECTION BETWEEN PUMP HOSE AND FILTER BAG WATER TIGHT. REPLACE BEDDING IF IT BECOMES DISPLACED.

MIN. GRAB TENSILE STRENGTH	200 LBS.
MIN. GRAB TENSILE ELONGATION	50%
MIN. TRAPEZOID TEAR STRENGTH	80 LBS.
MULLEN BURST STRENGTH	380 PSI
MIN. PUNCTURE STRENGTH	130 LBS.
APPARENT OPENING SIZE	40-80 US SIEVE
MIN. UV RESISTANCE	70%
MIN. FLOW THRU RATE	70 GPM/SQ FT

INLET PROTECTION

SEDIMENT FILTER BAG DETAIL

YARD DRAIN

CROSS SECTION

NOTES:
1. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ½ THE DESIGN DEPTH OF THE TRAP. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
2. THE VOLUME OF SEDIMENT STORAGE SHALL BE 3,600 CUBIC FEET PER ACRE OF CONTRIBUTORY DRAINAGE.
3. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN AND REPAIRS MADE AS NEEDED.
4. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION SHALL BE MINIMIZED.
5. THE SEDIMENT TRAP SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE CONSTRUCTED DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.
6. ALL CUT SLOPES SHALL BE 1:1 OR FLATTER.
7. MAXIMUM DRAINAGE AREA IS 3 ACRES.

SEDIMENT TRAP

NOTES:
1. PIT DIMENSIONS ARE VARIABLE.
2. THE STANDPIPE SHOULD BE CONSTRUCTED BY PERFORATING A 12-24" DIAMETER CORRUGATED OR PVC PIPE.
3. A BASE OF NYSDOT #2 OR EQUIVALENT ASGREGATE SHOULD BE PLACED IN THE PIT TO A DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE SHOULD BE BACKFILLED WITH NYSDOT #2 OR EQUIVALENT AGGREGATE.
4. THE STANDPIPE SHOULD EXTEND 12-18" ABOVE THE LIP OF THE PIT.
5. IF DISCHARGE WILL BE PUMPED DIRECTLY TO A STORM DRAINAGE SYSTEM, THE STANDPIPE SHOULD BE WRAPPED WITH FILTERCLOTH BEFORE INSTALLATION. IT IS RECOMMENDED THAT ¼" - ½" HARDWARE CLOTH MAY BE PLACED AROUND THE STANDPIPE, PRIOR TO ATTACHING THE FILTERCLOTH.

DEWATERING SUMP PIT

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PROJECT MILESTONE
SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC
CITY OF PLATTSBURGH, NEW YORK
PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	N.T.S.
DATE	JANUARY 2020
PROJECT	18491.00

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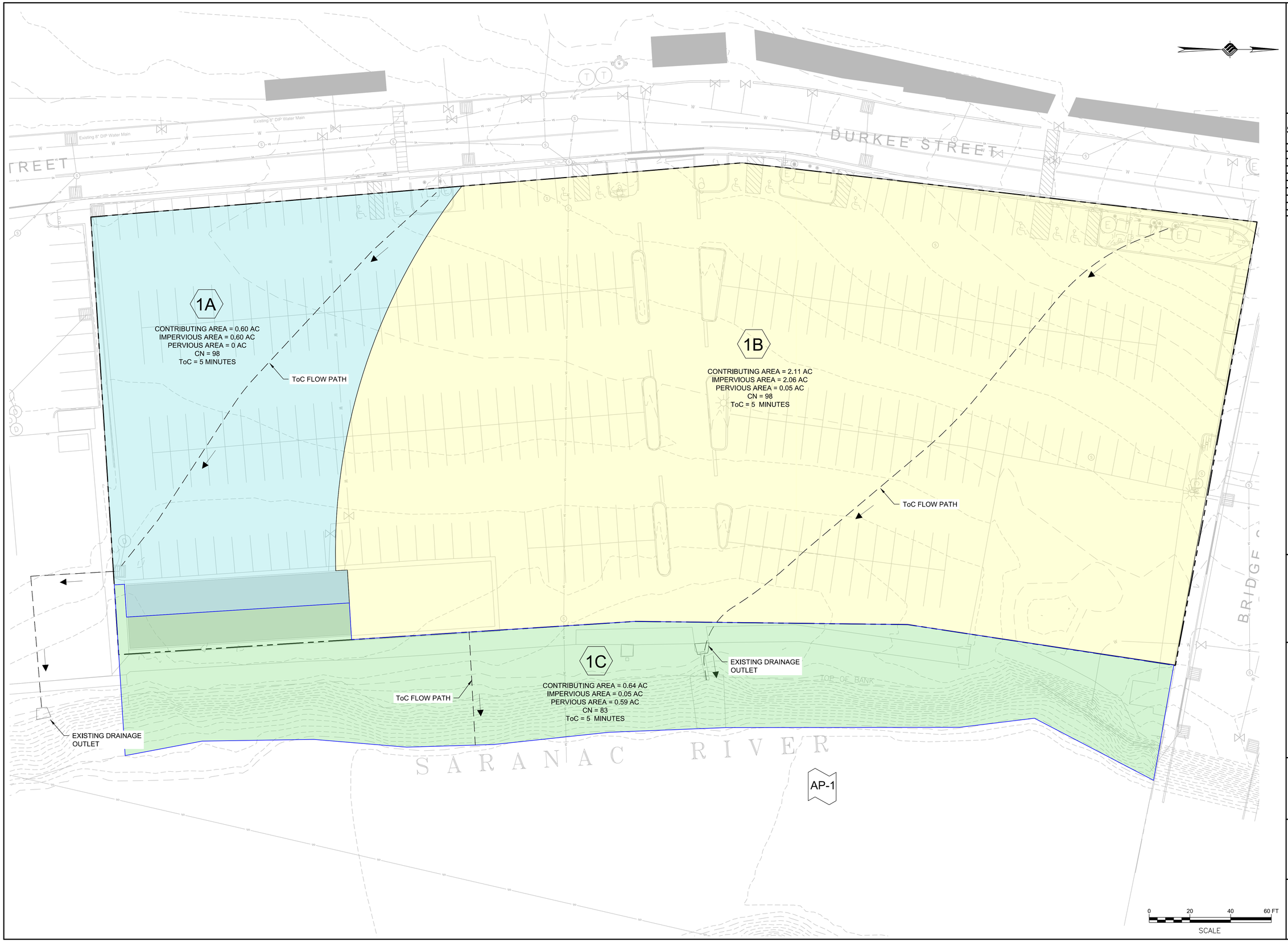
DRAWING TITLE
DETAILS

DRAWING NUMBER
DT-06

APPENDIX D

STORMWATER MANAGEMENT, HYDROLOGIC ANALYSIS & SUBCATCHMENT MAPS



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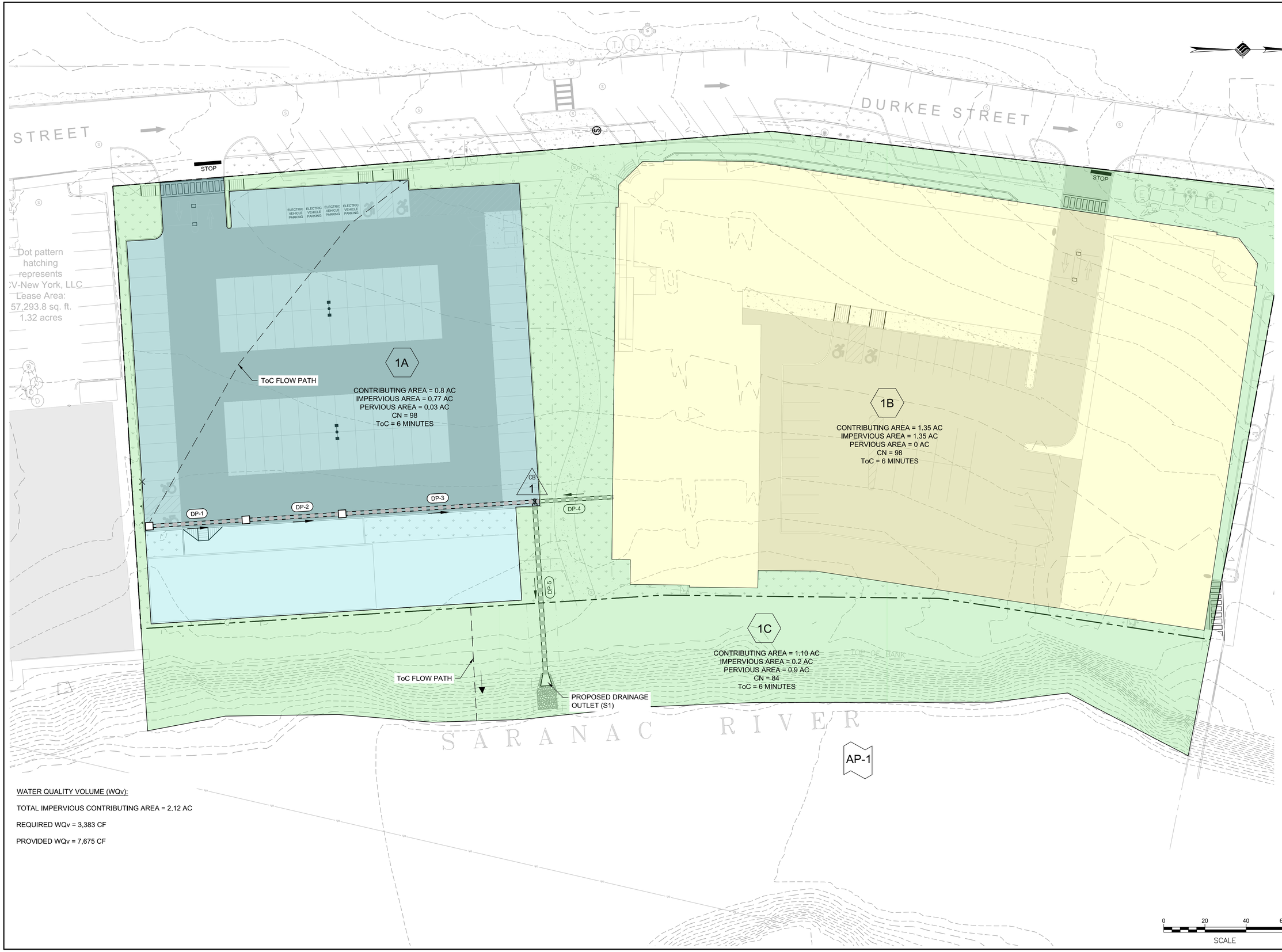
DRAWING TITLE
EXISTING DRAINAGE FIGURE

DRAWING NUMBER
SWPPP-01



WATER QUALITY VOLUME (WQv):

TOTAL IMPERVIOUS CONTRIBUTING AREA = 2.12 AC

REQUIRED WQv = 3,383 CF

PROVIDED WQv = 7,675 CF

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PROJECT MILESTONE

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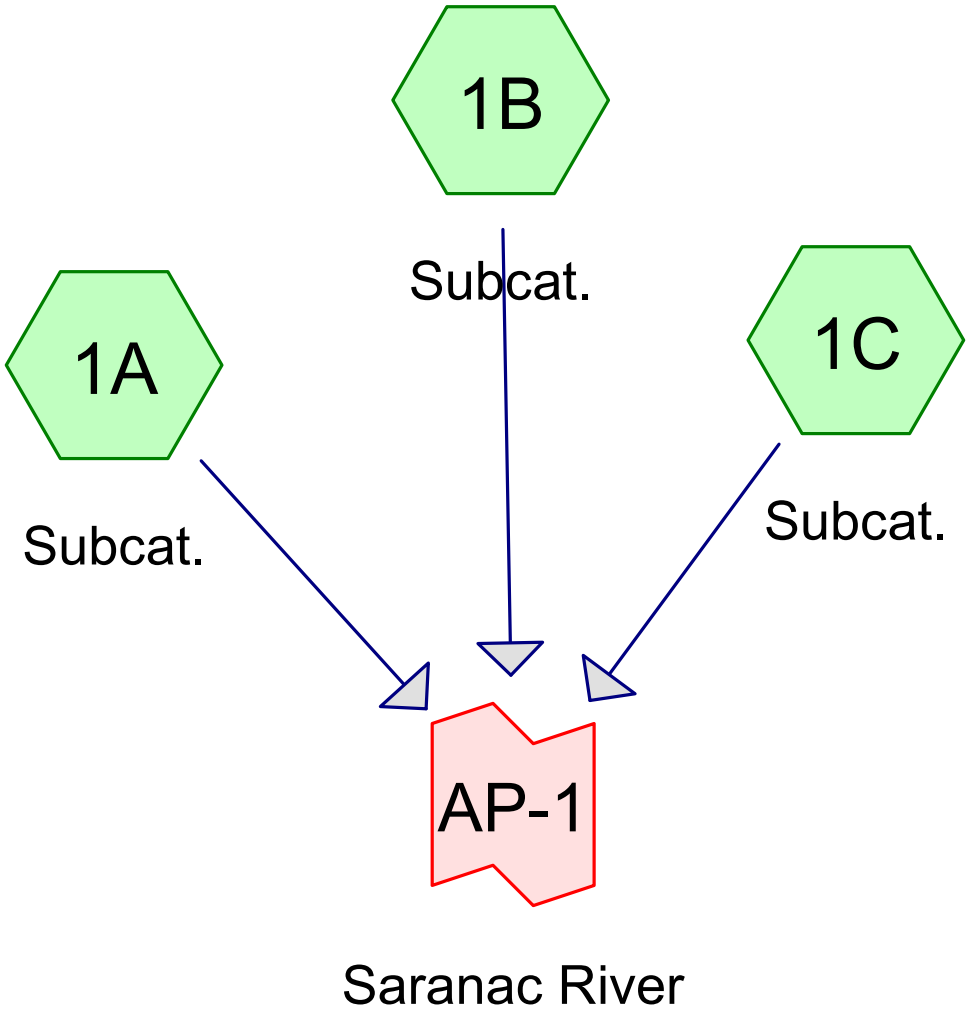
DRAWING TITLE

PROPOSED DRAINAGE FIGURE

DRAWING NUMBER

SWPPP-02



Subcat Reach Pond Link

Routing Diagram for EXISTING
Prepared by McFarland Johnson, Printed 1/31/2020
HydroCAD® 10.00-25 s/n 03550 © 2019 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.050	80	>75% Grass cover, Good, HSG D (1B)
2.710	98	Asphalt (1A, 1B)
0.050	98	Paved parking, HSG D (1C)
0.590	82	Woods/grass comb., Fair, HSG D (1C)
3.400	**95**	**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	0.050	0.000	0.050	>75% Grass cover, Good	1B
0.000	0.000	0.000	0.000	2.710	2.710	Asphalt	1A, 1B
0.000	0.000	0.000	0.050	0.000	0.050	Paved parking	1C
0.000	0.000	0.000	0.590	0.000	0.590	Woods/grass comb., Fair	1C
0.000	**0.000**	**0.000**	**0.690**	**2.710**	**3.400**	**TOTAL AREA**	

Summary for Subcatchment 1A: Subcat.

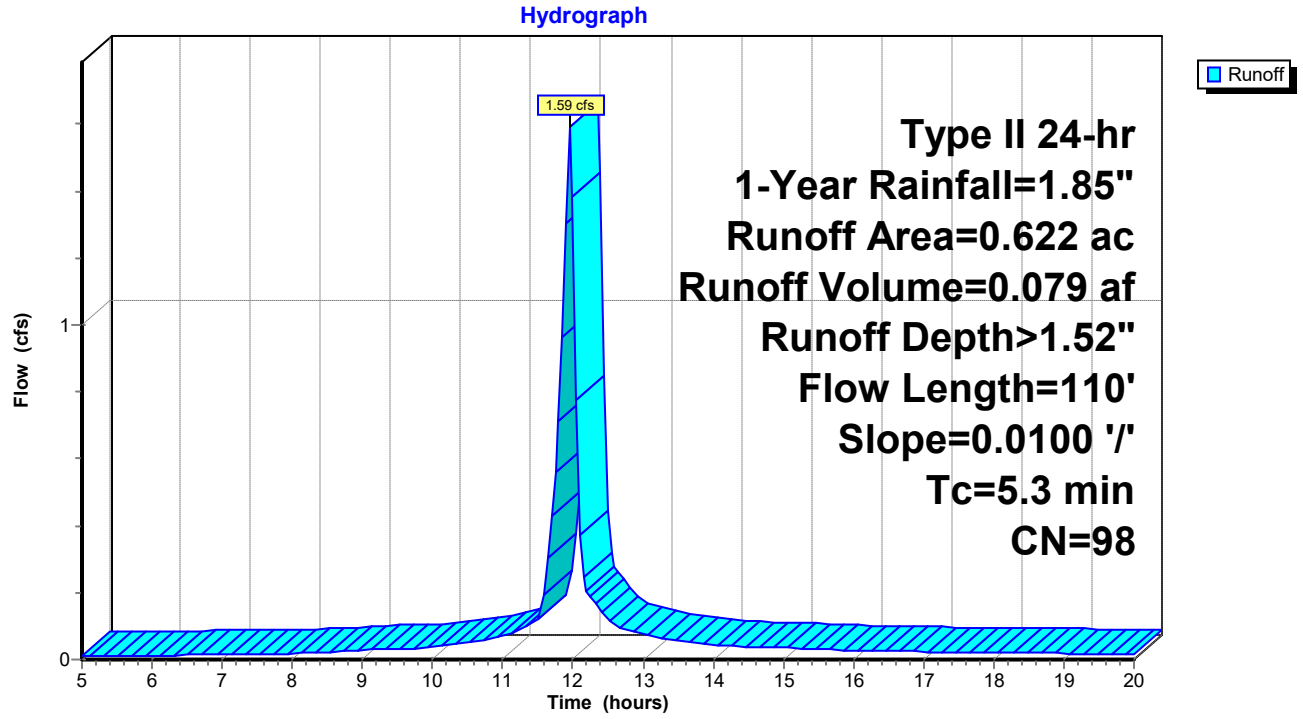
Runoff = 1.59 cfs @ 11.95 hrs, Volume= 0.079 af, Depth> 1.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

	Area (ac)	CN	Description
*	0.622	98	Asphalt
	0.622		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Min TOC**
0.3	110	0.0100	5.90	4.63	**Pipe Channel, Drainage Pipe Flow** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.010 PVC, smooth interior
5.3	110	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

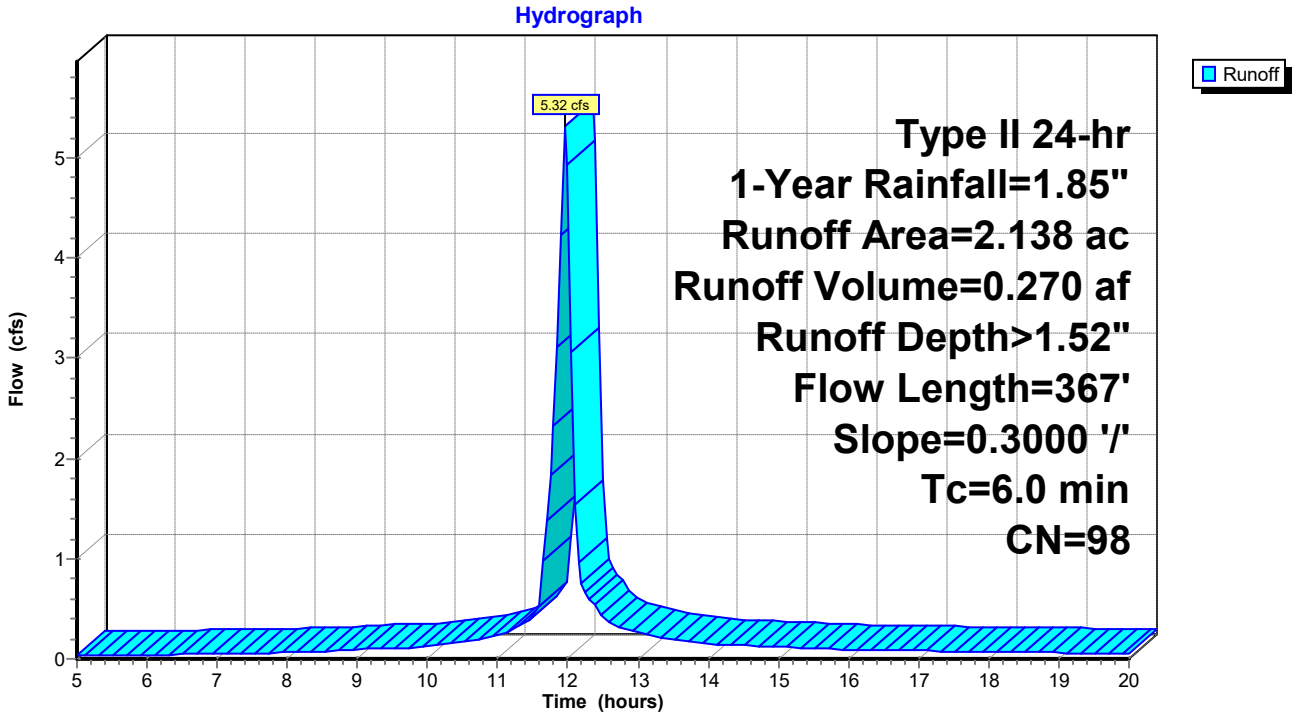
Runoff = 5.32 cfs @ 11.96 hrs, Volume= 0.270 af, Depth> 1.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

	Area (ac)	CN	Description
*	2.088	98	Asphalt
	0.050	80	>75% Grass cover, Good, HSG D
	2.138	98	Weighted Average
	0.050		2.34% Pervious Area
	2.088		97.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	353		0.98		**Direct Entry, MINIMUM**
0.0	14	0.3000	51.27	161.08	**Pipe Channel, Pipe** 24.0" Round Area= 3.1 sf Perim= 6.3' r= 0.50' n= 0.010 PVC, smooth interior
6.0	367	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

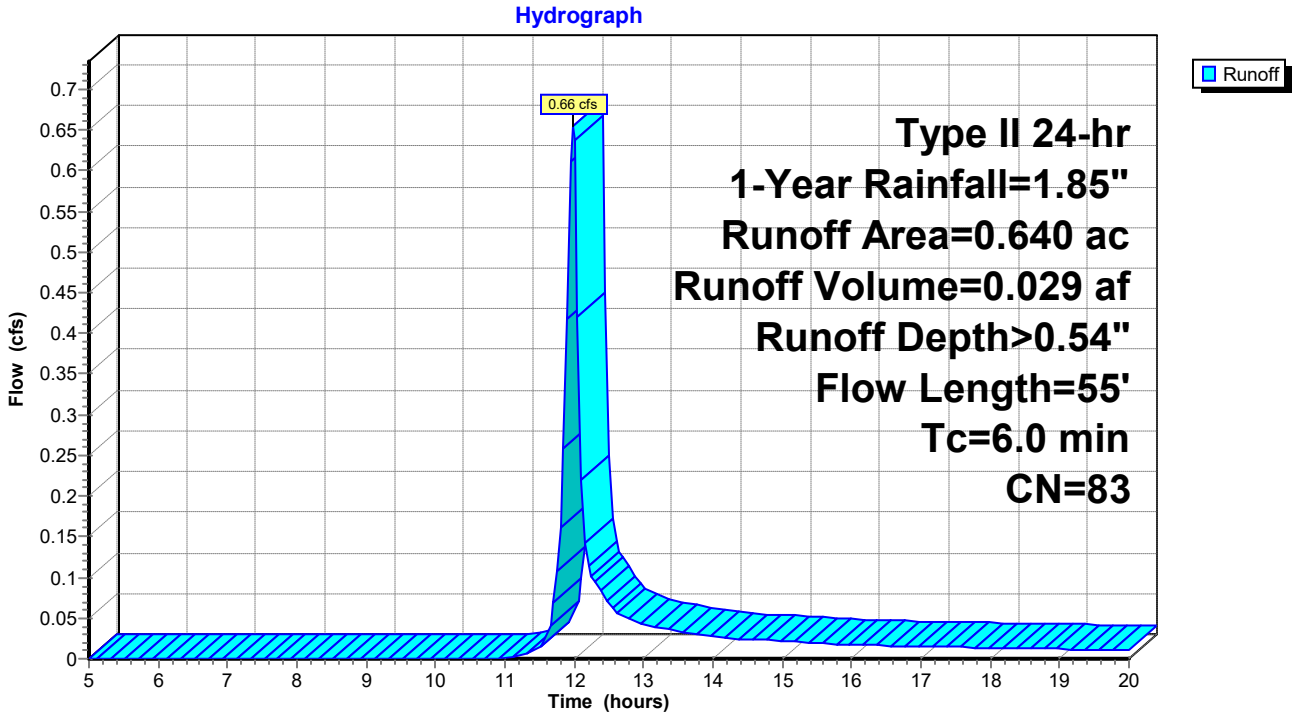
Runoff = 0.66 cfs @ 11.98 hrs, Volume= 0.029 af, Depth> 0.54"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

Area (ac)	CN	Description
0.050	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.640	83	Weighted Average
0.590		92.19% Pervious Area
0.050		7.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	55		0.15		**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.

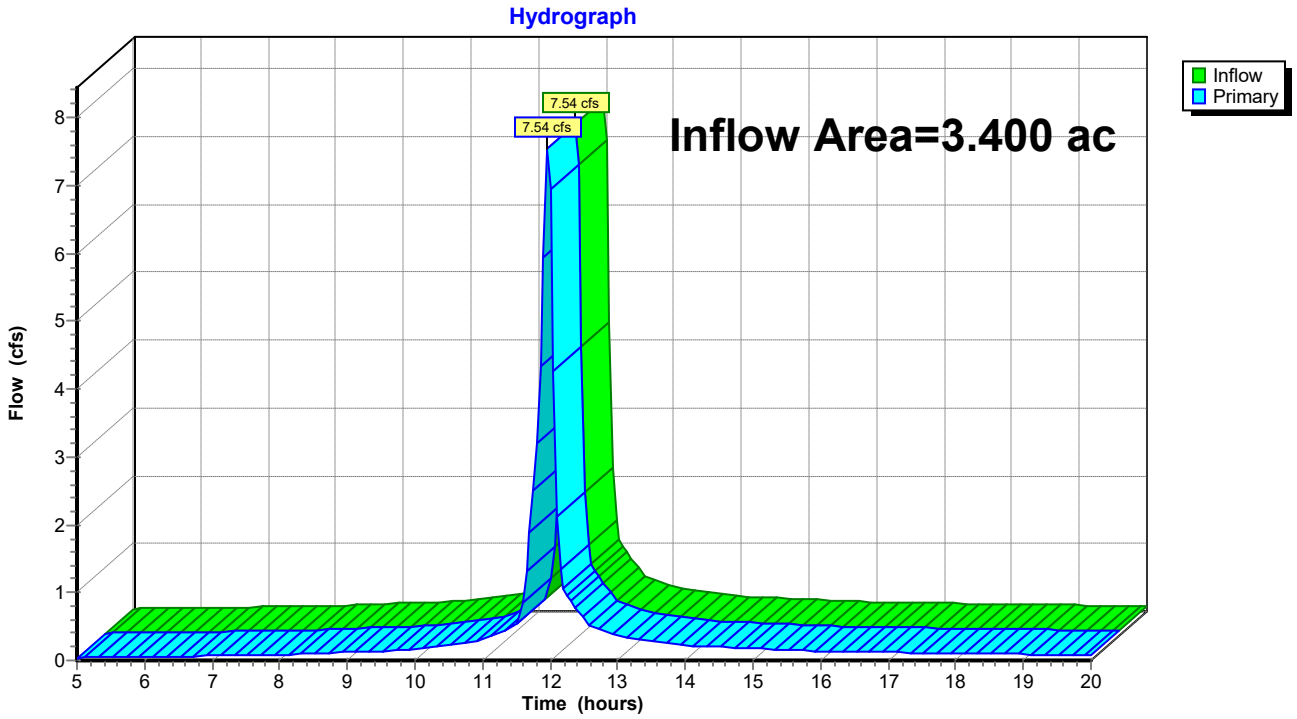


Summary for Link AP-1: Saranac River

Inflow Area = 3.400 ac, 81.18% Impervious, Inflow Depth > 1.33" for 1-Year event
Inflow = 7.54 cfs @ 11.96 hrs, Volume= 0.378 af
Primary = 7.54 cfs @ 11.96 hrs, Volume= 0.378 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River



Summary for Subcatchment 1A: Subcat.

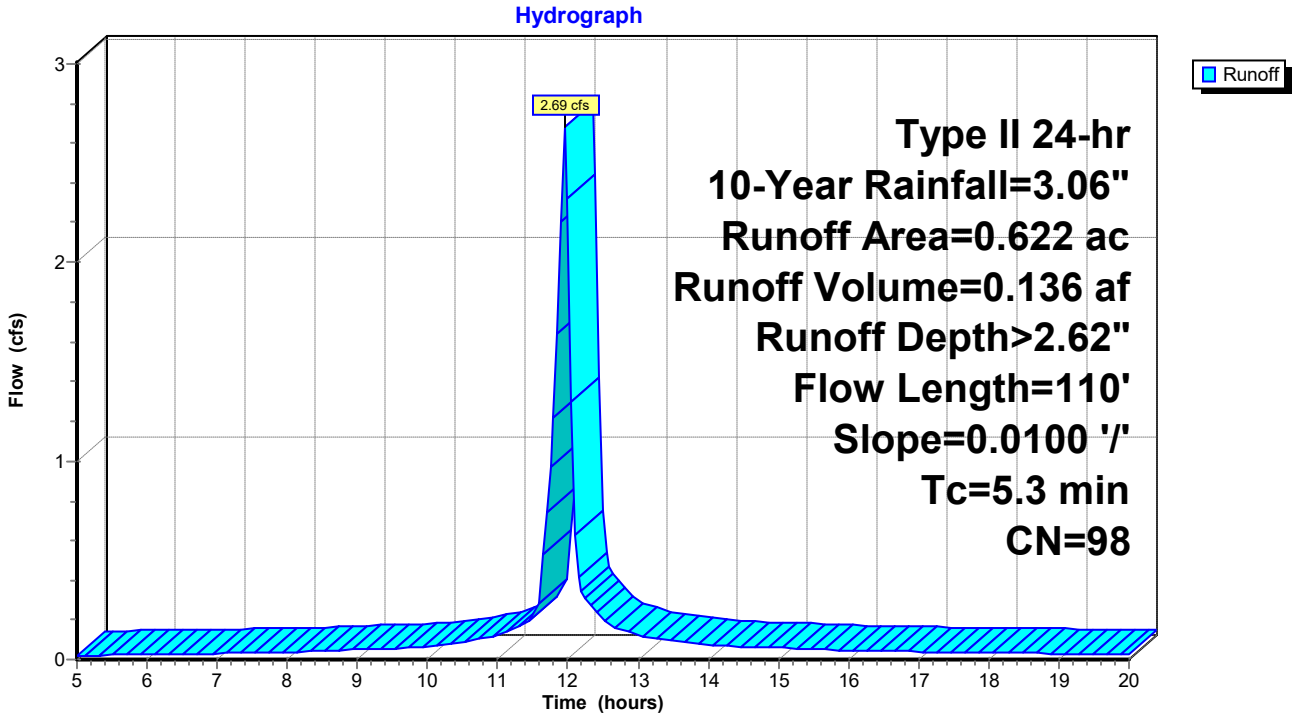
Runoff = 2.69 cfs @ 11.95 hrs, Volume= 0.136 af, Depth> 2.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

	Area (ac)	CN	Description
*	0.622	98	Asphalt
	0.622		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Min TOC**
0.3	110	0.0100	5.90	4.63	**Pipe Channel, Drainage Pipe Flow** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.010 PVC, smooth interior
5.3	110	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

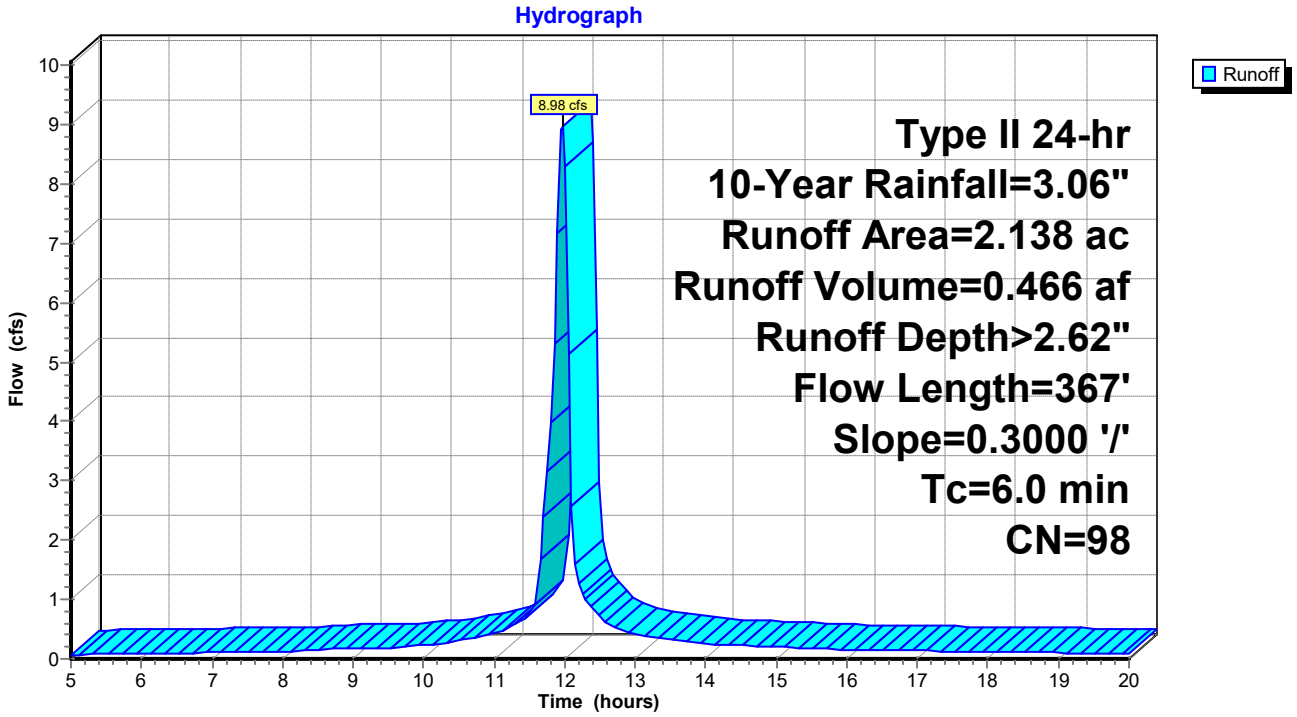
Runoff = 8.98 cfs @ 11.96 hrs, Volume= 0.466 af, Depth> 2.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

	Area (ac)	CN	Description
*	2.088	98	Asphalt
	0.050	80	>75% Grass cover, Good, HSG D
	2.138	98	Weighted Average
	0.050		2.34% Pervious Area
	2.088		97.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	353		0.98		**Direct Entry, MINIMUM**
0.0	14	0.3000	51.27	161.08	**Pipe Channel, Pipe** 24.0" Round Area= 3.1 sf Perim= 6.3' r= 0.50' n= 0.010 PVC, smooth interior
6.0	367	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

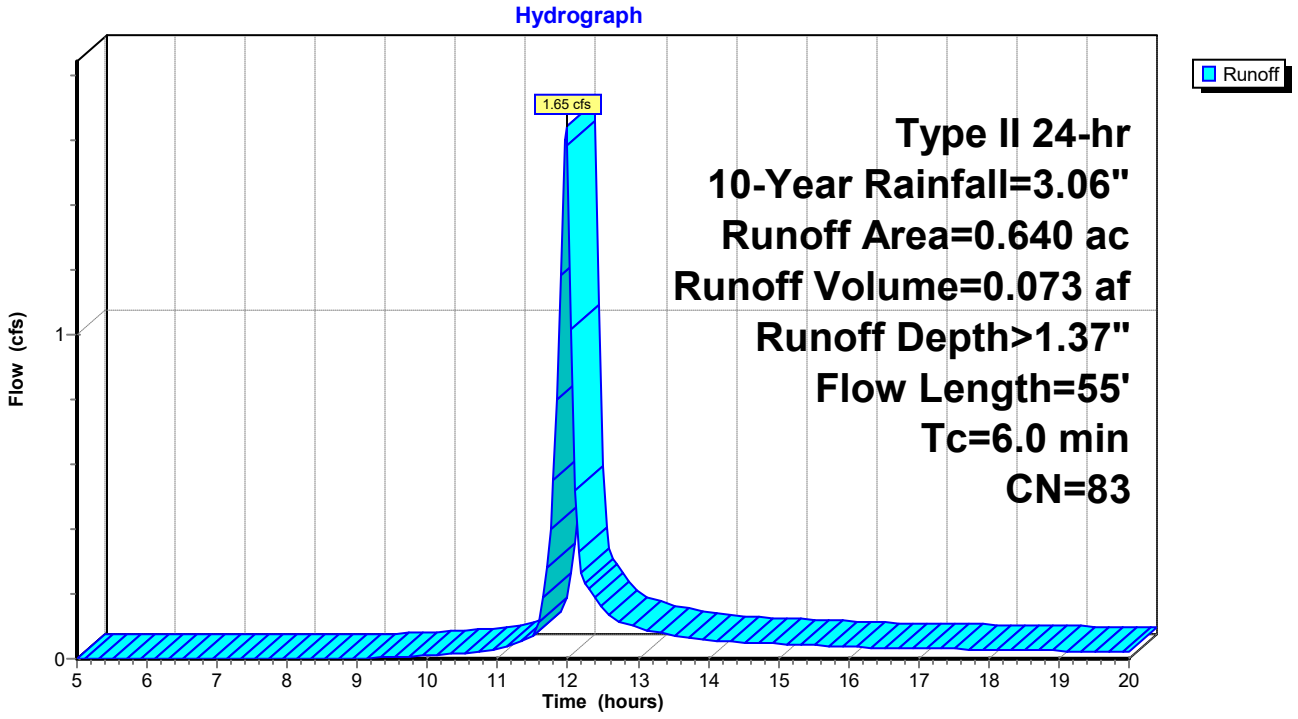
Runoff = 1.65 cfs @ 11.97 hrs, Volume= 0.073 af, Depth> 1.37"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

Area (ac)	CN	Description
0.050	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.640	83	Weighted Average
0.590		92.19% Pervious Area
0.050		7.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	55		0.15		**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.

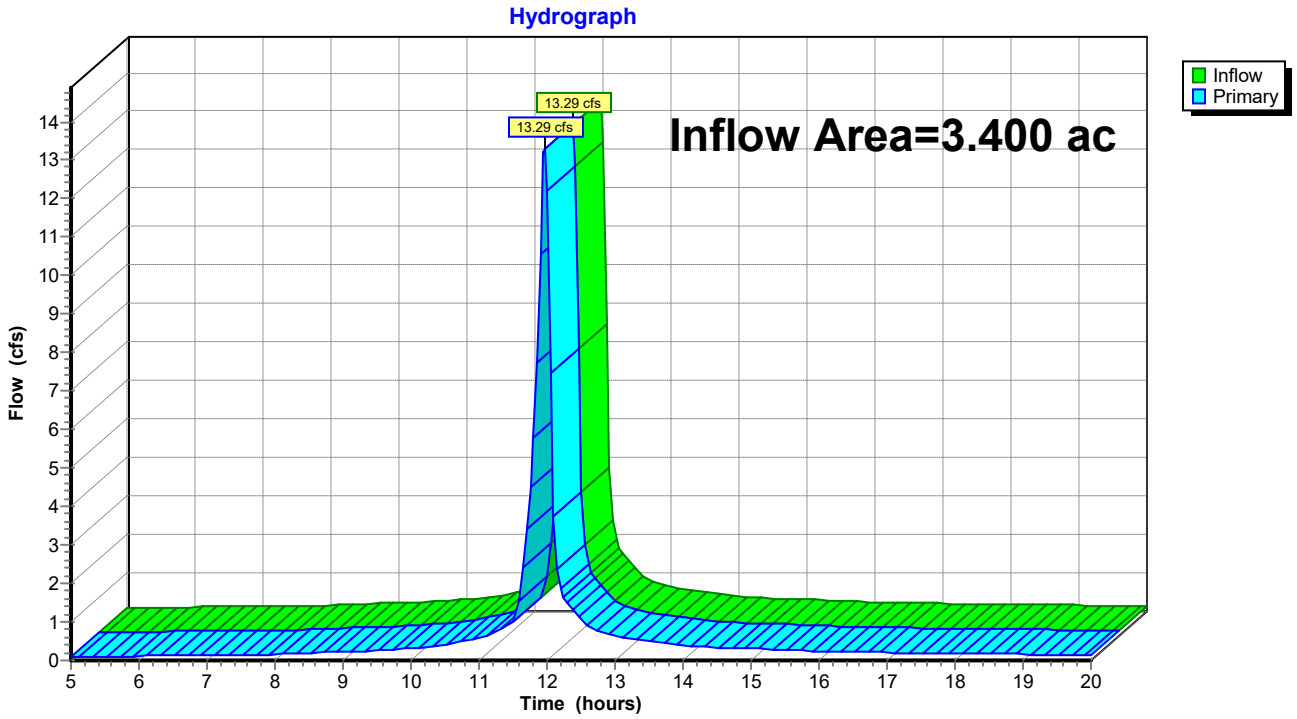


Summary for Link AP-1: Saranac River

Inflow Area = 3.400 ac, 81.18% Impervious, Inflow Depth > 2.38" for 10-Year event
Inflow = 13.29 cfs @ 11.96 hrs, Volume= 0.675 af
Primary = 13.29 cfs @ 11.96 hrs, Volume= 0.675 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River



Summary for Subcatchment 1A: Subcat.

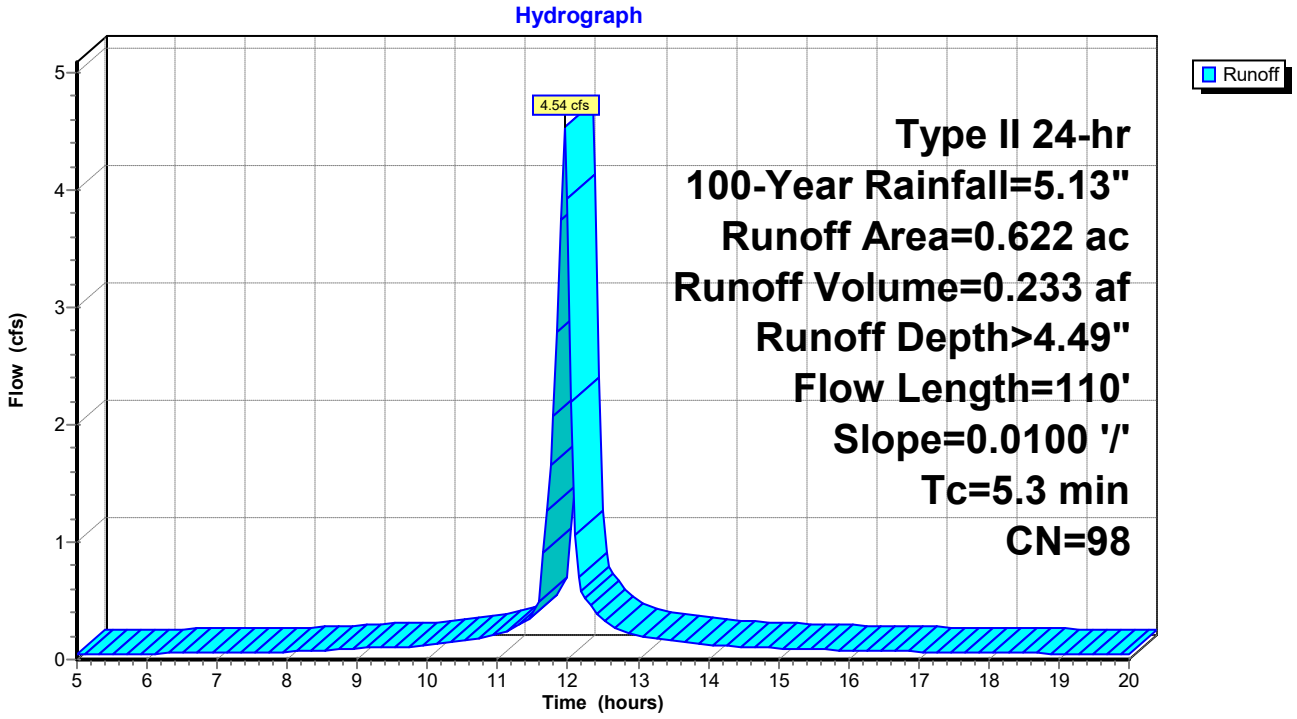
Runoff = 4.54 cfs @ 11.95 hrs, Volume= 0.233 af, Depth> 4.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

	Area (ac)	CN	Description
*	0.622	98	Asphalt
	0.622		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Min TOC**
0.3	110	0.0100	5.90	4.63	**Pipe Channel, Drainage Pipe Flow** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.010 PVC, smooth interior
5.3	110	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

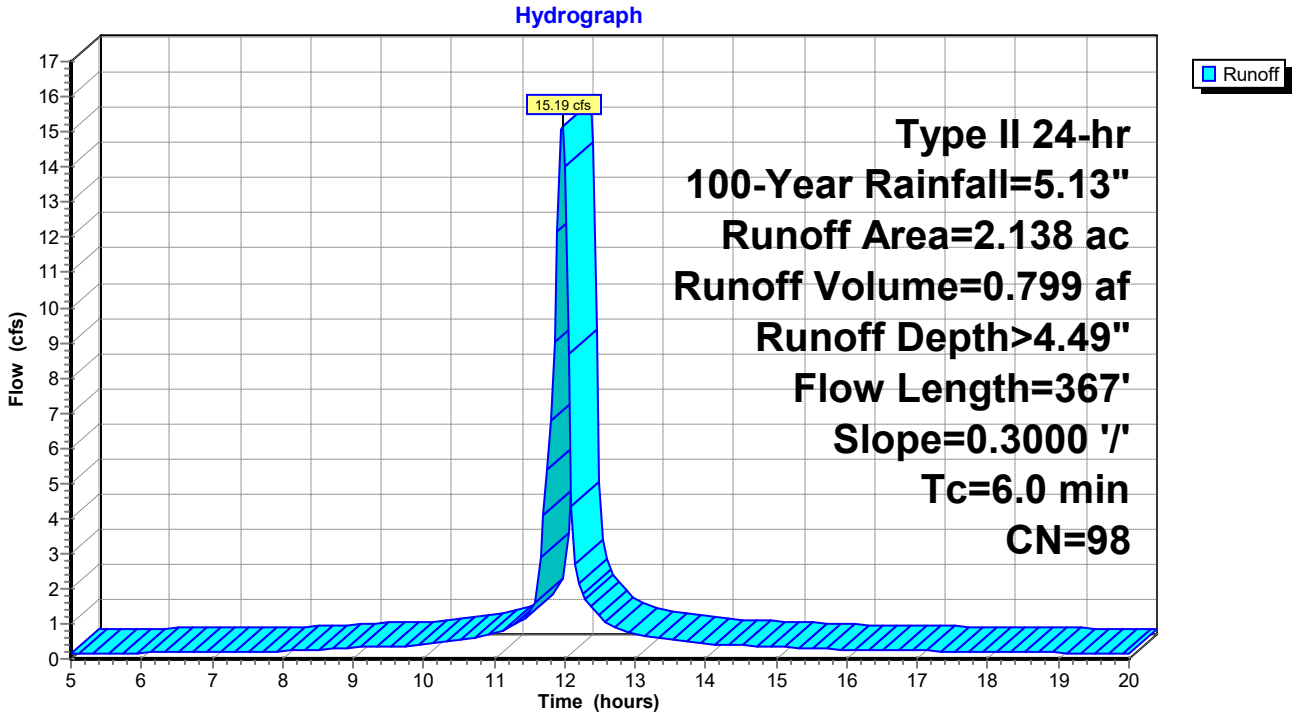
Runoff = 15.19 cfs @ 11.96 hrs, Volume= 0.799 af, Depth> 4.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

	Area (ac)	CN	Description
*	2.088	98	Asphalt
	0.050	80	>75% Grass cover, Good, HSG D
	2.138	98	Weighted Average
	0.050		2.34% Pervious Area
	2.088		97.66% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	353		0.98		**Direct Entry, MINIMUM**
0.0	14	0.3000	51.27	161.08	**Pipe Channel, Pipe** 24.0" Round Area= 3.1 sf Perim= 6.3' r= 0.50' n= 0.010 PVC, smooth interior
6.0	367	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

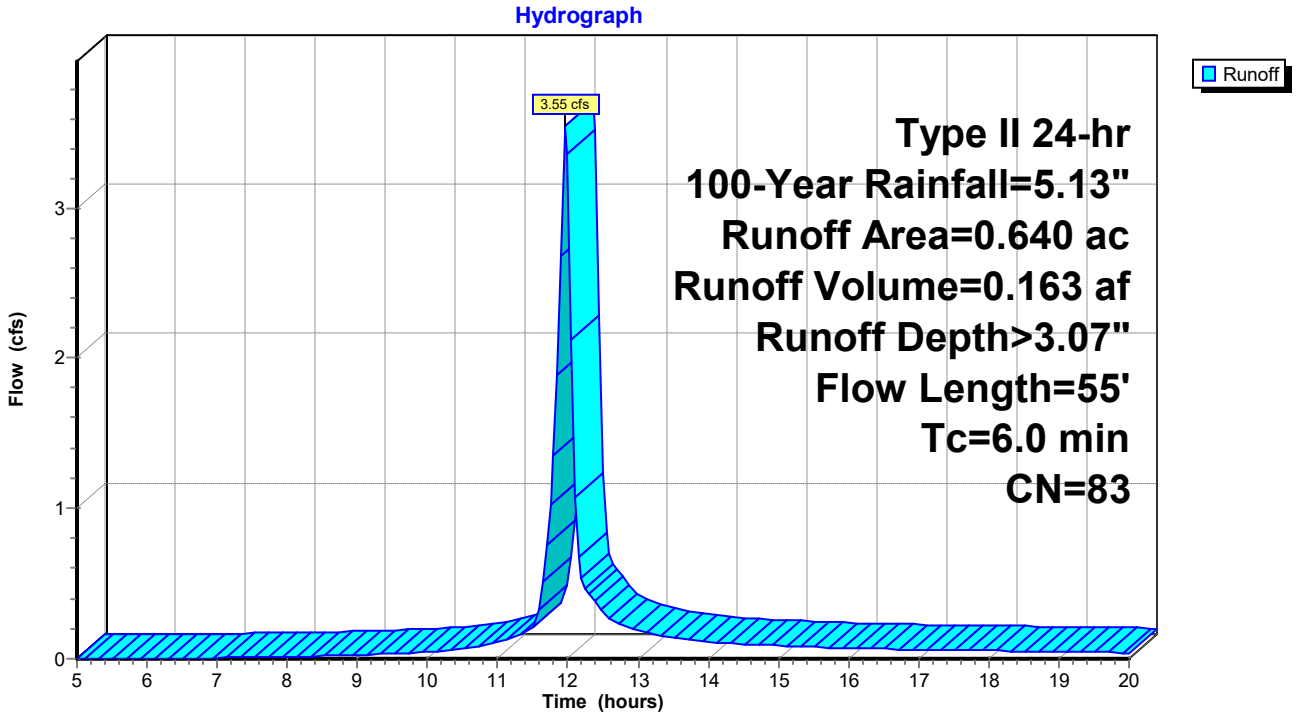
Runoff = 3.55 cfs @ 11.97 hrs, Volume= 0.163 af, Depth> 3.07"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

Area (ac)	CN	Description
0.050	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.640	83	Weighted Average
0.590		92.19% Pervious Area
0.050		7.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0	55		0.15		**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.

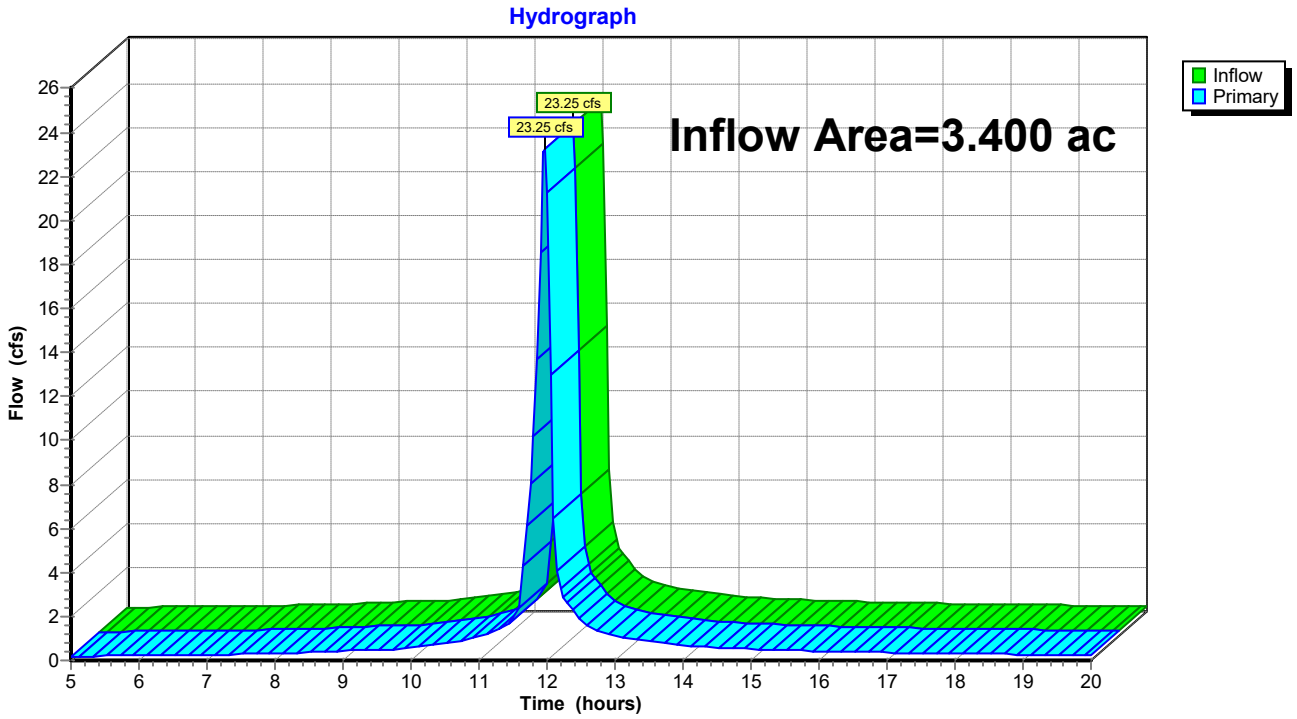


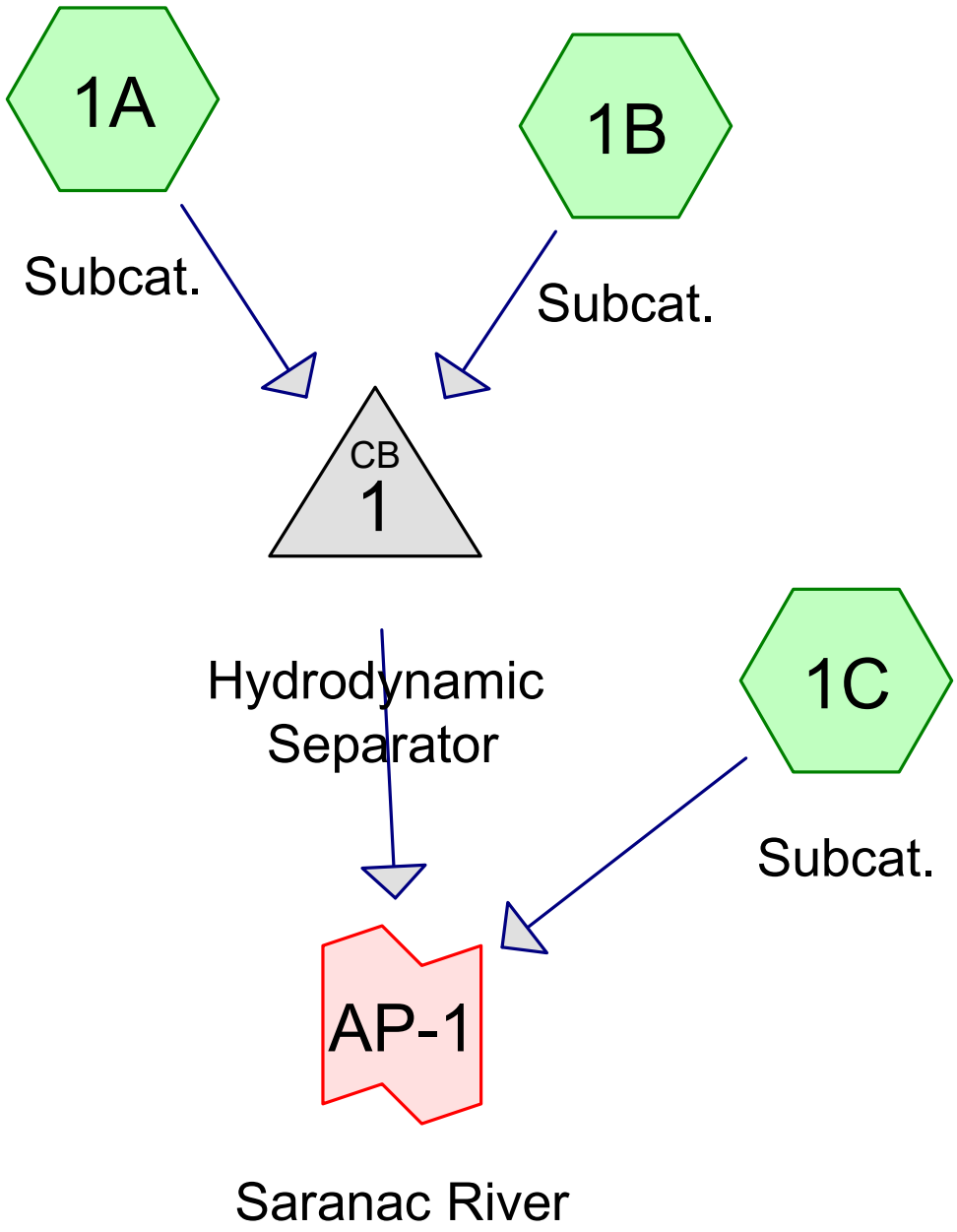
Summary for Link AP-1: Saranac River

Inflow Area = 3.400 ac, 81.18% Impervious, Inflow Depth > 4.22" for 100-Year event
Inflow = 23.25 cfs @ 11.96 hrs, Volume= 1.195 af
Primary = 23.25 cfs @ 11.96 hrs, Volume= 1.195 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River





Subcat Reach Pond Link

Routing Diagram for PROPOSED
Prepared by McFarland Johnson, Printed 1/31/2020
HydroCAD® 10.00-25 s/n 03550 © 2019 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.340	80	>75% Grass cover, Good, HSG D (1B, 1C)
1.520	98	Paved parking, HSG D (1B, 1C)
0.590	82	Woods/grass comb., Fair, HSG D (1C)
0.800	98	asphalt (1A)
3.250	**93**	**TOTAL AREA**

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	0.340	0.000	0.340	>75% Grass cover, Good	1B, 1C
0.000	0.000	0.000	1.520	0.000	1.520	Paved parking	1B, 1C
0.000	0.000	0.000	0.590	0.000	0.590	Woods/grass comb., Fair	1C
0.000	0.000	0.000	0.000	0.800	0.800	asphalt	1A
0.000	**0.000**	**0.000**	**2.450**	**0.800**	**3.250**	**TOTAL AREA**	

Summary for Subcatchment 1A: Subcat.

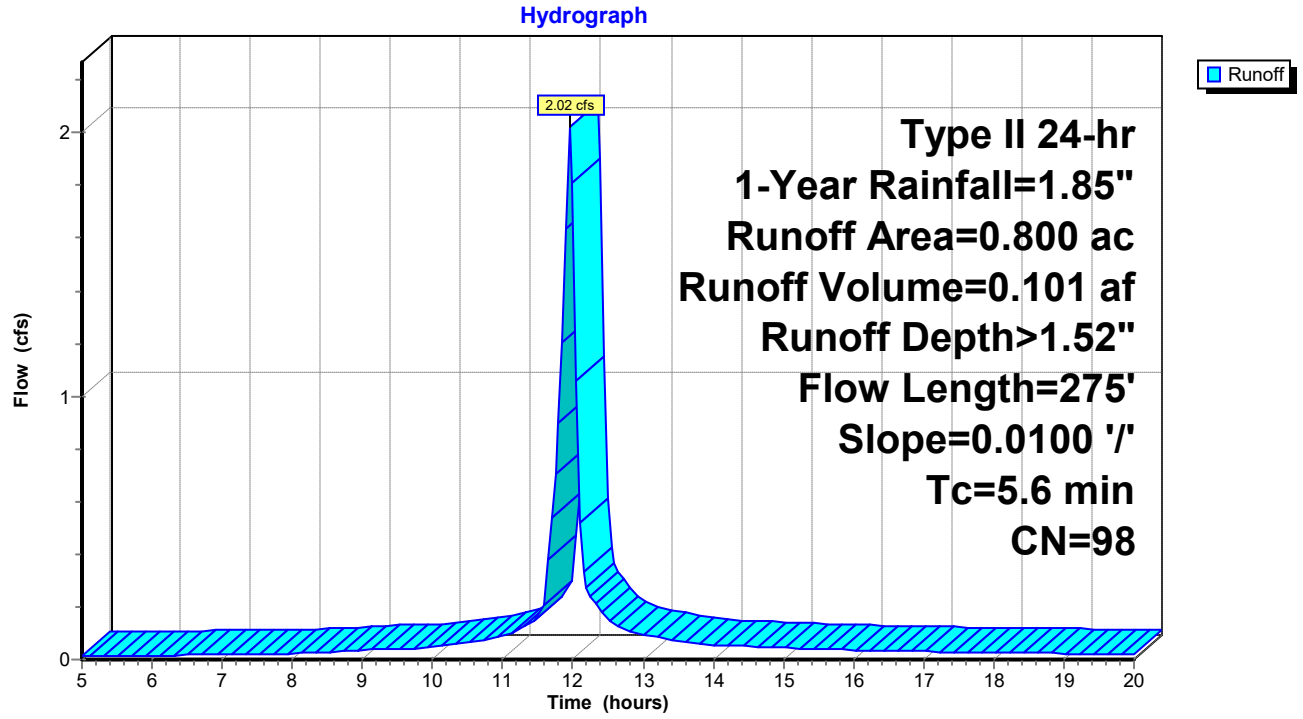
Runoff = 2.02 cfs @ 11.96 hrs, Volume= 0.101 af, Depth> 1.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

	Area (ac)	CN	Description
*	0.800	98	asphalt
	0.800		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, min**
0.6	275	0.0100	7.73	13.66	**Pipe Channel, Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.6	275	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

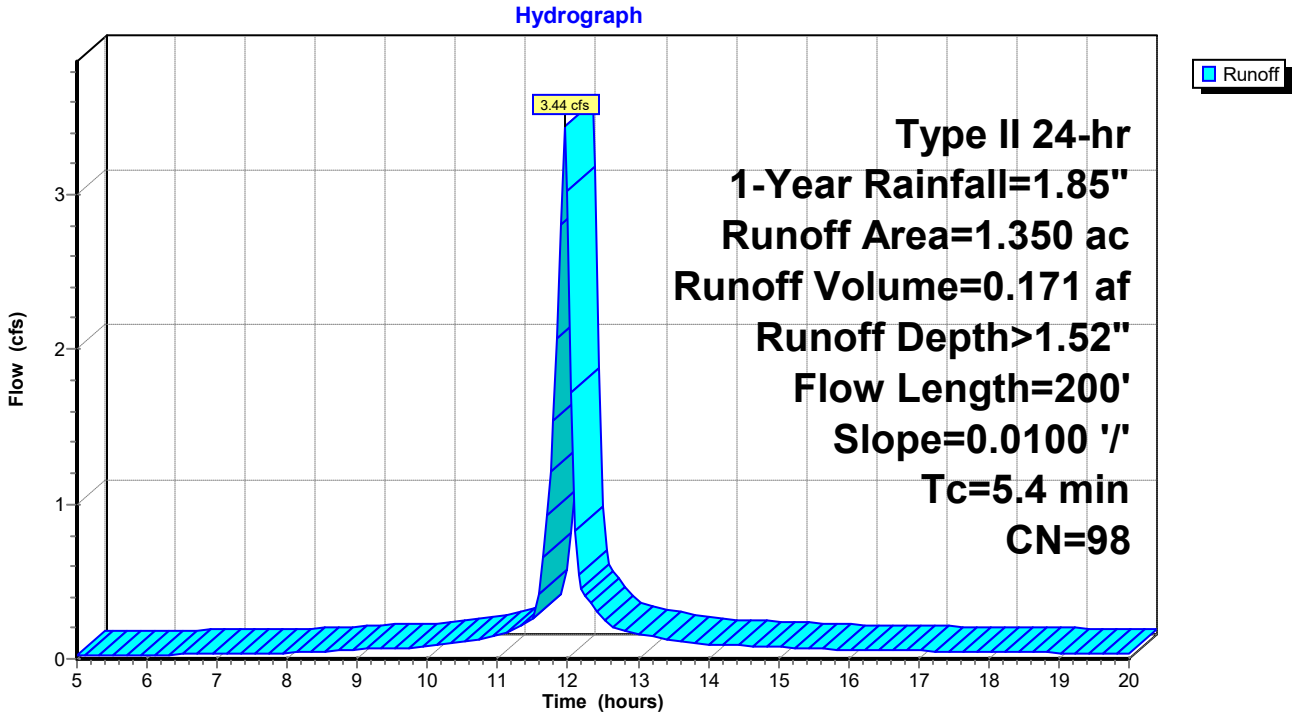
Runoff = 3.44 cfs @ 11.95 hrs, Volume= 0.171 af, Depth> 1.52"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

Area (ac)	CN	Description
1.320	98	Paved parking, HSG D
0.030	80	>75% Grass cover, Good, HSG D
1.350	98	Weighted Average
0.030		2.22% Pervious Area
1.320		97.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Minimum**
0.4	200	0.0100	7.73	13.66	**Pipe Channel, Storm Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.4	200	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

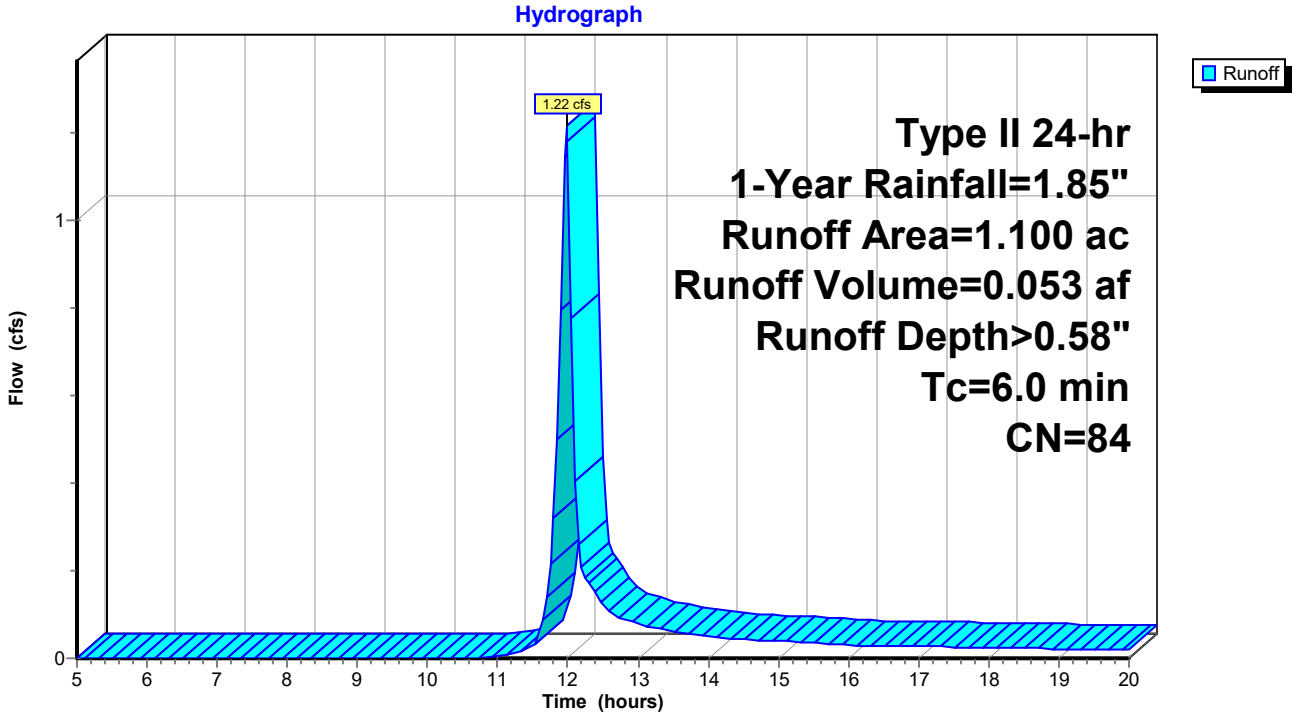
Runoff = 1.22 cfs @ 11.98 hrs, Volume= 0.053 af, Depth> 0.58"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-Year Rainfall=1.85"

Area (ac)	CN	Description
0.200	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.310	80	>75% Grass cover, Good, HSG D
1.100	84	Weighted Average
0.900		81.82% Pervious Area
0.200		18.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.



Summary for Pond 1: Hydrodynamic Separator

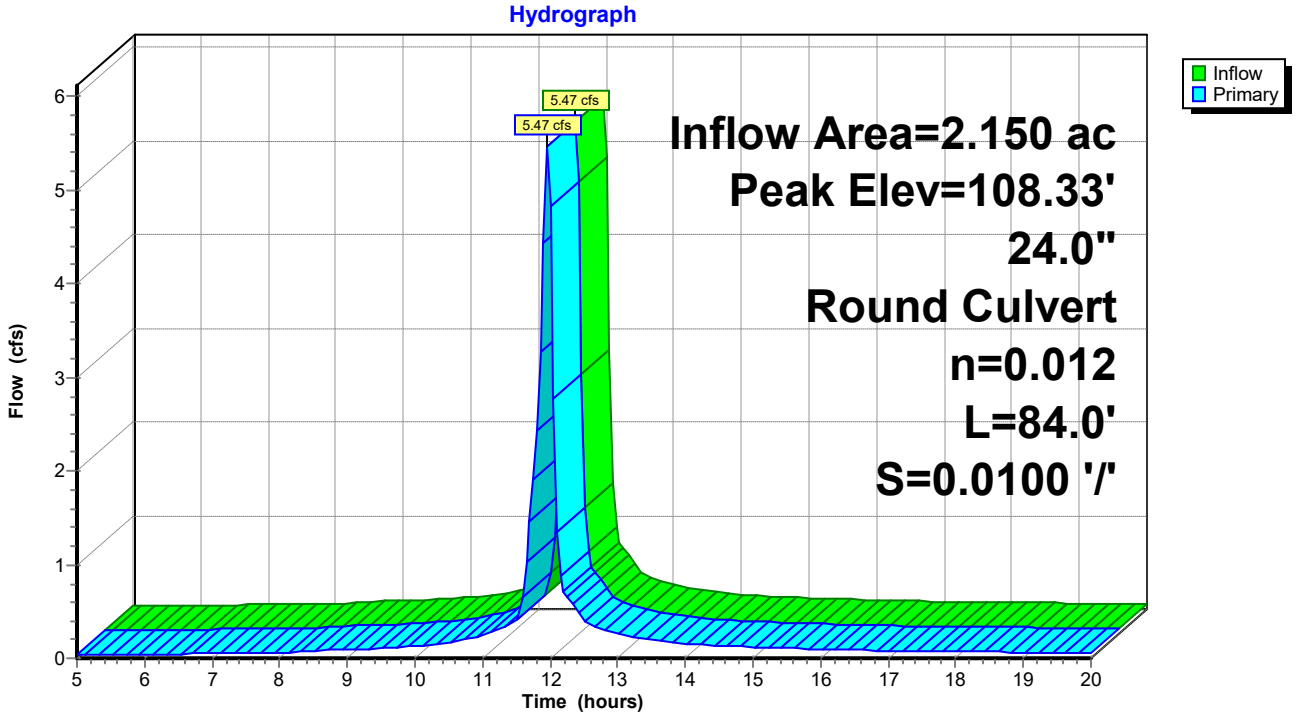
Inflow Area = 2.150 ac, 98.60% Impervious, Inflow Depth > 1.52" for 1-Year event
Inflow = 5.47 cfs @ 11.96 hrs, Volume= 0.272 af
Outflow = 5.47 cfs @ 11.96 hrs, Volume= 0.272 af, Atten= 0%, Lag= 0.0 min
Primary = 5.47 cfs @ 11.96 hrs, Volume= 0.272 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 108.33' @ 11.96 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	107.32'	**24.0" Round Culvert** L= 84.0' Ke= 0.500 Inlet / Outlet Invert= 107.32' / 106.48' S= 0.0100 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=5.38 cfs @ 11.96 hrs HW=108.32' (Free Discharge)
1=Culvert (Inlet Controls 5.38 cfs @ 3.41 fps)

Pond 1: Hydrodynamic Separator

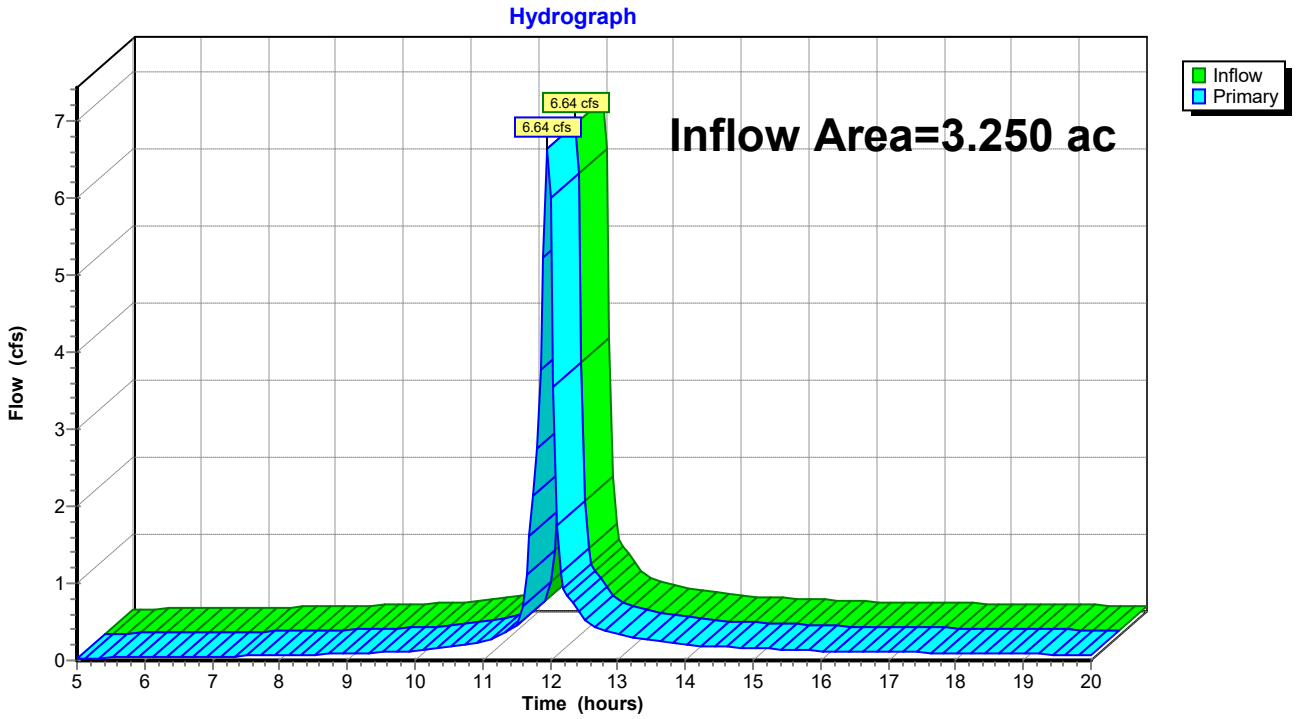


Summary for Link AP-1: Saranac River

Inflow Area = 3.250 ac, 71.38% Impervious, Inflow Depth > 1.20" for 1-Year event
Inflow = 6.64 cfs @ 11.96 hrs, Volume= 0.325 af
Primary = 6.64 cfs @ 11.96 hrs, Volume= 0.325 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River



Summary for Subcatchment 1A: Subcat.

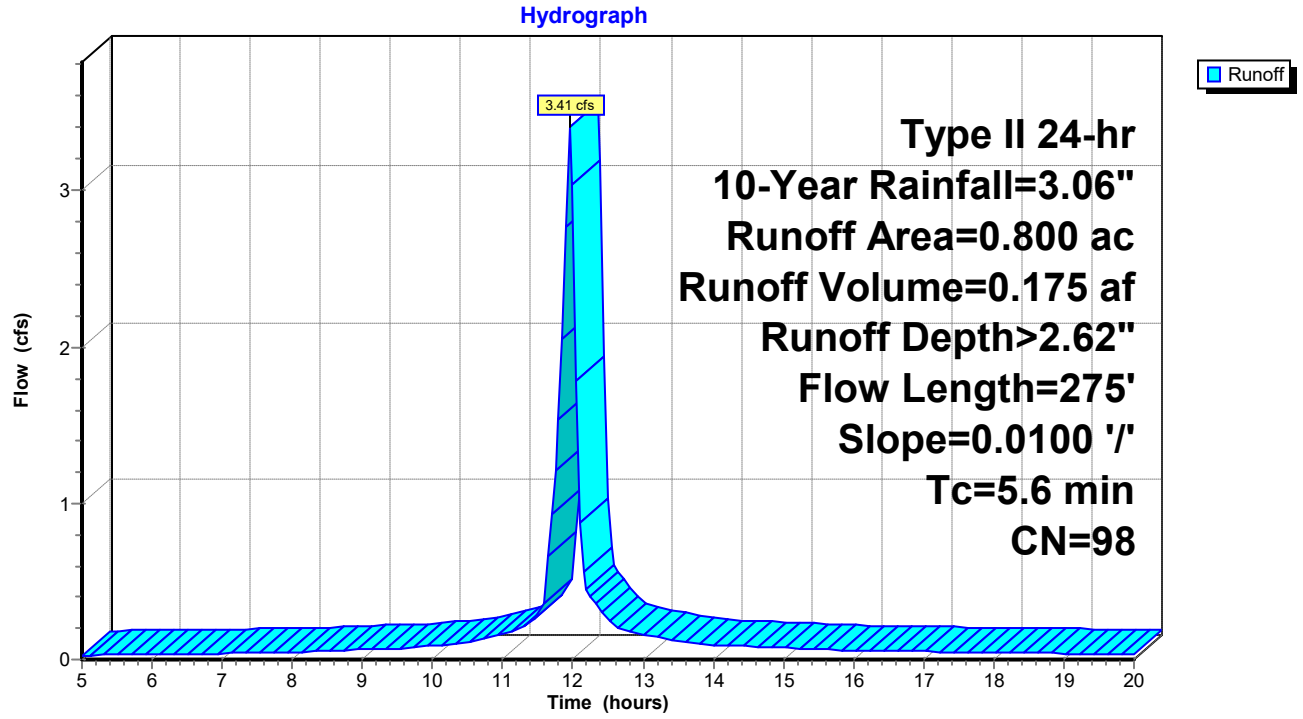
Runoff = 3.41 cfs @ 11.96 hrs, Volume= 0.175 af, Depth> 2.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

	Area (ac)	CN	Description
*	0.800	98	asphalt
	0.800		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, min**
0.6	275	0.0100	7.73	13.66	**Pipe Channel, Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.6	275	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

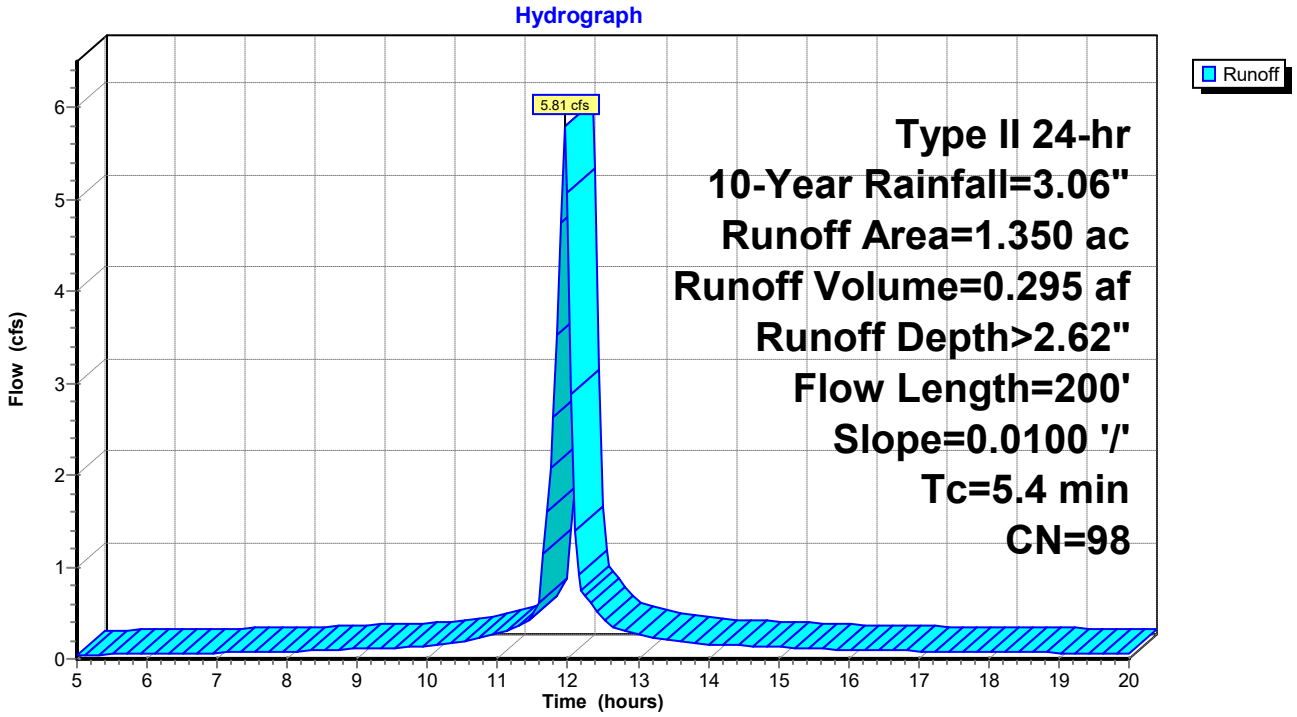
Runoff = 5.81 cfs @ 11.95 hrs, Volume= 0.295 af, Depth> 2.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

Area (ac)	CN	Description
1.320	98	Paved parking, HSG D
0.030	80	>75% Grass cover, Good, HSG D
1.350	98	Weighted Average
0.030		2.22% Pervious Area
1.320		97.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Minimum**
0.4	200	0.0100	7.73	13.66	**Pipe Channel, Storm Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.4	200	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

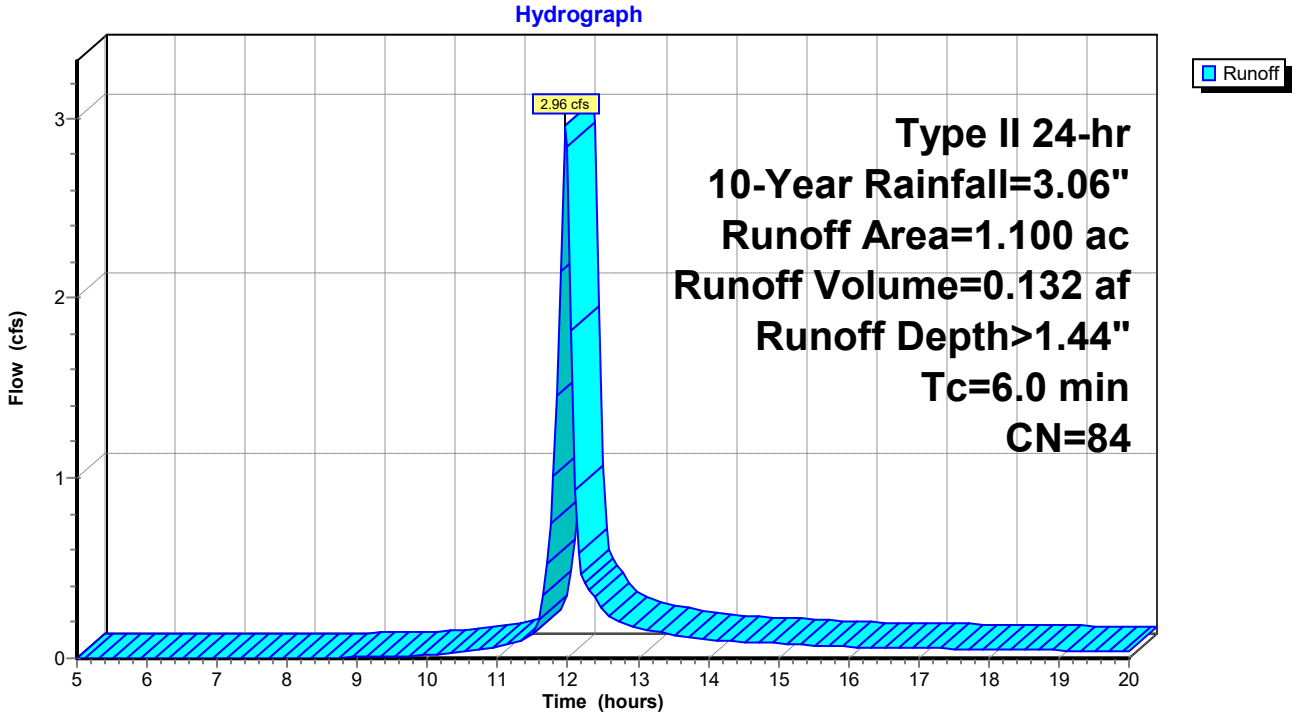
Runoff = 2.96 cfs @ 11.97 hrs, Volume= 0.132 af, Depth> 1.44"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=3.06"

Area (ac)	CN	Description
0.200	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.310	80	>75% Grass cover, Good, HSG D
1.100	84	Weighted Average
0.900		81.82% Pervious Area
0.200		18.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.



Summary for Pond 1: Hydrodynamic Separator

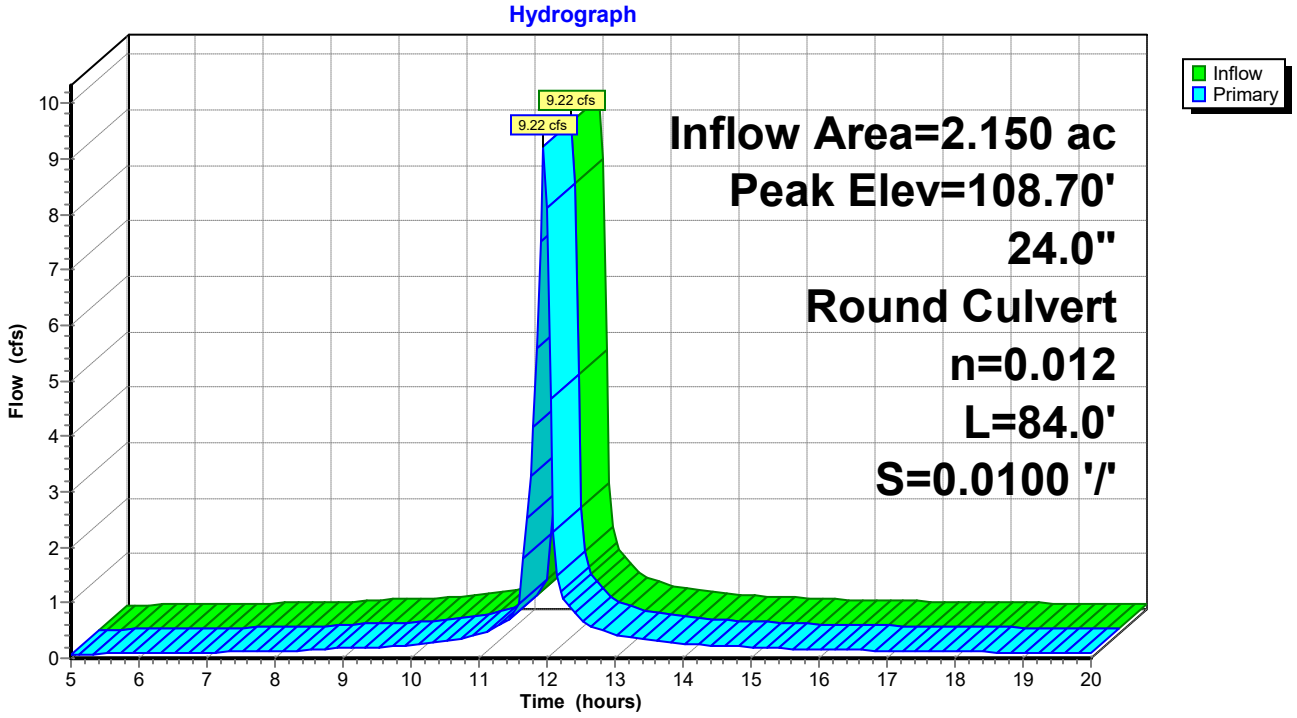
Inflow Area = 2.150 ac, 98.60% Impervious, Inflow Depth > 2.62" for 10-Year event
Inflow = 9.22 cfs @ 11.96 hrs, Volume= 0.469 af
Outflow = 9.22 cfs @ 11.96 hrs, Volume= 0.469 af, Atten= 0%, Lag= 0.0 min
Primary = 9.22 cfs @ 11.96 hrs, Volume= 0.469 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 108.70' @ 11.96 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	107.32'	**24.0" Round Culvert** L= 84.0' Ke= 0.500 Inlet / Outlet Invert= 107.32' / 106.48' S= 0.0100 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=9.09 cfs @ 11.96 hrs HW=108.68' (Free Discharge)
1=Culvert (Inlet Controls 9.09 cfs @ 3.98 fps)

Pond 1: Hydrodynamic Separator

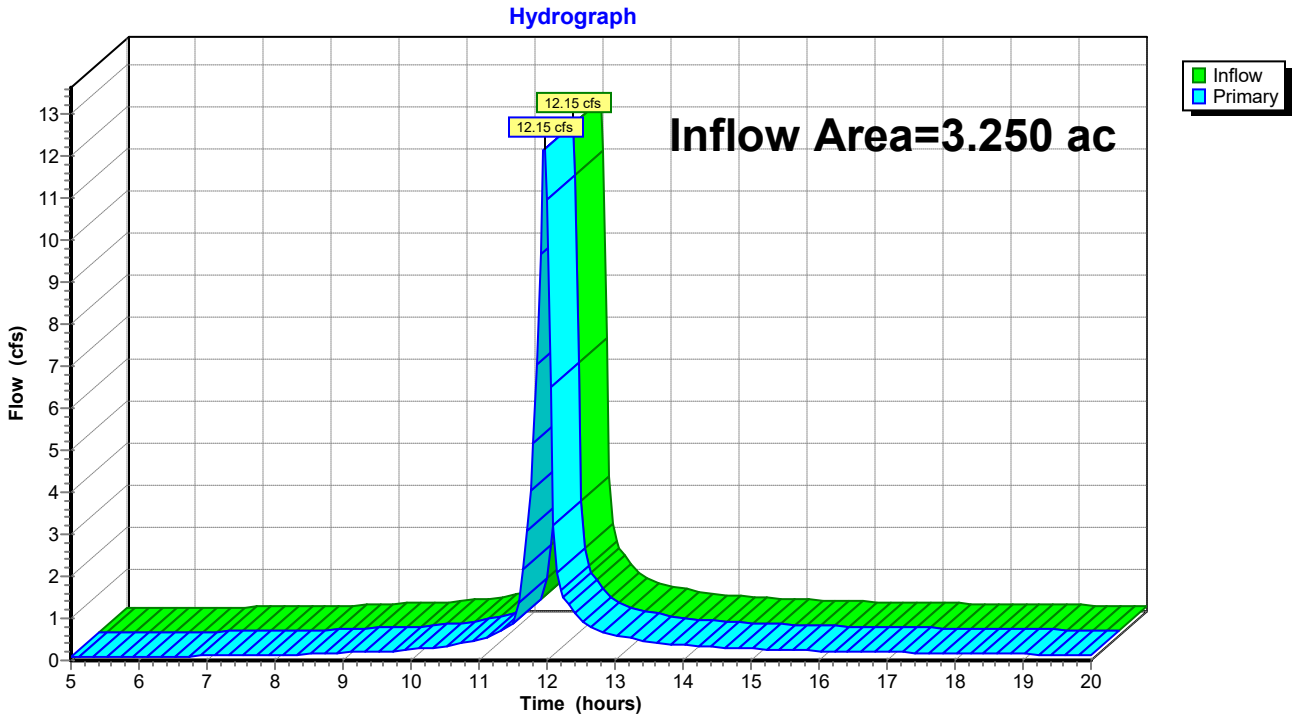


Summary for Link AP-1: Saranac River

Inflow Area = 3.250 ac, 71.38% Impervious, Inflow Depth > 2.22" for 10-Year event
Inflow = 12.15 cfs @ 11.96 hrs, Volume= 0.601 af
Primary = 12.15 cfs @ 11.96 hrs, Volume= 0.601 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River



Summary for Subcatchment 1A: Subcat.

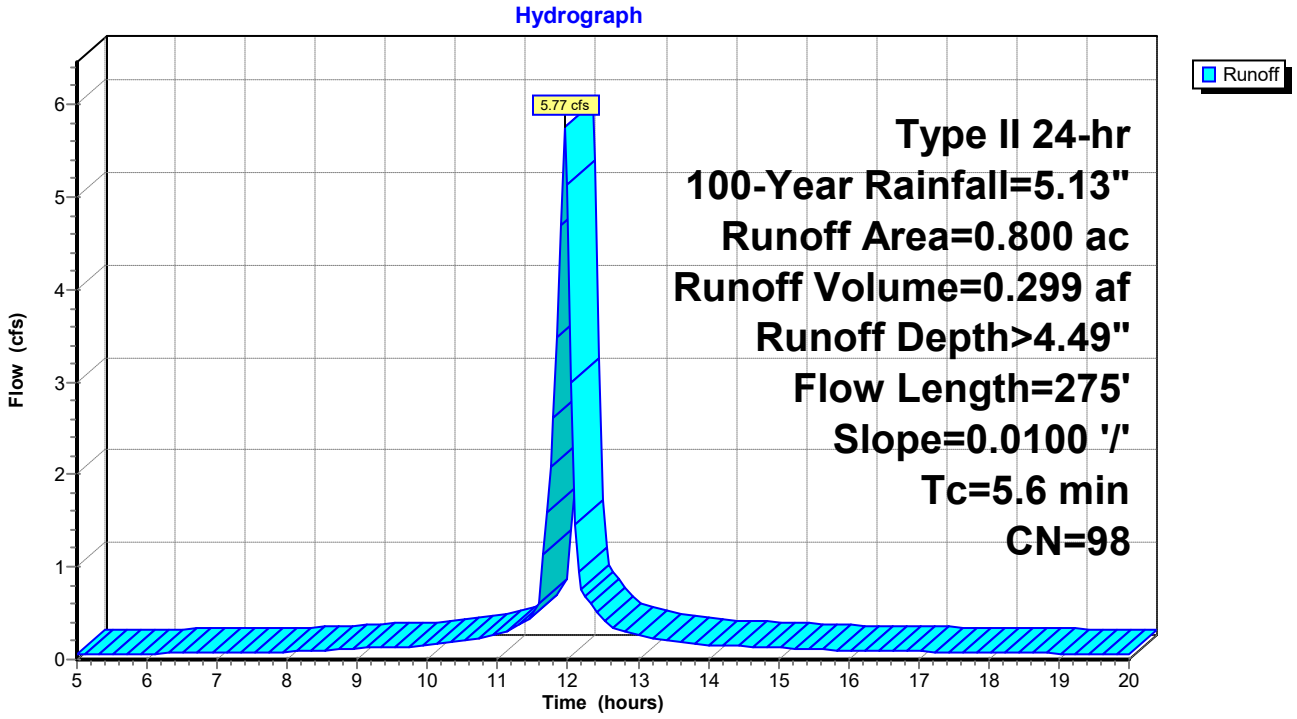
Runoff = 5.77 cfs @ 11.96 hrs, Volume= 0.299 af, Depth> 4.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

	Area (ac)	CN	Description
*	0.800	98	asphalt
	0.800		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, min**
0.6	275	0.0100	7.73	13.66	**Pipe Channel, Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.6	275	Total			

Subcatchment 1A: Subcat.



Summary for Subcatchment 1B: Subcat.

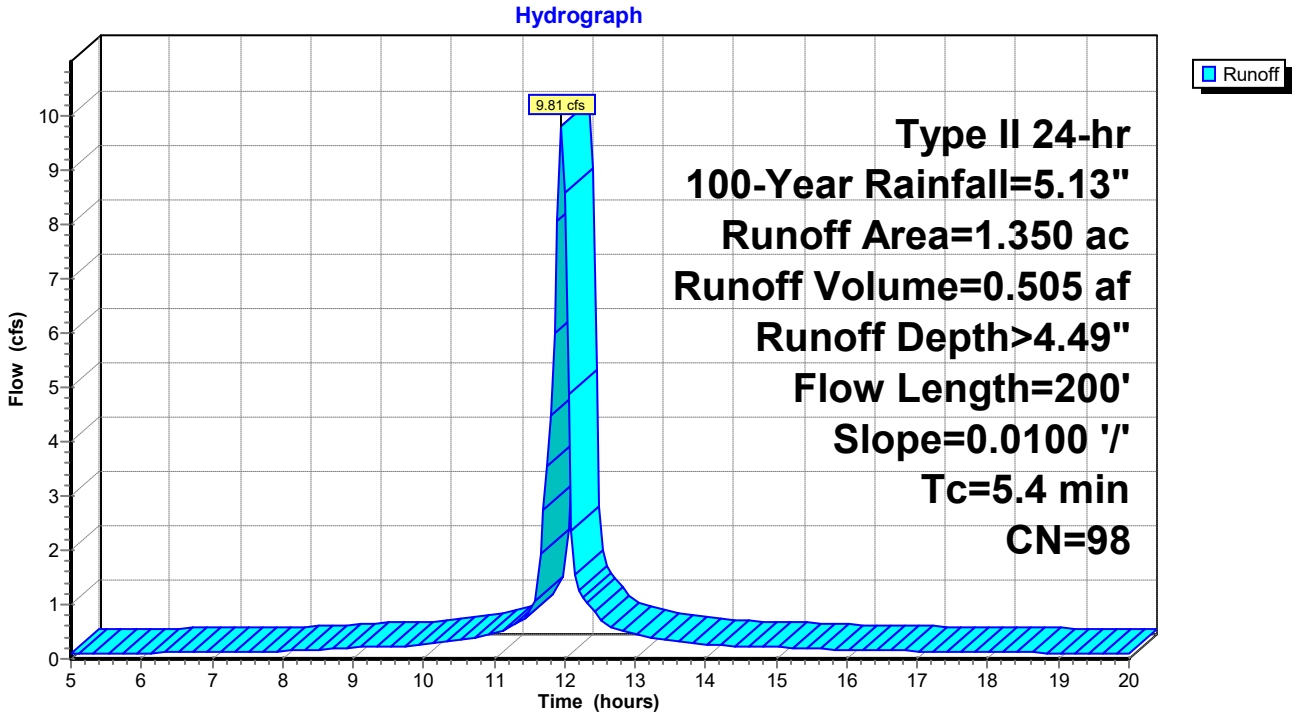
Runoff = 9.81 cfs @ 11.95 hrs, Volume= 0.505 af, Depth> 4.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

Area (ac)	CN	Description
1.320	98	Paved parking, HSG D
0.030	80	>75% Grass cover, Good, HSG D
1.350	98	Weighted Average
0.030		2.22% Pervious Area
1.320		97.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, Minimum**
0.4	200	0.0100	7.73	13.66	**Pipe Channel, Storm Pipe Flow** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.010 PVC, smooth interior
5.4	200	Total			

Subcatchment 1B: Subcat.



Summary for Subcatchment 1C: Subcat.

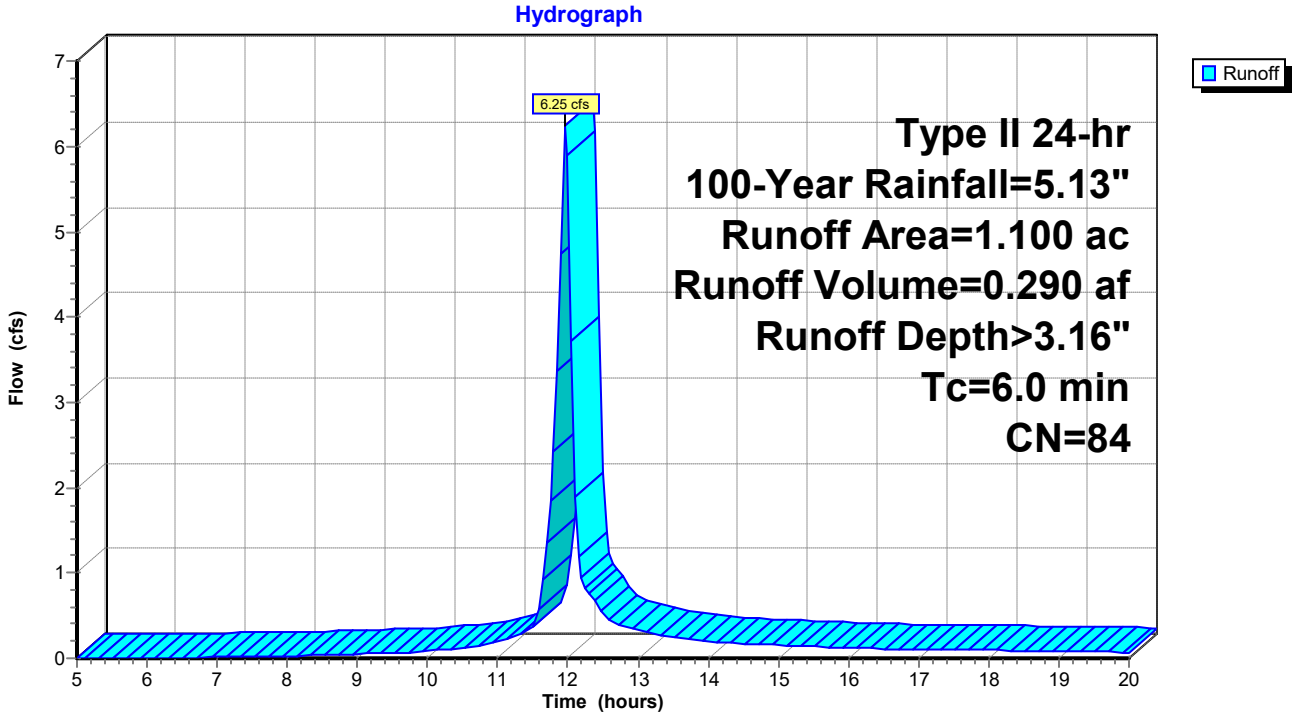
Runoff = 6.25 cfs @ 11.97 hrs, Volume= 0.290 af, Depth> 3.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=5.13"

Area (ac)	CN	Description
0.200	98	Paved parking, HSG D
0.590	82	Woods/grass comb., Fair, HSG D
0.310	80	>75% Grass cover, Good, HSG D
1.100	84	Weighted Average
0.900		81.82% Pervious Area
0.200		18.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Sheet Flow**

Subcatchment 1C: Subcat.



Summary for Pond 1: Hydrodynamic Separator

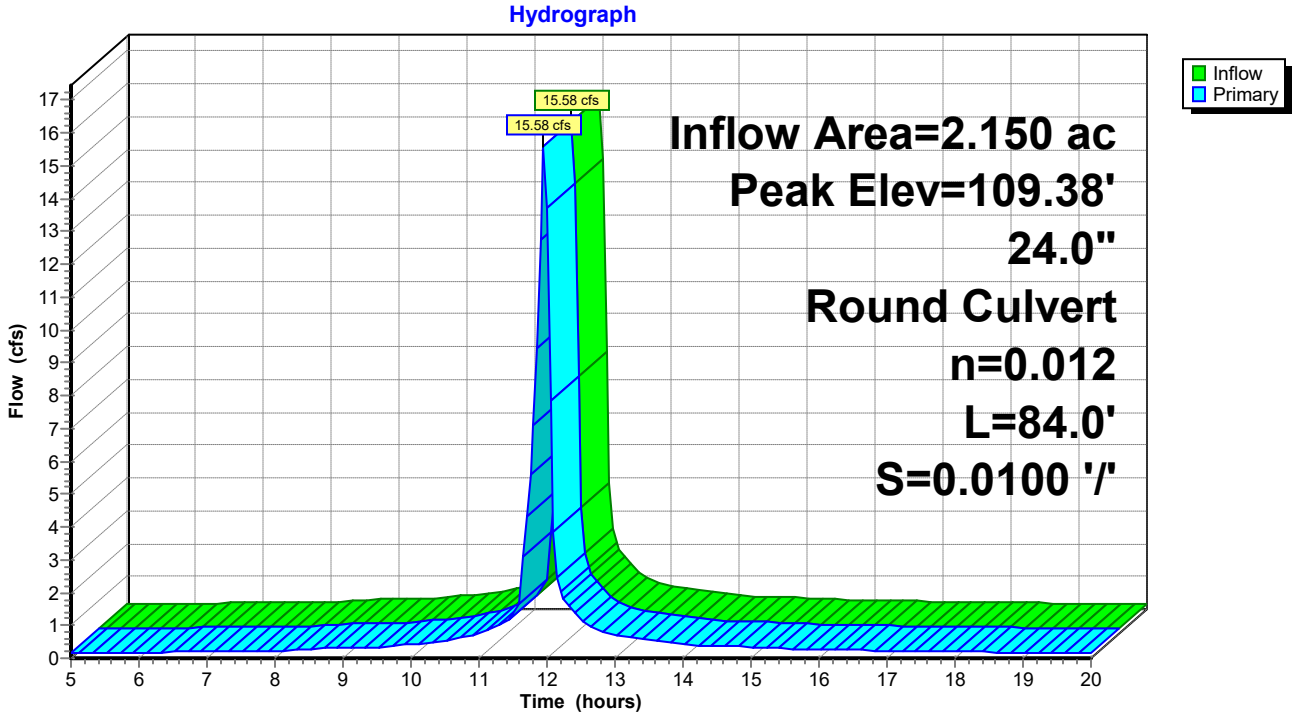
Inflow Area = 2.150 ac, 98.60% Impervious, Inflow Depth > 4.49" for 100-Year event
Inflow = 15.58 cfs @ 11.96 hrs, Volume= 0.804 af
Outflow = 15.58 cfs @ 11.96 hrs, Volume= 0.804 af, Atten= 0%, Lag= 0.0 min
Primary = 15.58 cfs @ 11.96 hrs, Volume= 0.804 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 109.38' @ 11.95 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	107.32'	**24.0" Round Culvert** L= 84.0' Ke= 0.500 Inlet / Outlet Invert= 107.32' / 106.48' S= 0.0100 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=15.37 cfs @ 11.96 hrs HW=109.35' (Free Discharge)
1=Culvert (Inlet Controls 15.37 cfs @ 4.89 fps)

Pond 1: Hydrodynamic Separator

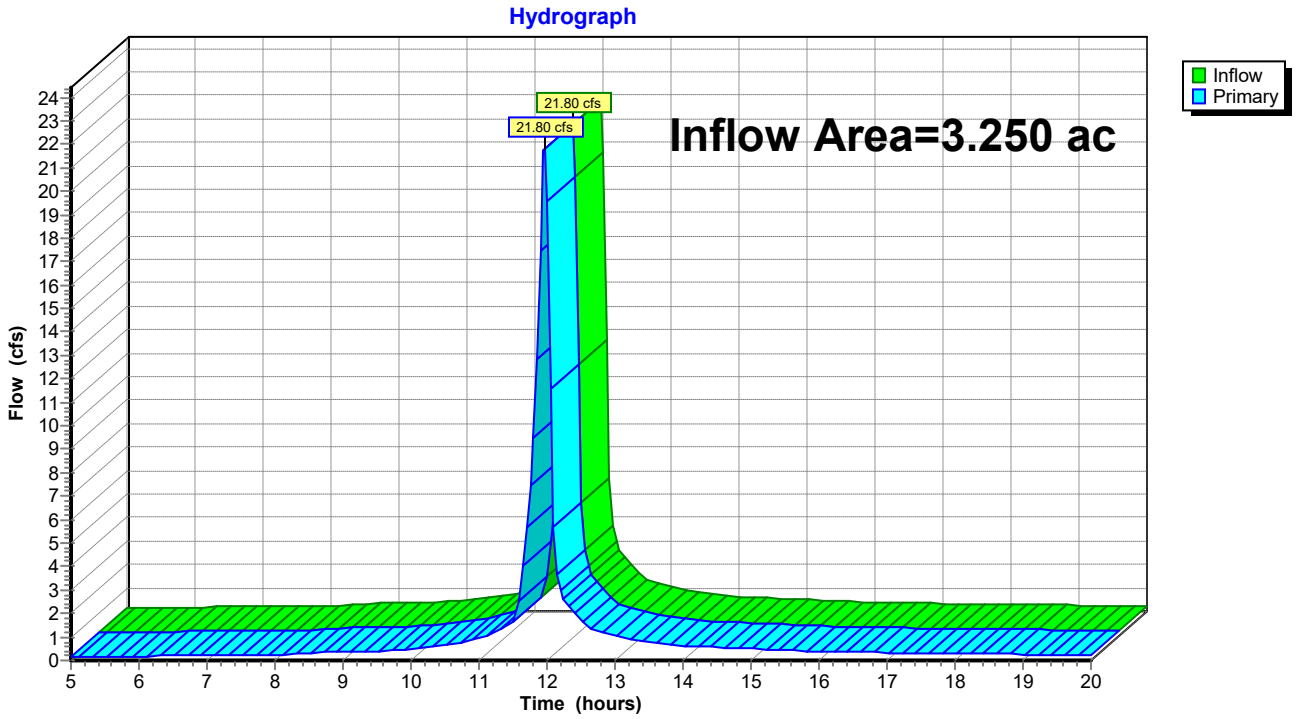


Summary for Link AP-1: Saranac River

Inflow Area = 3.250 ac, 71.38% Impervious, Inflow Depth > 4.04" for 100-Year event
Inflow = 21.80 cfs @ 11.96 hrs, Volume= 1.094 af
Primary = 21.80 cfs @ 11.96 hrs, Volume= 1.094 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Link AP-1: Saranac River



2-YEAR STORM ANALYSIS

#Line	Pipe	From	To	3D Length - Center to Center	Drainage Area Inc	Drainage Area Total	Runoff Coeff "C"	Area X "C" Inc	Area X "C" Total	Time of Concentration Inlet	Time of Concentration System	Rain "I"	Runoff "Q"	Known Q	Total Q	Pipe Dia.	Full Q	Velocity Full	Velocity Design	Sec Time	Invert Elevation U/S	Invert Elevation D/S	Crown Drop	Slope
				(ft)	(sq. ft)	(sq. ft)		(sq. ft)	(sq. ft)	(min)	(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)	(cu. ft/sec)	(ft)	(cu. ft/sec)	(ft/s)	(ft/s)	(min)	(ft)	(ft)	(ft)	
1	P1-1	S1-1	S1-2	47.01	11937.86	11937.86	0.95	11340.96	11340.96	6	6	4.156	1.091	0	1.091	1.5	10.505	5.944	3.83	0.205	109.5	109.03	N/A	1.00%
2	P1-2	S1-2	S1-3	46.83	4733	16670.86	0.95	4496.35	15837.31	6	6.204	4.123	1.511	0	1.511	1.5	10.524	5.955	4.214	0.185	108.93	108.46	N/A	1.00%
3	P1-3	S1-3	S1-4	93.6	13074.81	29745.66	0.95	12421.07	28258.38	6	6.389	4.092	2.677	0	2.677	1.5	10.514	5.95	4.955	0.315	108.36	107.42	N/A	1.00%
4	P1-4	NULL	S1-4	38.12	58873.42	58873.42	0.95	55929.75	55929.75	6	6	4.156	5.381	0	5.381	1.5	10.514	5.95	5.974	0.106	107.8	107.42	N/A	1.00%
5	P1-5	S1-4	S1-5	84.11	0	88619.08	0	0	84188.13	0	6.703	4.041	7.875	0	7.875	2	22.655	7.211	6.551	0.214	107.32	106.48	N/A	1.00%

#Line	Struct. ID	D	Q	L	V	d	dc	v^2/2g	EGLo	HGLo	Sf	Total Pipe Loss	EGLi	HGLi	Ea	EGLa	U/S TOC	Surface Elev.
		(ft)	(cu. ft/sec)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
1	S1-1	1.5	1.091	46.92	3.83	0.33	0.39	0.23	109.61	109.56	0	0	110.06	109.83	0.56	110.06	---	114.5
2	S1-2	1.5	1.511	46.92	4.214	0.39	0.46	0.28	109.27	109.24	0	0	109.59	109.32	0.66	109.59	110.53	114.85
3	S1-3	1.5	2.677	93.6	4.955	0.52	0.62	0.38	108.82	108.78	0	0	109.26	108.88	0.9	109.26	109.96	115.2
4	S1-4	2	7.875	84.19	6.551	0.81	1	0.67	107.96	107.29	0	0	108.8	108.13	1.48	108.8	108.92	117
5	NULL	1.5	5.381	38.12	5.974	0.76	0.89	0.55	108.86	108.71	0	0	109.12	108.56	1.38	109.18	---	117.63

#Line	Struct. ID	Exit Ho	Hf	Hb	Hc	He	Hj	Total	Ei	y+(P/gamma)	DI	Eai	CB	C-theta	Cp	Ha	Ea
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)				(ft)	(ft)
1	S1-1	0.02	0	0	0	0	0	0	0.56	0.33	0.089	0.47	0	0	3.015	0	0.56
2	S1-2	0.02	0	0	0	0	0	0	0.66	0.39	0.123	0.59	0	0.006	1.009	0	0.66
3	S1-3	0.02	0	0	0	0	0	0	0.9	0.52	0.218	0.87	0	0.002	1.751	0	0.9
4	S1-4	0	0	0	0	0	0	0	1.48	0.81	0.313	1.47	0	3.262	0	0	1.48
5	NULL	0.06	0	0	0	0	0	0	1.32	0.76	0.438	1.38	0	0	0	0	1.38

No.	Name	Stat.	Drain. Area A	Runoff Coeff. C	Time of Conc.	Rainfall Intens.	Q=CIA/Kc	Known Q	Longitudinal Slope SL	Cross Slope Sx	Cross Slope Sw	Prev. Bypass Flow	Total Gutter Flow	Depth d	Gutter Width	Spread T	W / T	Inlet Type	Grate Length	Grate Width	Curb Opening Length	Curb Opening Height	Intercept Flow Qi	Bypass Flow Qb	Bypass Structure
		(ft)	(sq. ft)		(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)				(cu. ft/sec)	(cu. ft/sec)	(ft)	(ft)	(ft)			(ft)	(ft)	(ft)	(ft)	(cu. ft/sec)	(cu. ft/sec)	
1	S1-1	---	11937.86	0.95	6	4.156	1.091	0	-1	0.025	0.025	0.131	1.222	0.19	2	7.66	0.261	Grate inlet	2	2	---	---	1.222	0	---
2	S1-2	---	4733	0.95	6	4.156	0.433	0	0.02	0.02	0.02	0.173	0.606	0.1	2	4.85	0.412	Grate inlet	2	2	---	---	0.475	0.131	S1-1
3	S1-3	---	13074.81	0.95	6	4.156	1.195	0	0.02	0.04	0.04	0	1.195	0.16	2	4.06	0.493	Grate inlet	2	2	---	---	1.022	0.173	S1-2

10-YEAR STORM ANALYSIS

#Line	Pipe	From	To	3D Length - Center to Center	Drainage Area Inc	Drainage Area Total	Runoff Coeff "C"	Area X "C" Inc	Area X "C" Total	Time of Concentration Inlet	Time of Concentration System	Rain "I"	Runoff "Q"	Known Q	Total Q	Pipe Dia.	Full Q	Velocity Full	Velocity Design	Sec Time	Invert Elevation U/S	Invert Elevation D/S	Crown Drop	Slope
				(ft)	(sq. ft)	(sq. ft)		(sq. ft)	(sq. ft)	(min)	(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)	(cu. ft/sec)	(ft)	(cu. ft/sec)	(ft/s)	(ft/s)	(min)	(ft)	(ft)	(ft)	
1	P1-1	S1-1	S1-2	47.01	11937.86	11937.86	0.95	11340.96	11340.96	6	6	5.551	1.457	0	1.457	1.5	10.505	5.944	4.164	0.188	109.5	109.03	N/A	1.00%
2	P1-2	S1-2	S1-3	46.83	4733	16670.86	0.95	4496.35	15837.31	6	6.188	5.513	2.021	0	2.021	1.5	10.524	5.955	4.591	0.17	108.93	108.46	N/A	1.00%
3	P1-3	S1-3	S1-4	93.6	13074.81	29745.66	0.95	12421.07	28258.38	6	6.357	5.479	3.584	0	3.584	1.5	10.514	5.95	2.028	0.769	108.36	107.42	N/A	1.00%
4	P1-4	NULL	S1-4	38.12	58873.42	58873.42	0.95	55929.75	55929.75	6	6	5.551	7.187	0	7.187	1.5	10.514	5.95	4.067	0.156	107.8	107.42	N/A	1.00%
5	P1-5	S1-4	S1-5	84.11	0	88619.08	0	0	84188.13	0	6.647	5.42	10.563	0	10.563	2	22.655	7.211	7.077	0.198	107.32	106.48	N/A	1.00%

#Line	Struct. ID	D	Q	L	V	d	dc	v^2/2g	EGLo	HGLo	Sf	Total Pipe Loss	EGLi	HGLi	Ea	EGLa	U/S TOC	Surface Elev.
		(ft)	(cu. ft/sec)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
1	S1-1	1.5	1.457	46.92	4.164	0.38	0.45	0.27	109.73	109.67	0	0	110.15	109.88	0.65	110.15	---	114.5
2	S1-2	1.5	2.021	46.92	4.591	0.45	0.54	0.33	109.45	109.41	0	0	109.7	109.38	0.77	109.7	110.53	114.85
3	S1-3	1.5	3.584	93.6	2.028	0.6	0.72	0.06	109.29	109.22	0.001	0.11	109.4	109.33	1.08	109.44	109.96	115.2
4	S1-4	2	10.563	84.19	7.077	0.96	1.16	0.78	108.22	107.44	0	0	109.06	108.28	1.94	109.26	108.92	117
5	NULL	1.5	7.187	38.12	4.067	0.91	1.04	0.26	109.37	109.11	0.005	0.18	109.54	109.29	1.79	109.6	---	117.63

#Line	Struct. ID	Exit Ho	Hf	Hb	Hc	He	Hj	Total	Ei	y+(P/gamma)	DI	Eai	CB	C-theta	Cp	Ha	Ea
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)				(ft)	(ft)
1	S1-1	0.02	0	0	0	0	0	0	0.65	0.38	0.119	0.58	0	0	2.948	0	0.65
2	S1-2	0.02	0	0	0	0	0	0	0.77	0.45	0.165	0.72	0	0.006	0.985	0	0.77
3	S1-3	0.03	0.11	0	0	0	0	0.11	1.04	0.97	0.292	1.05	0	0.002	1.697	0.02	1.08
4	S1-4	0	0	0	0	0	0	0	1.74	0.96	0.419	1.79	0	3.251	0	0.16	1.94
5	NULL	0.1	0.18	0	0	0	0	0.18	1.74	1.49	0.586	1.79	0	0	0	0	1.79

No.	Name	Stat.	Drain. Area A	Runoff Coeff. C	Time of Conc.	Rainfall Intens.	Q=CIA/Kc	Known Q	Longitudinal Slope SL	Cross Slope Sx	Cross Slope Sw	Prev. Bypass Flow	Total Gutter Flow	Depth d	Gutter Width	Spread T	W / T	Inlet Type	Grate Length	Grate Width	Curb Opening Length	Curb Opening Height	Intercept Flow Qi	Bypass Flow Qb	Bypass Structure
		(ft)	(sq. ft)		(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)				(cu. ft/sec)	(cu. ft/sec)	(ft)	(ft)	(ft)			(ft)	(ft)	(ft)	(ft)	(cu. ft/sec)	(cu. ft/sec)	
1	S1-1	---	11937.86	0.95	6	5.551	1.457	0	-1	0.025	0.025	0.245	1.702	0.23	2	9.3	0.215	Grate inlet	2	2	---	---	1.702	0	---
2	S1-2	---	4733	0.95	6	5.551	0.578	0	0.02	0.02	0.02	0.302	0.88	0.11	2	5.58	0.358	Grate inlet	2	2	---	---	0.635	0.245	S1-1
3	S1-3	---	13074.81	0.95	6	5.551	1.596	0	0.02	0.04	0.04	0	1.596	0.18	2	4.52	0.442	Grate inlet	2	2	---	---	1.294	0.302	S1-2

100-YEAR STORM ANALYSIS

#Line	Pipe	From	To	3D Length - Center to Center	Drainage Area Inc	Drainage Area Total	Runoff Coeff "C"	Area X "C" Inc	Area X "C" Total	Time of Concentration Inlet	Time of Concentration System	Rain "I"	Runoff "Q"	Known Q	Total Q	Pipe Dia.	Full Q	Velocity Full	Velocity Design	Sec Time	Invert Elevation U/S	Invert Elevation D/S	Crown Drop	Slope
				(ft)	(sq. ft)	(sq. ft)		(sq. ft)	(sq. ft)	(min)	(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)	(cu. ft/sec)	(ft)	(cu. ft/sec)	(ft/s)	(ft/s)	(min)	(ft)	(ft)	(ft)	
1	P1-1	S1-1	S1-2	47.01	11937.86	11937.86	0.95	11340.96	11340.96	6	6	7.772	2.04	0	2.04	1.5	10.505	5.944	4.585	0.171	109.5	109.03	N/A	1.00%
2	P1-2	S1-2	S1-3	46.83	4733	16670.86	0.95	4496.35	15837.31	6	6.17	7.726	2.833	0	2.833	1.5	10.524	5.955	1.603	0	108.93	108.46	N/A	1.00%
3	P1-3	S1-3	S1-4	93.6	13074.81	29745.66	0.95	12421.07	28258.38	6	6.325	7.685	5.027	0	5.027	1.5	10.514	5.95	2.845	0.548	108.36	107.42	N/A	1.00%
4	P1-4	NULL	S1-4	38.12	58873.42	58873.42	0.95	55929.75	55929.75	6	6	7.772	10.062	0	10.062	1.5	10.514	5.95	5.694	0.112	107.8	107.42	N/A	1.00%
5	P1-5	S1-4	S1-5	84.11	0	88619.08	0	0	84188.13	0	6.59	7.614	14.838	0	14.838	2	22.655	7.211	7.682	0.182	107.32	106.48	N/A	1.00%

#Line	Struct. ID	D	Q	L	V	d	dc	v^2/2g	EGLo	HGLo	Sf	Total Pipe Loss	EGLi	HGLi	Ea	EGLa	U/S TOC	Surface Elev.
		(ft)	(cu. ft/sec)	(ft)	(ft/s)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
1	NULL	1.5	10.062	38.12	5.694	1.5	0	0.5	110.24	109.73	0.009	0.35	110.59	110.08	2.89	110.69	---	117.63
2	S1-1	1.5	2.04	46.92	4.585	0.45	0.54	0.33	110.44	110.41	0	0	110.44	110.11	0.94	110.44	---	114.5
3	S1-2	1.5	2.833	46.92	1.603	0.53	0.64	0.04	110.38	110.34	0.001	0.03	110.41	110.37	1.5	110.43	110.53	114.85
4	S1-3	1.5	5.027	93.6	2.845	1.5	0	0.13	110.09	109.96	0.002	0.21	110.3	110.17	2	110.36	109.96	115.2
5	S1-4	2	14.838	84.19	7.682	1.18	1.39	0.92	108.58	107.66	0	0	109.42	108.5	2.72	110.04	108.92	117

#Line	Struct. ID	Exit Ho	Hf	Hb	Hc	He	Hj	Total	Ei	y+(P/gamma)	DI	Eai	CB	C-theta	Cp	Ha	Ea
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)				(ft)	(ft)
1	NULL	0.2	0.35	0	0	0	0	0.35	2.79	2.28	0.82	2.89	0	0	0	0	2.89
2	S1-1	0.01	0	0	0	0	0	0	0.94	0.61	0.166	0.72	0	0	2.851	0	0.94
3	S1-2	0.02	0.03	0	0	0	0	0.03	1.48	1.44	0.231	1.49	0	0.006	0.839	0.01	1.5
4	S1-3	0.05	0.21	0	0	0	0	0.21	1.94	1.81	0.41	1.97	0	0.002	1.429	0.04	2
5	S1-4	0	0	0	0	0	0	0	2.1	1.18	0.589	2.24	0	3.242	0	0.47	2.72

No.	Name	Stat.	Drain. Area A	Runoff Coeff. C	Time of Conc.	Rainfall Intens.	Q=CIA/Kc	Known Q	Longitudinal Slope SL	Cross Slope Sx	Cross Slope Sw	Prev. Bypass Flow	Total Gutter Flow	Depth d	Gutter Width	Spread T	W / T	Inlet Type	Grate Length	Grate Width	Curb Opening Length	Curb Opening Height	Intercept Flow Qi	Bypass Flow Qb	Bypass Structure
		(ft)	(sq. ft)		(min)	(inch/hr)	(cu. ft/sec)	(cu. ft/sec)				(cu. ft/sec)	(cu. ft/sec)	(ft)	(ft)	(ft)			(ft)	(ft)	(ft)	(ft)	(cu. ft/sec)	(cu. ft/sec)	
1	S1-1	---	11937.86	0.95	6	7.772	2.04	0	-1	0.025	0.025	0.474	2.515	0.29	2	11.77	0.17	Grate inlet	2	2	---	---	2.515	0	---
2	S1-2	---	4733	0.95	6	7.772	0.809	0	0.02	0.02	0.02	0.546	1.355	0.13	2	6.56	0.305	Grate inlet	2	2	---	---	0.88	0.474	S1-1
3	S1-3	---	13074.81	0.95	6	7.772	2.235	0	0.02	0.04	0.04	0	2.235	0.21	2	5.13	0.39	Grate inlet	2	2	---	---	1.689	0.546	S1-2

APPENDIX E

WATER QUALITY WORKSHEETS

McFarland Johnson

PROJ.	Durkee Street Mixed Use Development		
SHEET NO.	1	OF	1
CALCULATED BY	NSO	DATE	1/13/2020
CHECKED BY		DATE	
TITLE	Water Quality Volume		

Initial Water Quality Volume

WQv = [(P)(Rv)(A)]/12

Where:

Rv = 0.05 + 0.009(I)

I = impervious cover in percent

P = 90% rainfall (see Figure 4.1)

A = site area in acres

% WQv Treatment by Alternative Practice

%WQv = (25 - (% IC Reduction + %WQv treatment by Standard practice + %runoff reduction))*3

Where:

%WQv treatment by Standard practice = 0

%runoff reduction = 0

Target Water Quality Volume for Redevelopment Projects with Alternative SMPs

WQv(target) = (N) (WQv) + (0.75)(R)(WQv)

Where:

N = New Impervious Area/Total Impervious Area

R = Replaced Impervious Area/Total Impervious Area

Site Area (ac)	Existing Impervious Area (ac)	New Impervious Area (ac)	Replaced Impervious Area (ac)	% Impervious	Rv	Rainfall (P) (inches)	% IC Reduction	% WQv by Alt. Practice	Initial WQv (ac-ft)	Target WQv (ac-ft)	Target WQv (cf)
2.76	2.71	0.00	2.42	87.7%	0.84	1.05	10.5%	43%	0.203	0.088	**3838**

Date: 1/8/2020
Project: Durkee Street Development
Location: Plattsburgh, NY
Prepared For: Natalie

Purpose: To calculate the water quality flow rate (Qwq) over a given site area. In this situation the WQv to be analyzed is the runoff produced by the first 1.05 inch(es) of rainfall, per Fig 4.1 of the New York State Stormwater Management Design Manual

Reference: United States Department of Agriculture Natural Resources Conservation Service TR-55 Manual, New York State Stormwater Management Design Manual - 2015

Formulas:

$$WQv = \frac{(P)(R_v)(A)}{12}$$

$$R_v = (0.05+0.009(I)$$

$$CN = 1000/[10+5P+10Qa-10(Qa^2+1.25QaP)^{1/2}]$$

$$Qwq = (q_u)*(A)*(Qa)$$

Structure: Area 1

P	1.05	in.
A	2.120	ac
I	100.00	%
t_c	6.0	min.
t_c	0.100	hr.
R_v	0.95	
90% WQv	0.176	ac-ft
90% WQv	7675.27	ft^3
Qa	0.997	in.
CN	99.55	
I_a	0.041	
I_a/P	0.039	
qu	1000	(csm/in)
A	0.00331	$miles^2$
Qwq	3.30	cfs

APPENDIX F

MAINTENANCE INSPECTION CHECKLIST

CONTECH®
ENGINEERED SOLUTIONS

Cascade Separator™ Inspection and Maintenance Guide

CASCADE
separator™

Maintenance

The Cascade Separator™ system should be inspected at regular intervals and maintained when necessary to ensure optimum performance. The rate at which the system collects sediment and debris will depend upon on-site activities and site pollutant characteristics. For example, unstable soils or heavy winter sanding will cause the sediment storage sump to fill more quickly but regular sweeping of paved surfaces will slow accumulation.

Inspection

Inspection is the key to effective maintenance and is easily performed. Pollutant transport and deposition may vary from year to year and regular inspections will help ensure that the system is cleaned out at the appropriate time. At a minimum, inspections should be performed twice per year (i.e. spring and fall). However, more frequent inspections may be necessary in climates where winter sanding operations may lead to rapid accumulations, or in equipment wash-down areas. Installations should also be inspected more frequently where excessive amounts of trash are expected.

A visual inspection should ascertain that the system components are in working order and that there are no blockages or obstructions in the inlet chamber, flumes or outlet channel. The inspection should also quantify the accumulation of hydrocarbons, trash and sediment in the system. Measuring pollutant accumulation can be done with a calibrated dipstick, tape measure or other measuring instrument. If absorbent material is used for enhanced removal of hydrocarbons, the level of discoloration of the sorbent material should also be identified during inspection. It is useful and often required as part of an operating permit to keep a record of each inspection. A simple form for doing so is provided in this Inspection and Maintenance Guide.

Access to the Cascade Separator unit is typically achieved through one manhole access cover. The opening allows for inspection and cleanout of the center chamber (cylinder) and sediment storage sump, as well as inspection of the inlet chamber and slanted skirt. For large units, multiple manhole covers allow access to the chambers and sump.

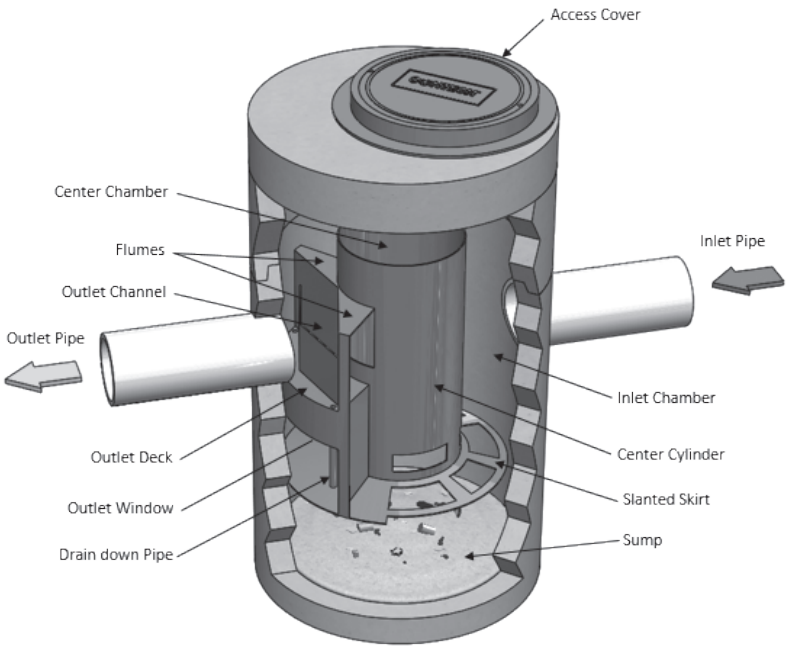
The Cascade Separator system should be cleaned before the level of sediment in the sump reaches the maximum sediment depth and/or when an appreciable level of hydrocarbons and trash has accumulated. If sorbent material is used, it must be replaced when significant discoloration has occurred. Performance may be impacted when maximum sediment storage capacity is exceeded. Contech recommends maintaining the system when sediment level reaches 50% of maximum storage volume. The level of sediment is easily determined by measuring the distance from the system outlet invert (standing water level) to the top of the sediment pile. To avoid underestimating the level of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Finer, silty particles at the top of the pile typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile. Once this measurement is recorded, it should be compared to the chart in this document to determine if the height of the sediment pile off the bottom of the sump floor exceeds 50% of the maximum sediment storage.

Cleaning

Cleaning of a Cascade Separator system should be done during dry weather conditions when no flow is entering the system. The use of a vacuum truck is generally the most effective and convenient method of removing pollutants from the system. Simply remove the manhole cover and insert the vacuum tube down through the center chamber and into the sump. The system should be completely drained down and the sump fully evacuated of sediment. The areas outside the center chamber and the slanted skirt should also be washed off if pollutant build-up exists in these areas.

In installations where the risk of petroleum spills is small, liquid contaminants may not accumulate as quickly as sediment. However, the system should be cleaned out immediately in the event of an oil or gasoline spill. Motor oil and other hydrocarbons that accumulate on a more routine basis should be removed when an appreciable layer has been captured. To remove these pollutants, it may be preferable to use absorbent pads since they are usually less expensive to dispose than the oil/water emulsion that may be created by vacuuming the oily layer. Trash and debris can be netted out to separate it from the other pollutants. Then the system should be power washed to ensure it is free of trash and debris.

Manhole covers should be securely seated following cleaning activities to prevent leakage of runoff into the system from above and to ensure proper safety precautions. Confined space entry procedures need to be followed if physical access is required. Disposal of all material removed from the Cascade Separator system must be done in accordance with local regulations. In many locations, disposal of evacuated sediments may be handled in the same manner as disposal of sediments removed from catch basins or deep sump manholes. Check your local regulations for specific requirements on disposal. If any components are damaged, replacement parts can be ordered from the manufacturer.



Cascade Separator™ Maintenance Indicators and Sediment Storage Capacities

Model Number	Diameter		Distance from Water Surface to Top of Sediment Pile		Sediment Storage Capacity	
	ft	m	ft	m	y^3	m^3
CS-4	4	1.2	1.5	0.5	0.7	0.5
CS-5	5	1.3	1.5	0.5	1.1	0.8
CS-6	6	1.8	1.5	0.5	1.6	1.2
CS-8	8	2.4	1.5	0.5	2.8	2.1
CS-10	10	3.0	1.5	0.5	4.4	3.3
CS-12	12	3.6	1.5	0.5	6.3	4.8

Note: The information in the chart is for standard units. Units may have been designed with non-standard sediment storage depth.

A Cascade Separator unit can be easily cleaned in less than 30 minutes.

A vacuum truck excavates pollutants from the systems.

Cascade Separator™ Inspection & Maintenance Log

Cascade Model:			Location:		
Date	Depth Below Invert to Top of Sediment[1]	Floatable Layer Thickness[2]	Describe Maintenance Performed	Maintenance Personnel	Comments

1. The depth to sediment is determined by taking a measurement from the manhole outlet invert (standing water level) to the top of the sediment pile. Once this measurement is recorded, it should be compared to the chart in the maintenance guide to determine if the height of the sediment pile off the bottom of the sump floor exceeds 50% of the maximum sediment storage. Note: to avoid underestimating the volume of sediment in the chamber, the measuring device must be carefully lowered to the top of the sediment pile.
2. For optimum performance, the system should be cleaned out when the floating hydrocarbon layer accumulates to an appreciable thickness. In the event of an oil spill, the system should be cleaned immediately.

SUPPORT

- Drawings and specifications are available at www.ContechES.com.
- Site-specific design support is available from our engineers.

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APPENDIX G

NOI, SPDES PERMIT, AND ACKNOWLEDGEMENT LETTER

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
SPDES GENERAL PERMIT
FOR STORMWATER DISCHARGES

From

CONSTRUCTION ACTIVITY

Permit No. GP-0-15-002

Issued Pursuant to Article 17, Titles 7, 8 and Article 70
of the Environmental Conservation Law

Effective Date: January 29, 2015 Expiration Date: January 28, 2020

Modification Date:
July 14, 2015 – Correction of typographical error in definition of "New Development", Appendix A

November 23, 2016 – Updated to require the use of the New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016. The use of this standard will be required as of February 1, 2017.

John J. Ferguson
Chief Permit Administrator

Authorized Signature 11-14-16 Date

Address: NYS DEC
Division of Environmental Permits
625 Broadway, 4th Floor
Albany, N.Y. 12233-1750

PREFACE

Pursuant to Section 402 of the Clean Water Act ("CWA"), stormwater *discharges* from certain *construction activities* are unlawful unless they are authorized by a *National Pollutant Discharge Elimination System ("NPDES")* permit or by a state permit program. New York's *State Pollutant Discharge Elimination System ("SPDES")* is a NPDES-approved program with permits issued in accordance with the *Environmental Conservation Law ("ECL").*

This general permit ("permit") is issued pursuant to Article 17, Titles 7, 8 and Article 70 of the ECL. An *owner or operator* may obtain coverage under this permit by submitting a Notice of Intent ("NOI") to the Department. Copies of this permit and the NOI for New York are available by calling (518) 402-8109 or at any New York State Department of Environmental Conservation ("the Department") regional office (see Appendix G).They are also available on the Department's website at:

http://www.dec.ny.gov/

An *owner or operator* of a *construction activity* that is eligible for coverage under this permit must obtain coverage prior to the *commencement of construction activity*. Activities that fit the definition of "*construction activity*", as defined under 40 CFR 122.26(b)(14)(x), (15)(i), and (15)(ii), constitute construction of a point source and therefore, pursuant to Article 17-0505 of the ECL, the *owner or operator* must have coverage under a SPDES permit prior to *commencing construction activity*. They cannot wait until there is an actual *discharge* from the construction site to obtain permit coverage.

***Note: The italicized words/phrases within this permit are defined in Appendix A.**

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES
FROM CONSTRUCTION ACTIVITIES

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(Part I)

Part I. PERMIT COVERAGE AND LIMITATIONS

A. Permit Application

This permit authorizes stormwater *discharges* to *surface waters of the State* from the following *construction activities* identified within 40 CFR Parts 122.26(b)(14)(x), 122.26(b)(15)(i) and 122.26(b)(15)(ii), provided all of the eligibility provisions of this permit are met:

1. *Construction activities* involving soil disturbances of one (1) or more acres; including disturbances of less than one acre that are part of a *larger common plan of development or sale* that will ultimately disturb one or more acres of land; excluding *routine maintenance activity* that is performed to maintain the original line and grade, hydraulic capacity or original purpose of a facility;

2. *Construction activities* involving soil disturbances of less than one (1) acre where the Department has determined that a *SPDES* permit is required for stormwater *discharges* based on the potential for contribution to a violation of a *water quality standard* or for significant contribution of *pollutants* to *surface waters of the State.*

3. *Construction activities* located in the watershed(s) identified in Appendix D that involve soil disturbances between five thousand (5,000) square feet and one (1) acre of land.

B. Effluent Limitations Applicable to Discharges from Construction Activities

*Discharge*s authorized by this permit must achieve, at a minimum, the effluent limitations in Part I.B.1. (a) – (f) of this permit. These limitations represent the degree of effluent reduction attainable by the application of best practicable technology currently available.

1. Erosion and Sediment Control Requirements - The *owner or operator* must select, design, install, implement and maintain control measures to *minimize* the *discharge* of *pollutants* and prevent a violation of the *water quality standards*. The selection, design, installation, implementation, and maintenance of these control measures must meet the non-numeric effluent limitations in Part I.B.1.(a) – (f) of this permit and be in accordance with the New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016, using sound engineering judgment. Where control measures are not designed in conformance with the design criteria included in the technical standard, the *owner or operator* must include in the Stormwater Pollution Prevention Plan ("SWPPP") the reason(s) for the deviation or alternative design and provide information

which demonstrates that the deviation or alternative design is *equivalent* to the technical standard.

a. **Erosion and Sediment Controls.** Design, install and maintain effective erosion and sediment controls to *minimize* the *discharge* of *pollutants* and prevent a violation of the *water quality standards*. At a minimum, such controls must be designed, installed and maintained to:

   (i) *Minimize* soil erosion through application of runoff control and soil stabilization control measure to *minimize pollutant discharge*s;

   (ii) Control stormwater *discharge*s to *minimize* channel and streambank erosion and scour in the immediate vicinity of the *discharge* points;

   (iii) *Minimize* the amount of soil exposed during *construction activity*;

   (iv) *Minimize* the disturbance of *steep slopes*;

   (v) *Minimize* sediment *discharge*s from the site;

   (vi) Provide and maintain natural buffers around surface waters, direct stormwater to vegetated areas and maximize stormwater infiltration to reduce *pollutant discharge*s, unless *infeasible*;

   (vii) *Minimize* soil compaction. Minimizing soil compaction is not required where the intended function of a specific area of the site dictates that it be compacted; and

   (viii) Unless *infeasible*, preserve a sufficient amount of topsoil to complete soil restoration and establish a uniform, dense vegetative cover.

b. **Soil Stabilization**. In areas where soil disturbance activity has temporarily or permanently ceased, the application of soil stabilization measures must be initiated by the end of the next business day and completed within fourteen (14) days from the date the current soil disturbance activity ceased. For construction sites that *directly discharge* to one of the 303(d) segments listed in Appendix E or is located in one of the watersheds listed in Appendix C, the application of soil stabilization measures must be initiated by the end of the next business day and completed within seven (7) days from the date the current soil disturbance activity ceased. See Appendix A for definition of *Temporarily Ceased*.

c. **Dewatering**. *Discharge*s from dewatering activities, including *discharge*s

from dewatering of trenches and excavations, must be managed by appropriate control measures.

d. **Pollution Prevention Measures**. Design, install, implement, and maintain effective pollution prevention measures to *minimize* the *discharge* of *pollutants* and prevent a violation of the *water quality standards*. At a minimum, such measures must be designed, installed, implemented and maintained to:

(i) *Minimize* the *discharge* of *pollutants* from equipment and vehicle washing, wheel wash water, and other wash waters. This applies to washing operations that use clean water only. Soaps, detergents and solvents cannot be used;

(ii) *Minimize* the exposure of building materials, building products, construction wastes, trash, landscape materials, fertilizers, pesticides, herbicides, detergents, sanitary waste and other materials present on the site to precipitation and to stormwater. Minimization of exposure is not required in cases where the exposure to precipitation and to stormwater will not result in a *discharge* of *pollutants*, or where exposure of a specific material or product poses little risk of stormwater contamination (such as final products and materials intended for outdoor use) ; and

(iii) Prevent the *discharge* of *pollutants* from spills and leaks and implement chemical spill and leak prevention and response procedures.

e. **Prohibited *Discharge*s.** The following *discharge*s are prohibited:

(i) Wastewater from washout of concrete;

(ii) Wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials;

(iii) Fuels, oils, or other *pollutants* used in vehicle and equipment operation and maintenance;

(iv) Soaps or solvents used in vehicle and equipment washing; and

(v) Toxic or hazardous substances from a spill or other release.

f. Surface Outlets. When discharging from basins and impoundments, the outlets shall be designed, constructed and maintained in such a manner that sediment does not leave the basin or impoundment and that erosion

at or below the outlet does not occur.

C. Post-construction Stormwater Management Practice Requirements

1. The *owner or operator* of a *construction activity* that requires post-construction stormwater management practices pursuant to Part III.C. of this permit must select, design, install, and maintain the practices to meet the *performance criteria* in the New York State Stormwater Management Design Manual ("Design Manual"), dated January 2015, using sound engineering judgment. Where post-construction stormwater management practices ("SMPs") are not designed in conformance with the *performance criteria* in the Design Manual, the *owner or operator* must include in the SWPPP the reason(s) for the deviation or alternative design and provide information which demonstrates that the deviation or alternative design is *equivalent* to the technical standard.

2. The *owner or operator* of a *construction activity* that requires post-construction stormwater management practices pursuant to Part III.C. of this permit must design the practices to meet the applicable *sizing criteria* in Part I.C.2.a., b., c. or d. of this permit.

a. ***Sizing Criteria* for *New Development***

(i) Runoff Reduction Volume ("RRv"): Reduce the total Water Quality Volume ("WQv") by application of RR techniques and standard SMPs with RRv capacity. The total WQv shall be calculated in accordance with the criteria in Section 4.2 of the Design Manual.

(ii) Minimum RRv and Treatment of Remaining Total WQv: *Construction activities* that cannot meet the criteria in Part I.C.2.a.(i) of this permit due to *site limitations* shall direct runoff from all newly constructed *impervious areas* to a RR technique or standard SMP with RRv capacity unless *infeasible*. The specific *site limitations* that prevent the reduction of 100% of the WQv shall be documented in the SWPPP. For each *impervious area* that is not directed to a RR technique or standard SMP with RRv capacity, the SWPPP must include documentation which demonstrates that all options were considered and for each option explains why it is considered *infeasible.*

In no case shall the runoff reduction achieved from the newly constructed *impervious areas* be less than the Minimum RRv as calculated using the criteria in Section 4.3 of the Design Manual. The remaining portion of the total WQv

that cannot be reduced shall be treated by application of standard SMPs.

(iii) Channel Protection Volume ("Cpv"): Provide 24 hour extended detention of the post-developed 1-year, 24-hour storm event; remaining after runoff reduction. The Cpv requirement does not apply when:

(1) Reduction of the entire Cpv is achieved by application of runoff reduction techniques or infiltration systems, or

(2) The site *discharge*s directly to tidal waters, or fifth order or larger streams.

(iv) Overbank Flood Control Criteria ("Qp"): Requires storage to attenuate the post-development 10-year, 24-hour peak *discharge* rate (Qp) to predevelopment rates. The Qp requirement does not apply when:

(1) the site *discharge*s directly to tidal waters or fifth order or larger streams, or

(2) A downstream analysis reveals that overbank control is not required.

(v) Extreme Flood Control Criteria ("Qf"): Requires storage to attenuate the post-development 100-year, 24-hour peak *discharge* rate (Qf) to predevelopment rates. The Qf requirement does not apply when:

(1) the site *discharge*s directly to tidal waters or fifth order or larger streams, or

(2) A downstream analysis reveals that overbank control is not required.

b. ***Sizing Criteria* for *New Development* in Enhanced Phosphorus Removal Watershed**

(i) Runoff Reduction Volume (RRv): Reduce the total Water Quality Volume (WQv) by application of RR techniques and standard SMPs with RRv capacity. The total WQv is the runoff volume from the 1-year, 24 hour design storm over the post-developed watershed and shall be calculated in accordance with the criteria in Section 10.3 of the Design Manual.

(ii) Minimum RRv and Treatment of Remaining Total WQv: *Construction activities* that cannot meet the criteria in Part I.C.2.b.(i) of this permit due to *site limitations* shall direct runoff from all newly constructed *impervious areas* to a RR technique or

standard SMP with RRv capacity unless *infeasible*. The specific *site limitations* that prevent the reduction of 100% of the WQv shall be documented in the SWPPP. For each *impervious area* that is not directed to a RR technique or standard SMP with RRv capacity, the SWPPP must include documentation which demonstrates that all options were considered and for each option explains why it is considered *infeasible.*

In no case shall the runoff reduction achieved from the newly constructed *impervious areas* be less than the Minimum RRv as calculated using the criteria in Section 10.3 of the Design Manual. The remaining portion of the total WQv that cannot be reduced shall be treated by application of standard SMPs.

(iii) Channel Protection Volume (Cpv): Provide 24 hour extended detention of the post-developed 1-year, 24-hour storm event; remaining after runoff reduction. The Cpv requirement does not apply when:

(1) Reduction of the entire Cpv is achieved by application of runoff reduction techniques or infiltration systems, or

(2) The site *discharge*s directly to tidal waters, or fifth order or larger streams.

(iv) Overbank Flood Control Criteria (Qp): Requires storage to attenuate the post-development 10-year, 24-hour peak *discharge* rate (Qp) to predevelopment rates. The Qp requirement does not apply when:

(1) the site *discharge*s directly to tidal waters or fifth order or larger streams, or
(2) A downstream analysis reveals that overbank control is not required.

(v) Extreme Flood Control Criteria (Qf): Requires storage to attenuate the post-development 100-year, 24-hour peak *discharge* rate (Qf) to predevelopment rates. The Qf requirement does not apply when:

(1) the site *discharge*s directly to tidal waters or fifth order or larger streams, or
(2) A downstream analysis reveals that overbank control is not required.

c. ***Sizing Criteria* for *Redevelopment Activity***

(Part I.C.2.c.i)

(i) Water Quality Volume (WQv): The WQv treatment objective for *redevelopment activity* shall be addressed by one of the following options. *Redevelopment activities* located in an Enhanced Phosphorus Removal Watershed (see Part III.B.3. and Appendix C of this permit) shall calculate the WQv in accordance with Section 10.3 of the Design Manual. All other *redevelopment activities* shall calculate the WQv in accordance with Section 4.2 of the Design Manual.

(1) Reduce the existing *impervious cover* by a minimum of 25% of the total disturbed, *impervious area*. The Soil Restoration criteria in Section 5.1.6 of the Design Manual must be applied to all newly created pervious areas, or
(2) Capture and treat a minimum of 25% of the WQv from the disturbed, *impervious area* by the application of standard SMPs; or reduce 25% of the WQv from the disturbed, *impervious area* by the application of RR techniques or standard SMPs with RRv capacity., or
(3) Capture and treat a minimum of 75% of the WQv from the disturbed, *impervious area* as well as any additional runoff from tributary areas by application of the alternative practices discussed in Sections 9.3 and 9.4 of the Design Manual., or
(4) Application of a combination of 1, 2 and 3 above that provide a weighted average of at least two of the above methods. Application of this method shall be in accordance with the criteria in Section 9.2.1(B) (IV) of the Design Manual.

If there is an existing post-construction stormwater management practice located on the site that captures and treats runoff from the *impervious area* that is being disturbed, the WQv treatment option selected must, at a minimum, provide treatment equal to the treatment that was being provided by the existing practice(s) if that treatment is greater than the treatment required by options 1 – 4 above.

(ii) Channel Protection Volume (Cpv): Not required if there are no changes to hydrology that increase the *discharge* rate from the project site.

(iii) Overbank Flood Control Criteria (Qp): Not required if there are no changes to hydrology that increase the *discharge* rate from the project site.

(Part I.C.2.c.iv)

(iv) Extreme Flood Control Criteria (Qf): Not required if there are no changes to hydrology that increase the *discharge* rate from the project site.

d. ***Sizing Criteria*** **for Combination of** ***Redevelopment Activity*** **and** ***New Development***

Construction projects that include both *New Development* and *Redevelopment Activity* shall provide post-construction stormwater management controls that meet the *sizing criteria* calculated as an aggregate of the *Sizing Criteria* in Part I.C.2.a. or b. of this permit for the *New Development* portion of the project and Part I.C.2.c of this permit for *Redevelopment Activity* portion of the project.

D. Maintaining Water Quality

The Department expects that compliance with the conditions of this permit will control *discharge*s necessary to meet applicable *water quality standards*. It shall be a violation of the *ECL* for any discharge to either cause or contribute to a violation of *water quality standards* as contained in Parts 700 through 705 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York, such as:

1. There shall be no increase in turbidity that will cause a substantial visible contrast to natural conditions;

2. There shall be no increase in suspended, colloidal or settleable solids that will cause deposition or impair the waters for their best usages; and

3. There shall be no residue from oil and floating substances, nor visible oil film, nor globules of grease.

If there is evidence indicating that the stormwater *discharge*s authorized by this permit are causing, have the reasonable potential to cause, or are contributing to a violation of the *water quality standards*; the *owner or operator* must take appropriate corrective action in accordance with Part IV.C.5. of this general permit and document in accordance with Part IV.C.4. of this general permit. To address the *water quality standard* violation the *owner or operator* may need to provide additional information, include and implement appropriate controls in the SWPPP to correct the problem, or obtain an individual SPDES permit.

If there is evidence indicating that despite compliance with the terms and conditions of this general permit it is demonstrated that the stormwater *discharge*s authorized by this permit are causing or contributing to a violation of *water quality standards*, or

if the Department determines that a modification of the permit is necessary to prevent a violation of *water quality standards*, the authorized *discharge*s will no longer be eligible for coverage under this permit. The Department may require the *owner or operator* to obtain an individual SPDES permit to continue discharging.

E. Eligibility Under This General Permit

1. This permit may authorize all *discharges* of stormwater from *construction activity* to *surface waters of the State* and *groundwaters* except for ineligible *discharges* identified under subparagraph F. of this Part.

2. Except for non-stormwater *discharges* explicitly listed in the next paragraph, this permit only authorizes stormwater *discharge*s from *construction activities*.

3. Notwithstanding paragraphs E.1 and E.2 above, the following non-stormwater *discharges* may be authorized by this permit: *discharge*s from firefighting activities; fire hydrant flushings; waters to which cleansers or other components have not been added that are used to wash vehicles or control dust in accordance with the SWPPP, routine external building washdown which does not use detergents; pavement washwaters where spills or leaks of toxic or hazardous materials have not occurred (unless all spilled material has been removed) and where detergents are not used; air conditioning condensate; uncontaminated *groundwater* or spring water; uncontaminated *discharge*s from construction site de-watering operations; and foundation or footing drains where flows are not contaminated with process materials such as solvents. For those entities required to obtain coverage under this permit, and who *discharge* as noted in this paragraph, and with the exception of flows from firefighting activities, these *discharge*s must be identified in the SWPPP. Under all circumstances, the *owner or operator* must still comply with *water quality standards* in Part I.D of this permit.

4. The *owner or operator* must maintain permit eligibility to *discharge* under this permit. Any *discharges* that are not compliant with the eligibility conditions of this permit are not authorized by the permit and the *owner or operator* must either apply for a separate permit to cover those ineligible *discharges* or take steps necessary to make the *discharge* eligible for coverage.

F. Activities Which Are Ineligible for Coverage Under This General Permit

All of the following are **not** authorized by this permit:

(Part I.F)

1. *Discharge*s after *construction activities* have been completed and the site has undergone *final stabilization*;

2. *Discharge*s that are mixed with sources of non-stormwater other than those expressly authorized under subsection E.3. of this Part and identified in the SWPPP required by this permit;

3. *Discharges* that are required to obtain an individual SPDES permit or another SPDES general permit pursuant to Part VII.K. of this permit;

4. *Construction activities* or *discharges* from *construction activities* that may adversely affect an endangered or threatened species unless the *owner or operator* has obtained a permit issued pursuant to 6 NYCRR Part 182 for the project or the Department has issued a letter of non-jurisdiction for the project. All documentation necessary to demonstrate eligibility shall be maintained on site in accordance with Part II.C.2 of this permit.

5. *Discharges* which either cause or contribute to a violation of *water quality standards* adopted pursuant to the *ECL* and its accompanying regulations;

6. *Construction activities* for residential, commercial and institutional projects:

   a. Where the *discharge*s from the *construction activities* are tributary to waters of the state classified as AA or AA-s; and

   b. Which disturb one or more acres of land with no existing *impervious cover*; and

   c. Which are undertaken on land with a Soil Slope Phase that is identified as an E or F, or the map unit name is inclusive of 25% or greater slope, on the United States Department of Agriculture (“USDA”) Soil Survey for the County where the disturbance will occur.

7. *Construction activities* for linear transportation projects and linear utility projects:

   a. Where the *discharge*s from the *construction activities* are tributary to waters of the state classified as AA or AA-s; and

   b. Which disturb two or more acres of land with no existing *impervious cover*; and

   c. Which are undertaken on land with a Soil Slope Phase that is identified as an E or F, or the map unit name is inclusive of 25% or greater slope, on the USDA Soil Survey for the County where the disturbance will occur.

(Part I.F.8)

8. *Construction activities* that have the potential to affect an *historic property*, unless there is documentation that such impacts have been resolved. The following documentation necessary to demonstrate eligibility with this requirement shall be maintained on site in accordance with Part II.C.2 of this permit and made available to the Department in accordance with Part VII.F of this permit:

   a. Documentation that the *construction activity* is not within an archeologically sensitive area indicated on the sensitivity map, and that the *construction activity* is not located on or immediately adjacent to a property listed or determined to be eligible for listing on the National or State Registers of Historic Places, and that there is no new permanent building on the construction site within the following distances from a building, structure, or object that is more than 50 years old, or if there is such a new permanent building on the construction site within those parameters that NYS Office of Parks, Recreation and Historic Preservation (OPRHP), a Historic Preservation Commission of a Certified Local Government, or a qualified preservation professional has determined that the building, structure, or object more than 50 years old is not historically/archeologically significant.

      - 1-5 acres of disturbance - 20 feet
      - 5-20 acres of disturbance - 50 feet
      - 20+ acres of disturbance - 100 feet, or

   b. DEC consultation form sent to OPRHP, and copied to the NYS DEC Agency Historic Preservation Officer (APO), and
      (i) the State Environmental Quality Review (SEQR) Environmental Assessment Form (EAF) with a negative declaration or the Findings Statement, with documentation of OPRHP's agreement with the resolution; or
      (ii) documentation from OPRHP that the *construction activity* will result in No Impact; or
      (iii) documentation from OPRHP providing a determination of No Adverse Impact; or
      (iv) a Letter of Resolution signed by the owner/operator, OPRHP and the DEC APO which allows for this *construction activity* to be eligible for coverage under the general permit in terms of the State Historic Preservation Act (SHPA); or

   c. Documentation of satisfactory compliance with Section 106 of the National Historic Preservation Act for a coterminous project area:
      (i) No Affect
      (ii) No Adverse Affect

(Part I.F.8.c.iii)

(iii) Executed Memorandum of Agreement, or

d. Documentation that:

(i) SHPA Section 14.09 has been completed by NYS DEC or another state agency.

9. *Discharge*s from *construction activities* that are subject to an existing SPDES individual or general permit where a SPDES permit for *construction activity* has been terminated or denied; or where the *owner or operator* has failed to renew an expired individual permit.

Part II. OBTAINING PERMIT COVERAGE

A.Notice of Intent (NOI) Submittal

1. An *owner or operator* of a *construction activity* that is <u>not</u> subject to the requirements of a *regulated, traditional land use control MS4* must first prepare a SWPPP in accordance with all applicable requirements of this permit and then submit a completed NOI form to the Department in order to be authorized to *discharge* under this permit. An *owner or operator* shall use either the electronic (eNOI) or paper version of the NOI that the Department prepared. Both versions of the NOI are located on the Department's website (http://www.dec.ny.gov/). The paper version of the NOI shall be signed in accordance with Part VII.H. of this permit and submitted to the following address.

NOTICE OF INTENT
NYS DEC, Bureau of Water Permits
625 Broadway, 4th Floor
Albany, New York 12233-3505

2. An *owner or operator* of a *construction activity* that is subject to the requirements of a *regulated, traditional land use control MS4* must first prepare a SWPPP in accordance with all applicable requirements of this permit and then have its SWPPP reviewed and accepted by the *regulated, traditional land use control MS4* prior to submitting the NOI to the Department. The *owner or operator* shall have the "MS4 SWPPP Acceptance" form signed in accordance with Part VII.H., and then submit that form along with a completed NOI to the Department. An *owner or operator* shall use either the electronic (eNOI) or paper version of the NOI.

The paper version of the NOI shall be signed in accordance with Part VII.H. of this permit and submitted to the address in Part II.A.1.

(Part II.A.2)

The requirement for an *owner or operator* to have its SWPPP reviewed and accepted by the *MS4* prior to submitting the NOI to the Department does not apply to an *owner or operator* that is obtaining permit coverage in accordance with the requirements in Part II.E. (Change of *Owner or Operator*) or where the *owner or operator* of the *construction activity* is the *regulated, traditional land use control MS4*.

3. The *owner or operator* shall have the SWPPP preparer sign the "SWPPP Preparer Certification" statement on the NOI prior to submitting the form to the Department.

4. As of the date the NOI is submitted to the Department, the *owner or operator* shall make the NOI and SWPPP available for review and copying in accordance with the requirements in Part VII.F. of this permit.

B. Permit Authorization

1. An *owner or operator* shall not *commence construction activity* until their authorization to *discharge* under this permit goes into effect.

2. Authorization to *discharge* under this permit will be effective when the *owner or operator* has satisfied all of the following criteria:

   a. project review pursuant to the State Environmental Quality Review Act ("SEQRA") have been satisfied, when SEQRA is applicable. See the Department's website (http://www.dec.ny.gov/) for more information,

   b. where required, all necessary Department permits subject to the *Uniform Procedures Act ("UPA")* (see 6 NYCRR Part 621) have been obtained, unless otherwise notified by the Department pursuant to 6 NYCRR 621.3(a)(4). *Owners or operators* of *construction activities* that are required to obtain *UPA* permits must submit a preliminary SWPPP to the appropriate DEC Permit Administrator at the Regional Office listed in Appendix F at the time all other necessary *UPA* permit applications are submitted. The preliminary SWPPP must include sufficient information to demonstrate that the *construction activity* qualifies for authorization under this permit,

   c. the final SWPPP has been prepared, and

   d. a complete NOI has been submitted to the Department in accordance with the requirements of this permit.

3. An *owner or operator* that has satisfied the requirements of Part II.B.2 above

(Part II.B.3)

will be authorized to *discharge* stormwater from their *construction activity* in accordance with the following schedule:

a. For *construction activities* that are not subject to the requirements of a *regulated, traditional land use control MS4*:

(i) Five (5) business days from the date the Department receives a complete electronic version of the NOI (eNOI) for *construction activities* with a SWPPP that has been prepared in conformance with the design criteria in the technical standard referenced in Part III.B.1 and the *performance criteria* in the technical standard referenced in Parts III.B., 2 or 3, for *construction activities* that require post-construction stormwater management practices pursuant to Part III.C.; or

(ii) Sixty (60) business days from the date the Department receives a complete NOI (electronic or paper version) for *construction activities* with a SWPPP that has not been prepared in conformance with the design criteria in technical standard referenced in Part III.B.1. or, for *construction activities* that require post-construction stormwater management practices pursuant to Part III.C., the *performance criteria* in the technical standard referenced in Parts III.B., 2 or 3, or;

(iii) Ten (10) business days from the date the Department receives a complete paper version of the NOI for *construction activities* with a SWPPP that has been prepared in conformance with the design criteria in the technical standard referenced in Part III.B.1 and the *performance criteria* in the technical standard referenced in Parts III.B., 2 or 3, for *construction activities* that require post-construction stormwater management practices pursuant to Part III.C.

b. For *construction activities* that are subject to the requirements of a *regulated, traditional land use control MS4*:

(i) Five (5) business days from the date the Department receives both a complete electronic version of the NOI (eNOI) and signed "*MS4* SWPPP Acceptance" form, or

(ii) Ten (10) business days from the date the Department receives both a complete paper version of the NOI and signed "MS4 SWPPP Acceptance" form.

4. The Department may suspend or deny an *owner's or operator's* coverage

(Part II.B.4)

under this permit if the Department determines that the SWPPP does not meet the permit requirements. In accordance with statute, regulation, and the terms and conditions of this permit, the Department may deny coverage under this permit and require submittal of an application for an individual SPDES permit based on a review of the NOI or other information pursuant to Part II.

5. Coverage under this permit authorizes stormwater *discharges* from only those areas of disturbance that are identified in the NOI. If an *owner or operator* wishes to have stormwater *discharges* from future or additional areas of disturbance authorized, they must submit a new NOI that addresses that phase of the development, unless otherwise notified by the Department. The *owner or operator* shall not *commence construction activity* on the future or additional areas until their authorization to *discharge* under this permit goes into effect in accordance with Part II.B. of this permit.

C. General Requirements For Owners or Operators With Permit Coverage

1. The *owner or operator* shall ensure that the provisions of the SWPPP are implemented from the *commencement of construction activity* until all areas of disturbance have achieved *final stabilization* and the Notice of Termination ("NOT") has been submitted to the Department in accordance with Part V. of this permit. This includes any changes made to the SWPPP pursuant to Part III.A.4. of this permit.

2. The *owner or operator* shall maintain a copy of the General Permit (GP-0-15-002), NOI, *NOI Acknowledgment Letter*, SWPPP, MS4 SWPPP Acceptance form, inspection reports, and all documentation necessary to demonstrate eligibility with this permit at the construction site until all disturbed areas have achieved *final stabilization* and the NOT has been submitted to the Department. The documents must be maintained in a secure location, such as a job trailer, on-site construction office, or mailbox with lock. The secure location must be accessible during normal business hours to an individual performing a compliance inspection.

3. The *owner or operator* of a *construction activity* shall not disturb greater than five (5) acres of soil at any one time without prior written authorization from the Department or, in areas under the jurisdiction of a *regulated, traditional land use control MS4,* the *regulated, traditional land use control MS4* (provided the *regulated, traditional land use control MS4* is not the *owner or operator* of the *construction activity*). At a minimum, the *owner or operator* must comply with the following requirements in order to be authorized to disturb greater than five (5) acres of soil at any one time:

   a. The *owner or operator* shall

have a *qualified inspector* conduct **at least** two (2) site inspections in accordance with Part IV.C. of this permit every seven (7) calendar days, for as long as greater than five (5) acres of soil remain disturbed. The two (2) inspections shall be separated by a minimum of two (2) full calendar days.

b. In areas where soil disturbance activity has temporarily or permanently ceased, the application of soil stabilization measures must be initiated by the end of the next business day and completed within seven (7) days from the date the current soil disturbance activity ceased. The soil stabilization measures selected shall be in conformance with the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016.

c. The *owner or operator* shall prepare a phasing plan that defines maximum disturbed area per phase and shows required cuts and fills.

d. The *owner or operator* shall install any additional site specific practices needed to protect water quality.

e. The *owner or operator* shall include the requirements above in their SWPPP.

4. In accordance with statute, regulations, and the terms and conditions of this permit, the Department may suspend or revoke an *owner's or operator's* coverage under this permit at any time if the Department determines that the SWPPP does not meet the permit requirements. Upon a finding of significant non-compliance with the practices described in the SWPPP or violation of this permit, the Department may order an immediate stop to all activity at the site until the non-compliance is remedied. The stop work order shall be in writing, describe the non-compliance in detail, and be sent to the *owner or operator*.

5. For *construction activities* that are subject to the requirements of a *regulated, traditional land use control MS4*, the *owner or operator* shall notify the *regulated, traditional land use control MS4* in writing of any planned amendments or modifications to the post-construction stormwater management practice component of the SWPPP required by Part III.A. 4. and 5. of this permit. Unless otherwise notified by the *regulated, traditional land use control MS4*, the *owner or operator* shall have the SWPPP amendments or modifications reviewed and accepted by the *regulated, traditional land use control MS4* prior to commencing construction of the post-construction stormwater management practice

(Part II.D)

D. Permit Coverage for Discharges Authorized Under GP-0-10-001

1. Upon renewal of SPDES General Permit for Stormwater Discharges from *Construction Activity* (Permit No. GP-0-10-001), an *owner or operator* of *a construction activity* with coverage under GP-0-10-001, as of the effective date of GP-0-15-002, shall be authorized to *discharge* in accordance with GP-0-15-002, unless otherwise notified by the Department.

   An *owner or operator* may continue to implement the technical/design components of the post-construction stormwater management controls provided that such design was done in conformance with the technical standards in place at the time of initial project authorization. However, they must comply with the other, non-design provisions of GP-0-15-002.

E. Change of *Owner or Operator*

1. When property ownership changes or when there is a change in operational control over the construction plans and specifications, the original *owner or operator* must notify the new *owner or operator*, in writing, of the requirement to obtain permit coverage by submitting a NOI with the Department. Once the new *owner or operator* obtains permit coverage, the original *owner or operator* shall then submit a completed NOT with the name and permit identification number of the new *owner or operator* to the Department at the address in Part II.A.1. of this permit. If the original *owner or operator* maintains ownership of a portion of the *construction activity* and will disturb soil, they must maintain their coverage under the permit.

Permit coverage for the new *owner or operator* will be effective as of the date the Department receives a complete NOI, provided the original *owner or operator* was not subject to a sixty (60) business day authorization period that has not expired as of the date the Department receives the NOI from the new *owner or operator*.

(Part III)

Part III. STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

A. General SWPPP Requirements

1. A SWPPP shall be prepared and implemented by the *owner or operator* of each *construction activity* covered by this permit. The SWPPP must document the selection, design, installation, implementation and maintenance of the control measures and practices that will be used to meet the effluent limitations in Part I.B. of this permit and where applicable, the post-construction stormwater management practice requirements in Part I.C. of this permit. The SWPPP shall be prepared prior to the submittal of the NOI. The NOI shall be submitted to the Department prior to the *commencement of construction activity*. A copy of the completed, final NOI shall be included in the SWPPP.

2. The SWPPP shall describe the erosion and sediment control practices and where required, post-construction stormwater management practices that will be used and/or constructed to reduce the *pollutants* in stormwater *discharges* and to assure compliance with the terms and conditions of this permit. In addition, the SWPPP shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater *discharges*.

3. All SWPPPs that require the post-construction stormwater management practice component shall be prepared by a *qualified professional* that is knowledgeable in the principles and practices of stormwater management and treatment.

4. The *owner or operator* must keep the SWPPP current so that it at all times accurately documents the erosion and sediment controls practices that are being used or will be used during construction, and all post-construction stormwater management practices that will be constructed on the site. At a minimum, the *owner or operator* shall amend the SWPPP:

   a. whenever the current provisions prove to be ineffective in minimizing *pollutants* in stormwater *discharges* from the site;

   b. whenever there is a change in design, construction, or operation at the construction site that has or could have an effect on the *discharge* of *pollutants*; and

   c. to address issues or deficiencies identified during an inspection by the *qualified inspector,* the Department or other regulatory authority.

5. The Department may notify the *owner or operator* at any time that the

(Part III.A.5)

SWPPP does not meet one or more of the minimum requirements of this permit. The notification shall be in writing and identify the provisions of the SWPPP that require modification. Within fourteen (14) calendar days of such notification, or as otherwise indicated by the Department, the *owner or operator* shall make the required changes to the SWPPP and submit written notification to the Department that the changes have been made. If the *owner or operator* does not respond to the Department's comments in the specified time frame, the Department may suspend the *owner's or operator's* coverage under this permit or require the *owner or operator* to obtain coverage under an individual SPDES permit in accordance with Part II.C.4. of this permit.

6. Prior to the *commencement of construction activity*, the *owner or operator* must identify the contractor(s) and subcontractor(s) that will be responsible for installing, constructing, repairing, replacing, inspecting and maintaining the erosion and sediment control practices included in the SWPPP; and the contractor(s) and subcontractor(s) that will be responsible for constructing the post-construction stormwater management practices included in the SWPPP. The *owner or operator* shall have each of the contractors and subcontractors identify at least one person from their company that will be responsible for implementation of the SWPPP. This person shall be known as the *trained contractor.* The *owner or operator* shall ensure that at least one *trained contractor* is on site on a daily basis when soil disturbance activities are being performed.

   The *owner or operator* shall have each of the contractors and subcontractors identified above sign a copy of the following certification statement below before they commence any *construction activity*:

   > "I hereby certify under penalty of law that I understand and agree to comply with the terms and conditions of the SWPPP and agree to implement any corrective actions identified by the *qualified inspector* during a site inspection. I also understand that the *owner or operator* must comply with the terms and conditions of the most current version of the New York State Pollutant Discharge Elimination System ("SPDES") general permit for stormwater *discharge*s from *construction activities* and that it is unlawful for any person to cause or contribute to a violation of *water quality standards*. Furthermore, I am aware that there are significant penalties for submitting false information, that I do not believe to be true, including the possibility of fine and imprisonment for knowing violations"

   In addition to providing the certification statement above, the certification page must also identify the specific elements of the SWPPP that each contractor and subcontractor will be responsible for and include the name and title of the person providing the signature; the name and title of the

trained contractor responsible for SWPPP implementation; the name, address and telephone number of the contracting firm; the address (or other identifying description) of the site; and the date the certification statement is signed. The *owner or operator* shall attach the certification statement(s) to the copy of the SWPPP that is maintained at the construction site. If new or additional contractors are hired to implement measures identified in the SWPPP after construction has commenced, they must also sign the certification statement and provide the information listed above.

7. For projects where the Department requests a copy of the SWPPP or inspection reports, the *owner or operator* shall submit the documents in both electronic (PDF only) and paper format within five (5) business days, unless otherwise notified by the Department.

B. Required SWPPP Contents

1. Erosion and sediment control component - All SWPPPs prepared pursuant to this permit shall include erosion and sediment control practices designed in conformance with the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016. Where erosion and sediment control practices are not designed in conformance with the design criteria included in the technical standard, the *owner or operator* must demonstrate *equivalence* to the technical standard. At a minimum, the erosion and sediment control component of the SWPPP shall include the following:

   a. Background information about the scope of the project, including the location, type and size of project;

   b. A site map/construction drawing(s) for the project, including a general location map. At a minimum, the site map shall show the total site area; all improvements; areas of disturbance; areas that will not be disturbed; existing vegetation; on-site and adjacent off-site surface water(s); floodplain/floodway boundaries; wetlands and drainage patterns that could be affected by the *construction activity*; existing and final contours ; locations of different soil types with boundaries; material, waste, borrow or equipment storage areas located on adjacent properties; and location(s) of the stormwater *discharge*(s);

   c. A description of the soil(s) present at the site, including an identification of the Hydrologic Soil Group (HSG);

   d. A construction phasing plan and sequence of operations describing the intended order of *construction activities*, including clearing and grubbing, excavation and grading, utility and infrastructure installation and any other

activity at the site that results in soil disturbance;

e. A description of the minimum erosion and sediment control practices to be installed or implemented for each *construction activity* that will result in soil disturbance. Include a schedule that identifies the timing of initial placement or implementation of each erosion and sediment control practice and the minimum time frames that each practice should remain in place or be implemented;

f. A temporary and permanent soil stabilization plan that meets the requirements of this general permit and the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016, for each stage of the project, including initial land clearing and grubbing to project completion and achievement of *final stabilization*;

g. A site map/construction drawing(s) showing the specific location(s), size(s), and length(s) of each erosion and sediment control practice;

h. The dimensions, material specifications, installation details, and operation and maintenance requirements for all erosion and sediment control practices. Include the location and sizing of any temporary sediment basins and structural practices that will be used to divert flows from exposed soils;

i. A maintenance inspection schedule for the contractor(s) identified in Part III.A.6. of this permit, to ensure continuous and effective operation of the erosion and sediment control practices. The maintenance inspection schedule shall be in accordance with the requirements in the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016;

j. A description of the pollution prevention measures that will be used to control litter, construction chemicals and construction debris from becoming a *pollutant* source in the stormwater *discharges*;

k. A description and location of any stormwater *discharges* associated with industrial activity other than construction at the site, including, but not limited to, stormwater *discharges* from asphalt plants and concrete plants located on the construction site; and

l. Identification of any elements of the design that are not in conformance with the design criteria in the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated November 2016. Include the reason for the deviation or alternative design

and provide information which demonstrates that the deviation or alternative design is *equivalent* to the technical standard.

2. Post-construction stormwater management practice component – The *owner or operator* of any construction project identified in Table 2 of Appendix B as needing post-construction stormwater management practices shall prepare a SWPPP that includes practices designed in conformance with the applicable *sizing criteria* in Part I.C.2.a., c. or d. of this permit and the *performance criteria* in the technical standard, New York State Stormwater Management Design Manual dated January 2015

   Where post-construction stormwater management practices are not designed in conformance with the *performance criteria* in the technical standard, the *owner or operator* must include in the SWPPP the reason(s) for the deviation or alternative design and provide information which demonstrates that the deviation or alternative design is *equivalent* to the technical standard.

   The post-construction stormwater management practice component of the SWPPP shall include the following:

   a. Identification of all post-construction stormwater management practices to be constructed as part of the project. Include the dimensions, material specifications and installation details for each post-construction stormwater management practice;

   b. A site map/construction drawing(s) showing the specific location and size of each post-construction stormwater management practice;

   c. A Stormwater Modeling and Analysis Report that includes:

      (i) Map(s) showing pre-development conditions, including watershed/subcatchments boundaries, flow paths/routing, and design points;

      (ii) Map(s) showing post-development conditions, including watershed/subcatchments boundaries, flow paths/routing, design points and post-construction stormwater management practices;

      (iii) Results of stormwater modeling (i.e. hydrology and hydraulic analysis) for the required storm events. Include supporting calculations (model runs), methodology, and a summary table that compares pre and post-development runoff rates and volumes for the different storm events;

      (iv) Summary table, with supporting calculations, which demonstrates

that each post-construction stormwater management practice has been designed in conformance with the *sizing criteria* included in the Design Manual;

(v) Identification of any *sizing criteria* that is not required based on the requirements included in Part I.C. of this permit; and

(vi) Identification of any elements of the design that are not in conformance with the *performance criteria* in the Design Manual. Include the reason(s) for the deviation or alternative design and provide information which demonstrates that the deviation or alternative design is *equivalent* to the Design Manual;

d. Soil testing results and locations (test pits, borings);

e. Infiltration test results, when required; and

f. An operations and maintenance plan that includes inspection and maintenance schedules and actions to ensure continuous and effective operation of each post-construction stormwater management practice. The plan shall identify the entity that will be responsible for the long term operation and maintenance of each practice.

3. Enhanced Phosphorus Removal Standards - All construction projects identified in Table 2 of Appendix B that are located in the watersheds identified in Appendix C shall prepare a SWPPP that includes post-construction stormwater management practices designed in conformance with the applicable *sizing criteria* in Part I.C.2. b., c. or d. of this permit and the *performance criteria,* Enhanced Phosphorus Removal Standards included in the Design Manual. At a minimum, the post-construction stormwater management practice component of the SWPPP shall include items 2.a - 2.f. above.

C. Required SWPPP Components by Project Type

Unless otherwise notified by the Department, *owners or operators* of *construction activities* identified in Table 1 of Appendix B are required to prepare a SWPPP that only includes erosion and sediment control practices designed in conformance with Part III.B.1 of this permit. *Owners or operators* of the *construction activities* identified in Table 2 of Appendix B shall prepare a SWPPP that also includes post-construction stormwater management practices designed in conformance with Part III.B.2 or 3 of this permit.

(Part IV)

Part IV. INSPECTION AND MAINTENANCE REQUIREMENTS

A. General Construction Site Inspection and Maintenance Requirements

1. The *owner or operator* must ensure that all erosion and sediment control practices (including pollution prevention measures) and all post-construction stormwater management practices identified in the SWPPP are inspected and maintained in accordance with Part IV.B. and C. of this permit.

2. The terms of this permit shall not be construed to prohibit the State of New York from exercising any authority pursuant to the ECL, common law or federal law, or prohibit New York State from taking any measures, whether civil or criminal, to prevent violations of the laws of the State of New York, or protect the public health and safety and/or the environment.

B. Contractor Maintenance Inspection Requirements

1. The *owner or operator* of each *construction activity* identified in Tables 1 and 2 of Appendix B shall have a *trained contractor* inspect the erosion and sediment control practices and pollution prevention measures being implemented within the active work area daily to ensure that they are being maintained in effective operating condition at all times. If deficiencies are identified, the contractor shall begin implementing corrective actions within one business day and shall complete the corrective actions in a reasonable time frame.

2. For construction sites where soil disturbance activities have been temporarily suspended (e.g. winter shutdown) and *temporary stabilization* measures have been applied to all disturbed areas, the *trained contractor* can stop conducting the maintenance inspections. The *trained contractor* shall begin conducting the maintenance inspections in accordance with Part IV.B.1. of this permit as soon as soil disturbance activities resume.

3. For construction sites where soil disturbance activities have been shut down with partial project completion, the *trained contractor* can stop conducting the maintenance inspections if all areas disturbed as of the project shutdown date have achieved *final stabilization* and all post-construction stormwater management practices required for the completed portion of the project have been constructed in conformance with the SWPPP and are operational.

C. Qualified Inspector Inspection Requirements

(Part IV.C)

The *owner or operator* shall have a *qualified inspector* conduct site inspections in conformance with the following requirements:

[Note: The *trained contractor* identified in Part III.A.6. and IV.B. of this permit **cannot** conduct the *qualified inspector* site inspections unless they meet the *qualified inspector* qualifications included in Appendix A. In order to perform these inspections, the *trained contractor* would have to be a:

- licensed Professional Engineer,
- Certified Professional in Erosion and Sediment Control (CPESC),
- Registered Landscape Architect, or
- someone working under the direct supervision of, and at the same company as, the licensed Professional Engineer or Registered Landscape Architect, provided they have received four (4) hours of Department endorsed training in proper erosion and sediment control principles from a Soil and Water Conservation District, or other Department endorsed entity].

1. A *qualified inspector* shall conduct site inspections for all *construction activities* identified in Tables 1 and 2 of Appendix B, with the exception of:

   a. the construction of a single family residential subdivision with 25% or less *impervious cover* at total site build-out that involves a soil disturbance of one (1) or more acres of land but less than five (5) acres and is not located in one of the watersheds listed in Appendix C and not directly discharging to one of the 303(d) segments listed in Appendix E;

   b. the construction of a single family home that involves a soil disturbance of one (1) or more acres of land but less than five (5) acres and is not located in one of the watersheds listed in Appendix C and not directly discharging to one of the 303(d) segments listed in Appendix E;

   c. construction on agricultural property that involves a soil disturbance of one (1) or more acres of land but less than five (5) acres; and

   d. *construction activities* located in the watersheds identified in Appendix D that involve soil disturbances between five thousand (5,000) square feet and one (1) acre of land.

2. Unless otherwise notified by the Department, the *qualified inspector* shall conduct site inspections in accordance with the following timetable:

   a. For construction sites where soil disturbance activities are on-going, the *qualified inspector* shall conduct a site inspection at least once every seven (7) calendar days.

   b. For construction sites where soil disturbance activities are on-going and

the *owner or operator* has received authorization in accordance with Part II.C.3 to disturb greater than five (5) acres of soil at any one time, the *qualified inspector* shall conduct at least two (2) site inspections every seven (7) calendar days. The two (2) inspections shall be separated by a minimum of two (2) full calendar days.

c. For construction sites where soil disturbance activities have been temporarily suspended (e.g. winter shutdown) and *temporary stabilization* measures have been applied to all disturbed areas, the *qualified inspector* shall conduct a site inspection at least once every thirty (30) calendar days. The *owner or operator* shall notify the DOW Water (SPDES) Program contact at the Regional Office (see contact information in Appendix F) or, in areas under the jurisdiction of a *regulated, traditional land use control MS4,* the *regulated, traditional land use control MS4* (provided the *regulated, traditional land use control MS4* is not the *owner or operator* of the *construction activity*) in writing prior to reducing the frequency of inspections.

d. For construction sites where soil disturbance activities have been shut down with partial project completion, the *qualified inspector* can stop conducting inspections if all areas disturbed as of the project shutdown date have achieved *final stabilization* and all post-construction stormwater management practices required for the completed portion of the project have been constructed in conformance with the SWPPP and are operational. The *owner or operator* shall notify the DOW Water (SPDES) Program contact at the Regional Office (see contact information in Appendix F) or, in areas under the jurisdiction of a *regulated, traditional land use control MS4,* the *regulated, traditional land use control MS4* (provided the *regulated, traditional land use control MS4* is not the *owner or operator* of the *construction activity*) in writing prior to the shutdown. If soil disturbance activities are not resumed within 2 years from the date of shutdown, the *owner or operator* shall have the *qualified inspector* perform a final inspection and certify that all disturbed areas have achieved *final stabilization,* and all temporary, structural erosion and sediment control measures have been removed*;* and that all post-construction stormwater management practices have been constructed in conformance with the SWPPP by signing the "*Final Stabilization*" and "Post-Construction Stormwater Management Practice" certification statements on the NOT. The *owner or operator* shall then submit the completed NOT form to the address in Part II.A.1 of this permit.

e. For construction sites that directly *discharge* to one of the 303(d) segments listed in Appendix E or is located in one of the watersheds listed in Appendix C, the *qualified inspector* shall conduct at least two (2) site inspections every seven (7) calendar days. The two (2) inspections shall

be separated by a minimum of two (2) full calendar days.

3. At a minimum, the *qualified inspector* shall inspect all erosion and sediment control practices and pollution prevention measures to ensure integrity and effectiveness, all post-construction stormwater management practices under construction to ensure that they are constructed in conformance with the SWPPP, all areas of disturbance that have not achieved *final stabilization,* all points of *discharge* to natural surface waterbodies located within, or immediately adjacent to, the property boundaries of the construction site, and all points of *discharge* from the construction site.

4. The *qualified inspector* shall prepare an inspection report subsequent to each and every inspection. At a minimum, the inspection report shall include and/or address the following:

a. Date and time of inspection;

b. Name and title of person(s) performing inspection;

c. A description of the weather and soil conditions (e.g. dry, wet, saturated) at the time of the inspection;

d. A description of the condition of the runoff at all points of *discharge* from the construction site. This shall include identification of any *discharges* of sediment from the construction site. Include *discharges* from conveyance systems (i.e. pipes, culverts, ditches, etc.) and overland flow;

e. A description of the condition of all natural surface waterbodies located within, or immediately adjacent to, the property boundaries of the construction site which receive runoff from disturbed areas. This shall include identification of any *discharges* of sediment to the surface waterbody;

f. Identification of all erosion and sediment control practices and pollution prevention measures that need repair or maintenance;

g. Identification of all erosion and sediment control practices and pollution prevention measures that were not installed properly or are not functioning as designed and need to be reinstalled or replaced;

h. Description and sketch of areas with active soil disturbance activity, areas that have been disturbed but are inactive at the time of the inspection, and areas that have been stabilized (temporary and/or final) since the last inspection;

(Part IV.C.4.i)

i. Current phase of construction of all post-construction stormwater management practices and identification of all construction that is not in conformance with the SWPPP and technical standards;

j. Corrective action(s) that must be taken to install, repair, replace or maintain erosion and sediment control practices and pollution prevention measures; and to correct deficiencies identified with the construction of the post-construction stormwater management practice(s);

k. Identification and status of all corrective actions that were required by previous inspection; and

l. Digital photographs, with date stamp, that clearly show the condition of all practices that have been identified as needing corrective actions. The *qualified inspector* shall attach paper color copies of the digital photographs to the inspection report being maintained onsite within seven (7) calendar days of the date of the inspection. The *qualified inspector* shall also take digital photographs, with date stamp, that clearly show the condition of the practice(s) after the corrective action has been completed. The *qualified inspector* shall attach paper color copies of the digital photographs to the inspection report that documents the completion of the corrective action work within seven (7) calendar days of that inspection.

5. Within one business day of the completion of an inspection, the *qualified inspector* shall notify the *owner or operator* and appropriate contractor or subcontractor identified in Part III.A.6. of this permit of any corrective actions that need to be taken. The contractor or subcontractor shall begin implementing the corrective actions within one business day of this notification and shall complete the corrective actions in a reasonable time frame.

6. All inspection reports shall be signed by the *qualified inspector.* Pursuant to Part II.C.2. of this permit, the inspection reports shall be maintained on site with the SWPPP.

Part V. TERMINATION OF PERMIT COVERAGE

A. Termination of Permit Coverage

1. An *owner or operator* that is eligible to terminate coverage under this permit must submit a completed NOT form to the address in Part II.A.1 of this permit. The NOT form shall be one which is associated with this permit, signed in accordance with Part VII.H of this permit.

(Part V.A.2)

2. An *owner or operator* may terminate coverage when one or more the following conditions have been met:

   a. Total project completion - All *construction activity* identified in the SWPPP has been completed; and all areas of disturbance have achieved *final stabilization*; and all temporary, structural erosion and sediment control measures have been removed; and all post-construction stormwater management practices have been constructed in conformance with the SWPPP and are operational;

   b. Planned shutdown with partial project completion - All soil disturbance activities have ceased; and all areas disturbed as of the project shutdown date have achieved *final stabilization*; and all temporary, structural erosion and sediment control measures have been removed; and all post-construction stormwater management practices required for the completed portion of the project have been constructed in conformance with the SWPPP and are operational;

   c. A new *owner or operator* has obtained coverage under this permit in accordance with Part II.E. of this permit.

   d. The *owner or operator* obtains coverage under an alternative SPDES general permit or an individual SPDES permit.

3. For *construction activities* meeting subdivision 2a. or 2b. of this Part, the *owner or operator* shall have the *qualified inspector* perform a final site inspection prior to submitting the NOT. The *qualified inspector* shall, by signing the "*Final Stabilization*" and "Post-Construction Stormwater Management Practice certification statements on the NOT, certify that all the requirements in Part V.A.2.a. or b. of this permit have been achieved.

4. For *construction activities* that are subject to the requirements of a *regulated, traditional land use control MS4* and meet subdivision 2a. or 2b. of this Part, the *owner or operator* shall have the *regulated, traditional land use control MS4* sign the "MS4 Acceptance" statement on the NOT in accordance with the requirements in Part VII.H. of this permit. The *regulated, traditional land use control MS4* official, by signing this statement, has determined that it is acceptable for the *owner or operator* to submit the NOT in accordance with the requirements of this Part. The *regulated, traditional land use control MS4* can make this determination by performing a final site inspection themselves or by accepting the *qualified inspector*'s final site inspection certification(s) required in Part V.A.3. of this permit.

(Part V.A.5)

5. For *construction activities* that require post-construction stormwater management practices and meet subdivision 2a. of this Part, the *owner or operator* must, prior to submitting the NOT, ensure one of the following:

   a. the post-construction stormwater management practice(s) and any right-of-way(s) needed to maintain such practice(s) have been deeded to the municipality in which the practice(s) is located,

   b. an executed maintenance agreement is in place with the municipality that will maintain the post-construction stormwater management practice(s),

   c. for post-construction stormwater management practices that are privately owned, the *owner or operator* has a mechanism in place that requires operation and maintenance of the practice(s) in accordance with the operation and maintenance plan, such as a deed covenant in the *owner or operator's* deed of record,

   d. for post-construction stormwater management practices that are owned by a public or private institution (e.g. school, university, hospital), government agency or authority, or public utility; the *owner or operator* has policy and procedures in place that ensures operation and maintenance of the practices in accordance with the operation and maintenance plan.

Part VI. REPORTING AND RETENTION OF RECORDS

A. Record Retention

The *owner or operator* shall retain a copy of the NOI, NOI Acknowledgment Letter, SWPPP, MS4 SWPPP Acceptance form and any inspection reports that were prepared in conjunction with this permit for a period of at least five (5) years from the date that the Department receives a complete NOT submitted in accordance with Part V. of this general permit.

B. Addresses

With the exception of the NOI, NOT, and MS4 SWPPP Acceptance form (which must be submitted to the address referenced in Part II.A.1 of this permit), all written correspondence requested by the Department, including individual permit applications, shall be sent to the address of the appropriate DOW Water (SPDES) Program contact at the Regional Office listed in Appendix F.

(Part VII)

Part VII. STANDARD PERMIT CONDITIONS

A. Duty to Comply

The *owner or operator* must comply with all conditions of this permit. All contractors and subcontractors associated with the project must comply with the terms of the SWPPP. Any non-compliance with this permit constitutes a violation of the Clean Water Act (CWA) and the ECL and is grounds for an enforcement action against the *owner or operator* and/or the contractor/subcontractor; permit revocation, suspension or modification; or denial of a permit renewal application. Upon a finding of significant non-compliance with this permit or the applicable SWPPP, the Department may order an immediate stop to all *construction activity* at the site until the non-compliance is remedied. The stop work order shall be in writing, shall describe the non-compliance in detail, and shall be sent to the *owner or operator*.

If any human remains or archaeological remains are encountered during excavation, the *owner or operator* must immediately cease, or cause to cease, all *construction activity* in the area of the remains and notify the appropriate Regional Water Engineer (RWE). *Construction activity* shall not resume until written permission to do so has been received from the RWE.

B. Continuation of the Expired General Permit

This permit expires five (5) years from the effective date. If a new general permit is not issued prior to the expiration of this general permit, an *owner or operator* with coverage under this permit may continue to operate and *discharge* in accordance with the terms and conditions of this general permit, if it is extended pursuant to the State Administrative Procedure Act and 6 NYCRR Part 621, until a new general permit is issued.

C. Enforcement

Failure of the *owner or operator,* its contractors, subcontractors, agents and/or assigns to strictly adhere to any of the permit requirements contained herein shall constitute a violation of this permit. There are substantial criminal, civil, and administrative penalties associated with violating the provisions of this permit. Fines of up to $37,500 per day for each violation and imprisonment for up to fifteen (15) years may be assessed depending upon the nature and degree of the offense.

D. Need to Halt or Reduce Activity Not a Defense

It shall not be a defense for an *owner or operator* in an enforcement action that it would have been necessary to halt or reduce the *construction activity* in order to maintain compliance with the conditions of this permit.

(Part VII.E)

E. Duty to Mitigate

The *owner or operator* and its contractors and subcontractors shall take all reasonable steps to *minimize* or prevent any *discharge* in violation of this permit which has a reasonable likelihood of adversely affecting human health or the environment.

F. Duty to Provide Information

The *owner or operator* shall furnish to the Department, within a reasonable specified time period of a written request, all documentation necessary to demonstrate eligibility and any information to determine compliance with this permit or to determine whether cause exists for modifying or revoking this permit, or suspending or denying coverage under this permit, in accordance with the terms and conditions of this permit. The NOI, SWPPP and inspection reports required by this permit are public documents that the *owner or operator* must make available for review and copying by any person within five (5) business days of the *owner or operator* receiving a written request by any such person to review these documents. Copying of documents will be done at the requester's expense.

G. Other Information

When the *owner or operator* becomes aware that they failed to submit any relevant facts, or submitted incorrect information in the NOI or in any of the documents required by this permit , or have made substantive revisions to the SWPPP (e.g. the scope of the project changes significantly, the type of post-construction stormwater management practice(s) changes, there is a reduction in the sizing of the post-construction stormwater management practice, or there is an increase in the disturbance area or *impervious area*), which were not reflected in the original NOI submitted to the Department, they shall promptly submit such facts or information to the Department using the contact information in Part II.A. of this permit. Failure of the *owner or operator* to correct or supplement any relevant facts within five (5) business days of becoming aware of the deficiency shall constitute a violation of this permit.

H. Signatory Requirements

1. All NOIs and NOTs shall be signed as follows:

   a. For a corporation these forms shall be signed by a responsible corporate officer. For the purpose of this section, a responsible corporate officer means:

      (i) a president, secretary, treasurer, or vice-president of the

corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation; or

(ii) the manager of one or more manufacturing, production or operating facilities, provided the manager is authorized to make management decisions which govern the operation of the regulated facility including having the explicit or implicit duty of making major capital investment recommendations, and initiating and directing other comprehensive measures to assure long term environmental compliance with environmental laws and regulations; the manager can ensure that the necessary systems are established or actions taken to gather complete and accurate information for permit application requirements; and where authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures;

b. For a partnership or sole proprietorship these forms shall be signed by a general partner or the proprietor, respectively; or

c. For a municipality, State, Federal, or other public agency these forms shall be signed by either a principal executive officer or ranking elected official. For purposes of this section, a principal executive officer of a Federal agency includes:

(i) the chief executive officer of the agency, or

(ii) a senior executive officer having responsibility for the overall operations of a principal geographic unit of the agency (e.g., Regional Administrators of EPA).

2. The SWPPP and other information requested by the Department shall be signed by a person described in Part VII.H.1. of this permit or by a duly authorized representative of that person. A person is a duly authorized representative only if:

a. The authorization is made in writing by a person described in Part VII.H.1. of this permit;

b. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity, such as the position of plant manager, operator of a well or a well field, superintendent, position of *equivalent* responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named

(Part VII.H.2.b)

individual or any individual occupying a named position) and,

c. The written authorization shall include the name, title and signature of the authorized representative and be attached to the SWPPP.

3. All inspection reports shall be signed by the *qualified inspector* that performs the inspection.

4. The MS4 SWPPP Acceptance form shall be signed by the principal executive officer or ranking elected official from the *regulated, traditional land use control MS4,* or by a duly authorized representative of that person.

It shall constitute a permit violation if an incorrect and/or improper signatory authorizes any required forms, SWPPP and/or inspection reports.

I. Property Rights

The issuance of this permit does not convey any property rights of any sort, nor any exclusive privileges, nor does it authorize any injury to private property nor any invasion of personal rights, nor any infringement of Federal, State or local laws or regulations. *Owners or operators* must obtain any applicable conveyances, easements, licenses and/or access to real property prior to *commencing construction activity*.

J. Severability

The provisions of this permit are severable, and if any provision of this permit, or the application of any provision of this permit to any circumstance, is held invalid, the application of such provision to other circumstances, and the remainder of this permit shall not be affected thereby.

K. Requirement to Obtain Coverage Under an Alternative Permit

1. The Department may require any *owner or operator* authorized by this permit to apply for and/or obtain either an individual SPDES permit or another SPDES general permit. When the Department requires any *discharge*r authorized by a general permit to apply for an individual SPDES permit, it shall notify the *discharge*r in writing that a permit application is required. This notice shall include a brief statement of the reasons for this decision, an application form, a statement setting a time frame for the *owner or operator* to file the application for an individual SPDES permit, and a deadline, not sooner than 180 days from *owner or operator* receipt of the notification letter, whereby the authorization to

discharge under this general permit shall be terminated. Applications must be submitted to the appropriate Permit Administrator at the Regional Office. The Department may grant additional time upon demonstration, to the satisfaction of the Department, that additional time to apply for an alternative authorization is necessary or where the Department has not provided a permit determination in accordance with Part 621 of this Title.

2. When an individual SPDES permit is issued to a discharger authorized to *discharge* under a general SPDES permit for the same *discharge*(s), the general permit authorization for outfalls authorized under the individual SPDES permit is automatically terminated on the effective date of the individual permit unless termination is earlier in accordance with 6 NYCRR Part 750.

L. Proper Operation and Maintenance

The *owner or operator* shall at all times properly operate and maintain all facilities and systems of treatment and control (and related appurtenances) which are installed or used by the *owner or operator* to achieve compliance with the conditions of this permit and with the requirements of the SWPPP.

M. Inspection and Entry

The *owner or operator* shall allow an authorized representative of the Department, EPA, applicable county health department, or, in the case of a construction site which *discharges* through an *MS4*, an authorized representative of the *MS4* receiving the discharge, upon the presentation of credentials and other documents as may be required by law, to:

1. Enter upon the *owner's or operator's* premises where a regulated facility or activity is located or conducted or where records must be kept under the conditions of this permit;

2. Have access to and copy at reasonable times, any records that must be kept under the conditions of this permit; and

3. Inspect at reasonable times any facilities or equipment (including monitoring and control equipment), practices or operations regulated or required by this permit.

4. Sample or monitor at reasonable times, for purposes of assuring permit compliance or as otherwise authorized by the Act or ECL, any substances or parameters at any location.

(Part VII.N)

N. Permit Actions

This permit may, at any time, be modified, suspended, revoked, or renewed by the Department in accordance with 6 NYCRR Part 621. The filing of a request by the *owner or operator* for a permit modification, revocation and reissuance, termination, a notification of planned changes or anticipated noncompliance does not limit, diminish and/or stay compliance with any terms of this permit.

O. Definitions

Definitions of key terms are included in Appendix A of this permit.

P. Re-Opener Clause

1. If there is evidence indicating potential or realized impacts on water quality due to any stormwater discharge associated with *construction activity* covered by this permit, the *owner or operator* of such discharge may be required to obtain an individual permit or alternative general permit in accordance with Part VII.K. of this permit or the permit may be modified to include different limitations and/or requirements.

2. Any Department initiated permit modification, suspension or revocation will be conducted in accordance with 6 NYCRR Part 621, 6 NYCRR 750-1.18, and 6 NYCRR 750-1.20.

Q. Penalties for Falsification of Forms and Reports

In accordance with 6NYCRR Part 750-2.4 and 750-2.5, any person who knowingly makes any false material statement, representation, or certification in any application, record, report or other document filed or required to be maintained under this permit, including reports of compliance or noncompliance shall, upon conviction, be punished in accordance with ECL §71-1933 and or Articles 175 and 210 of the New York State Penal Law.

R. Other Permits

Nothing in this permit relieves the *owner or operator* from a requirement to obtain any other permits required by law.

APPENDIX A

Definitions

Alter Hydrology from Pre to Post-Development Conditions - means the post-development peak flow rate(s) has increased by more than 5% of the pre-developed condition for the design storm of interest (e.g. 10 yr and 100 yr).

Combined Sewer - means a sewer that is designed to collect and convey both “sewage” and “stormwater”.

Commence (Commencement of) Construction Activities - means the initial disturbance of soils associated with clearing, grading or excavation activities; or other construction related activities that disturb or expose soils such as demolition, stockpiling of fill material, and the initial installation of erosion and sediment control practices required in the SWPPP. See definition for “*Construction Activity(ies)*” also.

***Construction Activity*(ies) -** means any clearing, grading, excavation, filling, demolition or stockpiling activities that result in soil disturbance. Clearing activities can include, but are not limited to, logging equipment operation, the cutting and skidding of trees, stump removal and/or brush root removal. Construction activity does not include routine maintenance that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of a facility.

Direct Discharge (to a specific surface waterbody) - means that runoff flows from a construction site by overland flow and the first point of discharge is the specific surface waterbody, or runoff flows from a construction site to a separate storm sewer system and the first point of discharge from the separate storm sewer system is the specific surface waterbody.

Discharge(s) - means any addition of any pollutant to waters of the State through an outlet or point source.

Environmental Conservation Law (ECL) - means chapter 43-B of the Consolidated Laws of the State of New York, entitled the Environmental Conservation Law.

Equivalent (Equivalence) – means that the practice or measure meets all the performance, longevity, maintenance, and safety objectives of the technical standard and will provide an equal or greater degree of water quality protection.

Final Stabilization - means that all soil disturbance activities have ceased and a uniform, perennial vegetative cover with a density of eighty (80) percent over the entire pervious surface has been established; or other equivalent stabilization measures, such as permanent landscape mulches, rock rip-rap or washed/crushed stone have been applied

on all disturbed areas that are not covered by permanent structures, concrete or pavement.

General SPDES permit - means a SPDES permit issued pursuant to 6 NYCRR Part 750-1.21 and Section 70-0117 of the ECL authorizing a category of discharges.

Groundwater(s) - means waters in the saturated zone. The saturated zone is a subsurface zone in which all the interstices are filled with water under pressure greater than that of the atmosphere. Although the zone may contain gas-filled interstices or interstices filled with fluids other than water, it is still considered saturated.

Historic Property – means any building, structure, site, object or district that is listed on the State or National Registers of Historic Places or is determined to be eligible for listing on the State
or National Registers of Historic Places.

Impervious Area (Cover) - means all impermeable surfaces that cannot effectively infiltrate rainfall. This includes paved, concrete and gravel surfaces (i.e. parking lots, driveways, roads, runways and sidewalks); building rooftops and miscellaneous impermeable structures such as patios, pools, and sheds.

Infeasible – means not technologically possible, or not economically practicable and achievable in light of best industry practices.

Larger Common Plan of Development or Sale - means a contiguous area where multiple separate and distinct *construction activities* are occurring, or will occur, under one plan. The term “plan” in “larger common plan of development or sale” is broadly defined as any announcement or piece of documentation (including a sign, public notice or hearing, marketing plan, advertisement, drawing, permit application, State Environmental Quality Review Act (SEQRA) environmental assessment form or other documents, zoning request, computer design, etc.) or physical demarcation (including boundary signs, lot stakes, surveyor markings, etc.) indicating that *construction activities* may occur on a specific plot.

For discrete construction projects that are located within a larger common plan of development or sale that are at least 1/4 mile apart, each project can be treated as a separate plan of development or sale provided any interconnecting road, pipeline or utility project that is part of the same “common plan” is not concurrently being disturbed.

Minimize – means reduce and/or eliminate to the extent achievable using control measures (including best management practices) that are technologically available and economically practicable and achievable in light of best industry practices.

Municipal Separate Storm Sewer (MS4) - a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters,

ditches, man-made
channels, or storm drains):

(i) Owned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the CWA that discharges to surface waters of the State*;*

(ii) Designed or used for collecting or conveying stormwater;

(iii) Which is not a *combined sewer*; and

(iv) Which is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2.

National Pollutant Discharge Elimination System (NPDES) - means the national system for the issuance of wastewater and stormwater permits under the Federal Water Pollution Control Act (Clean Water Act).

New Development – means any land disturbance that does not meet the definition of Redevelopment Activity included in this appendix.

NOI Acknowledgment Letter - means the letter that the Department sends to an owner or operator to acknowledge the Department's receipt and acceptance of a complete Notice of Intent. This letter documents the owner's or operator's authorization to discharge in accordance with the general permit for stormwater discharges from *construction activity*.

Owner or Operator - means the person, persons or legal entity which owns or leases the property on which the *construction activity* is occurring; and/or an entity that has operational control over the construction plans and specifications, including the ability to make modifications to the plans and specifications.

Performance Criteria – means the design criteria listed under the "Required Elements" sections in Chapters 5, 6 and 10 of the technical standard, New York State Stormwater Management Design Manual, dated January 2015. It does not include the Sizing Criteria (i.e. WQv, RRv, Cpv, Qp and Qf) in Part I.C.2. of the permit.

Pollutant - means dredged spoil, filter backwash, solid waste, incinerator residue, sewage, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials, heat, wrecked or discarded equipment, rock, sand and industrial, municipal, agricultural waste and ballast discharged into water; which may cause or might reasonably be expected to cause pollution of the waters of the state in contravention of the standards or guidance values adopted as provided in 6 NYCRR Parts 700 et seq .

Qualified Inspector - means a person that is knowledgeable in the principles and practices of erosion and sediment control, such as a licensed Professional Engineer, Certified Professional in Erosion and Sediment Control (CPESC), Registered Landscape Architect, or other Department endorsed individual(s).

It can also mean someone working under the direct supervision of, and at the same company as, the licensed Professional Engineer or Registered Landscape Architect, provided that person has training in the principles and practices of erosion and sediment control. Training in the principles and practices of erosion and sediment control means that the individual working under the direct supervision of the licensed Professional Engineer or Registered Landscape Architect has received four (4) hours of Department endorsed training in proper erosion and sediment control principles from a Soil and Water Conservation District, or other Department endorsed entity. After receiving the initial training, the individual working under the direct supervision of the licensed Professional Engineer or Registered Landscape Architect shall receive four (4) hours of training every three (3) years.

It can also mean a person that meets the *Qualified Professional* qualifications in addition to the *Qualified Inspector* qualifications.

Note: Inspections of any post-construction stormwater management practices that include structural components, such as a dam for an impoundment, shall be performed by a licensed Professional Engineer.

Qualified Professional - means a person that is knowledgeable in the principles and practices of stormwater management and treatment, such as a licensed Professional Engineer, Registered Landscape Architect or other Department endorsed individual(s). Individuals preparing SWPPPs that require the post-construction stormwater management practice component must have an understanding of the principles of hydrology, water quality management practice design, water quantity control design, and, in many cases, the principles of hydraulics. All components of the SWPPP that involve the practice of engineering, as defined by the NYS Education Law (see Article 145), shall be prepared by, or under the direct supervision of, a professional engineer licensed to practice in the State of New York..

Redevelopment Activity(ies) – means the disturbance and reconstruction of existing impervious area, including impervious areas that were removed from a project site within five (5) years of preliminary project plan submission to the local government (i.e. site plan, subdivision, etc.).

Regulated, Traditional Land Use Control MS4 - means a city, town or village with land use control authority that is required to gain coverage under New York State DEC's SPDES General Permit For Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s).

Routine Maintenance Activity - means *construction activity* that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of a facility, including, but not limited to:

- Re-grading of gravel roads or parking lots,
- Stream bank restoration projects (does not include the placement of spoil material),
- Cleaning and shaping of existing roadside ditches and culverts that maintains the approximate original line and grade, and hydraulic capacity of the ditch,
- Cleaning and shaping of existing roadside ditches that does not maintain the approximate original grade, hydraulic capacity and purpose of the ditch if the changes to the line and grade, hydraulic capacity or purpose of the ditch are installed to improve water quality and quantity controls (e.g. installing grass lined ditch),
- Placement of aggregate shoulder backing that makes the transition between the road shoulder and the ditch or embankment,
- Full depth milling and filling of existing asphalt pavements, replacement of concrete pavement slabs, and similar work that does not expose soil or disturb the bottom six (6) inches of subbase material,
- Long-term use of equipment storage areas at or near highway maintenance facilities,
- Removal of sediment from the edge of the highway to restore a previously existing sheet-flow drainage connection from the highway surface to the highway ditch or embankment,
- Existing use of Canal Corp owned upland disposal sites for the canal, and
- Replacement of curbs, gutters, sidewalks and guide rail posts.

Site limitations – means site conditions that prevent the use of an infiltration technique and or infiltration of the total WQv. Typical site limitations include: seasonal high groundwater, shallow depth to bedrock, and soils with an infiltration rate less than 0.5 inches/hour. The existence of site limitations shall be confirmed and documented using actual field testing (i.e. test pits, soil borings, and infiltration test) or using information from the most current United States Department of Agriculture (USDA) Soil Survey for the County where the project is located.

Sizing Criteria – means the criteria included in Part I.C.2 of the permit that are used to size post-construction stormwater management control practices. The criteria include; Water Quality Volume (WQv), Runoff Reduction Volume (RRv), Channel Protection Volume (Cpv), Overbank Flood (Qp), and Extreme Flood (Qf).

State Pollutant Discharge Elimination System (SPDES) - means the system established pursuant to Article 17 of the ECL and 6 NYCRR Part 750 for issuance of permits authorizing discharges to the waters of the state.

Steep Slope – means land area with a Soil Slope Phase that is identified as an E or F, or

the map unit name is inclusive of 25% or greater slope, on the United States Department of Agriculture (“USDA”) Soil Survey for the County where the disturbance will occur.

Surface Waters of the State - shall be construed to include lakes, bays, sounds, ponds, impounding reservoirs, springs, rivers, streams, creeks, estuaries, marshes, inlets, canals, the Atlantic ocean within the territorial seas of the state of New York and all other bodies of surface water, natural or artificial, inland or coastal, fresh or salt, public or private (except those private waters that do not combine or effect a junction with natural surface waters), which are wholly or partially within or bordering the state or within its jurisdiction. Waters of the state are further defined in 6 NYCRR Parts 800 to 941.

Temporarily Ceased – means that an existing disturbed area will not be disturbed again within 14 calendar days of the previous soil disturbance.

Temporary Stabilization - means that exposed soil has been covered with material(s) as set forth in the technical standard, New York Standards and Specifications for Erosion and Sediment Control, to prevent the exposed soil from eroding. The materials can include, but are not limited to, mulch, seed and mulch, and erosion control mats (e.g. jute twisted yarn, excelsior wood fiber mats).

Total Maximum Daily Loads (TMDLs) - A TMDL is the sum of the allowable loads of a single pollutant from all contributing point and nonpoint sources. It is a calculation of the maximum amount of a pollutant that a waterbody can receive on a daily basis and still meet *water quality standards*, and an allocation of that amount to the pollutant's sources. A TMDL stipulates wasteload allocations (WLAs) for point source discharges, load allocations (LAs) for nonpoint sources, and a margin of safety (MOS).

Trained Contractor - means an employee from the contracting (construction) company, identified in Part III.A.6., that has received four (4) hours of Department endorsed training in proper erosion and sediment control principles from a Soil and Water Conservation District, or other Department endorsed entity. After receiving the initial training, the *trained contractor* shall receive four (4) hours of training every three (3) years.

It can also mean an employee from the contracting (construction) company, identified in Part III.A.6., that meets the *qualified inspector* qualifications (e.g. licensed Professional Engineer, Certified Professional in Erosion and Sediment Control (CPESC), Registered Landscape Architect, or someone working under the direct supervision of, and at the same company as, the licensed Professional Engineer or Registered Landscape Architect, provided they have received four (4) hours of Department endorsed training in proper erosion and sediment control principles from a Soil and Water Conservation District, or other Department endorsed entity).

The *trained contractor* is responsible for the day to day implementation of the SWPPP.

Uniform Procedures Act (UPA) Permit - means a permit required under 6 NYCRR Part

621 of the Environmental Conservation Law (ECL), Article 70.

Water Quality Standard - means such measures of purity or quality for any waters in relation to their reasonable and necessary use as promulgated in 6 NYCRR Part 700 et seq.

APPENDIX B

Required SWPPP Components by Project Type

Table 1
CONSTRUCTION ACTIVITIES THAT REQUIRE THE PREPARATION OF A SWPPP THAT ONLY INCLUDES EROSION AND SEDIMENT CONTROLS

The following construction activities that involve soil disturbances of one (1) or more acres of land, but less than five (5) acres:

- Single family home not located in one of the watersheds listed in Appendix C or not *directly discharging* to one of the 303(d) segments listed in Appendix E
- Single family residential subdivisions with 25% or less impervious cover at total site build-out and not located in one of the watersheds listed in Appendix C and not directly discharging to one of the 303(d) segments listed in Appendix E
- Construction of a barn or other agricultural building, silo, stock yard or pen.

The following construction activities that involve soil disturbances of one (1) or more acres of land:

- Installation of underground, linear utilities; such as gas lines, fiber-optic cable, cable TV, electric, telephone, sewer mains, and water mains
- Environmental enhancement projects, such as wetland mitigation projects, stormwater retrofits and stream restoration projects
- Bike paths and trails
- Sidewalk construction projects that are not part of a road/ highway construction or reconstruction project
- Slope stabilization projects
- Slope flattening that changes the grade of the site, but does not significantly change the runoff characteristics
- Spoil areas that will be covered with vegetation
- Land clearing and grading for the purposes of creating vegetated open space (i.e. recreational parks, lawns, meadows, fields), excluding projects that *alter hydrology from pre to post development* conditions
- Athletic fields (natural grass) that do not include the construction or reconstruction of *impervious area* and do not *alter hydrology from pre to post development* conditions
- Demolition project where vegetation will be established and no redevelopment is planned
- Overhead electric transmission line project that does not include the construction of permanent access roads or parking areas surfaced with *impervious cover*
- Structural practices as identified in Table II in the "Agricultural Management Practices Catalog for Nonpoint Source Pollution in New York State", excluding projects that involve soil disturbances of less than five acres and construction activities that include the construction or reconstruction of impervious area

The following construction activities that involve soil disturbances between five thousand (5000) square feet and one (1) acre of land:

- All construction activities located in the watersheds identified in Appendix D that involve soil disturbances between five thousand (5,000) square feet and one (1) acre of land.

Table 2

CONSTRUCTION ACTIVITIES THAT REQUIRE THE PREPARATION OF A SWPPP THAT INCLUDES POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICES

The following construction activities that involve soil disturbances of one (1) or more acres of land:

- Single family home located in one of the watersheds listed in Appendix C or *directly discharging* to one of the 303(d) segments listed in Appendix E
- Single family residential subdivisions located in one of the watersheds listed in Appendix C or *directly discharging* to one of the 303(d) segments listed in Appendix E
- Single family residential subdivisions that involve soil disturbances of between one (1) and five (5) acres of land with greater than 25% impervious cover at total site build-out
- Single family residential subdivisions that involve soil disturbances of five (5) or more acres of land, and single family residential subdivisions that involve soil disturbances of less than five (5) acres that are part of a larger common plan of development or sale that will ultimately disturb five or more acres of land
- Multi-family residential developments; includes townhomes, condominiums, senior housing complexes, apartment complexes, and mobile home parks
- Airports
- Amusement parks
- Campgrounds
- Cemeteries that include the construction or reconstruction of impervious area (>5% of disturbed area) or *alter the hydrology from pre to post development* conditions
- Commercial developments
- Churches and other places of worship
- Construction of a barn or other agricultural building(e.g. silo) and structural practices as identified in Table II in the "Agricultural Management Practices Catalog for Nonpoint Source Pollution in New York State" that include the construction or reconstruction of *impervious area*, excluding projects that involve soil disturbances of less than five acres.
- Golf courses
- Institutional, includes hospitals, prisons, schools and colleges
- Industrial facilities, includes industrial parks
- Landfills
- Municipal facilities; includes highway garages, transfer stations, office buildings, POTW's and water treatment plants
- Office complexes
- Sports complexes
- Racetracks, includes racetracks with earthen (dirt) surface
- Road construction or reconstruction
- Parking lot construction or reconstruction
- Athletic fields (natural grass) that include the construction or reconstruction of impervious area (>5% of disturbed area) or *alter the hydrology from pre to post development* conditions
- Athletic fields with artificial turf
- Permanent access roads, parking areas, substations, compressor stations and well drilling pads, surfaced with *impervious cover,* and constructed as part of an over-head electric transmission line project , wind-power project, cell tower project, oil or gas well drilling project, sewer or water main project or other linear utility project
- All other construction activities that include the construction or reconstruction of *impervious area* or *alter the hydrology from pre to post development* conditions, and are not listed in Table 1

APPENDIX C

Watersheds Where Enhanced Phosphorus Removal Standards Are Required

Watersheds where *owners or operators* of construction activities identified in Table 2 of Appendix B must prepare a SWPPP that includes post-construction stormwater management practices designed in conformance with the Enhanced Phosphorus Removal Standards included in the technical standard, New York State Stormwater Management Design Manual ("Design Manual").

- Entire New York City Watershed located east of the Hudson River **-** Figure 1
- Onondaga Lake Watershed **-** Figure 2
- Greenwood Lake Watershed **-**Figure 3
- Oscawana Lake Watershed – Figure 4
- Kinderhook Lake Watershed – Figure 5

Figure 1 - New York City Watershed East of the Hudson

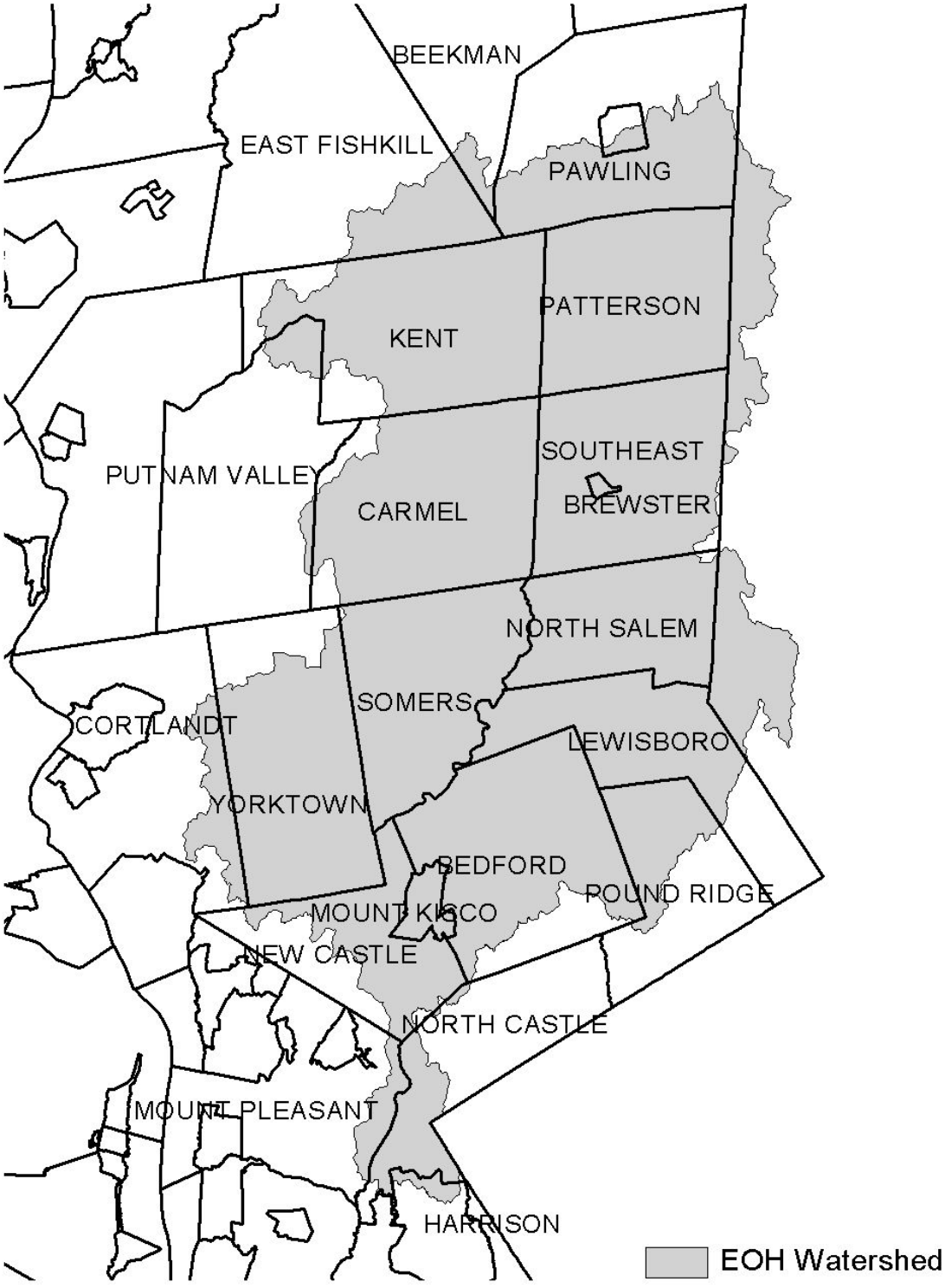


Figure 2 - Onondaga Lake Watershed

Figure 3 - Greenwood Lake Watershed

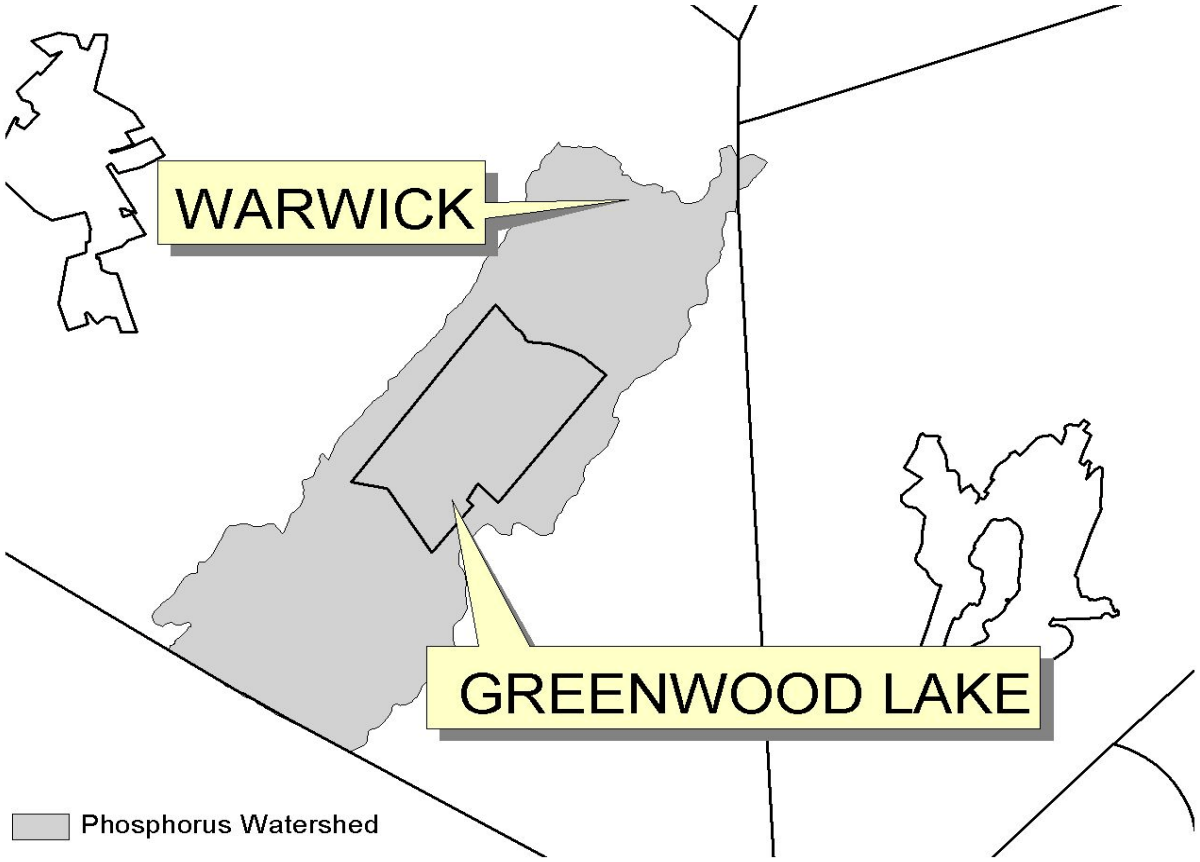


Figure 4 - Oscawana Lake Watershed

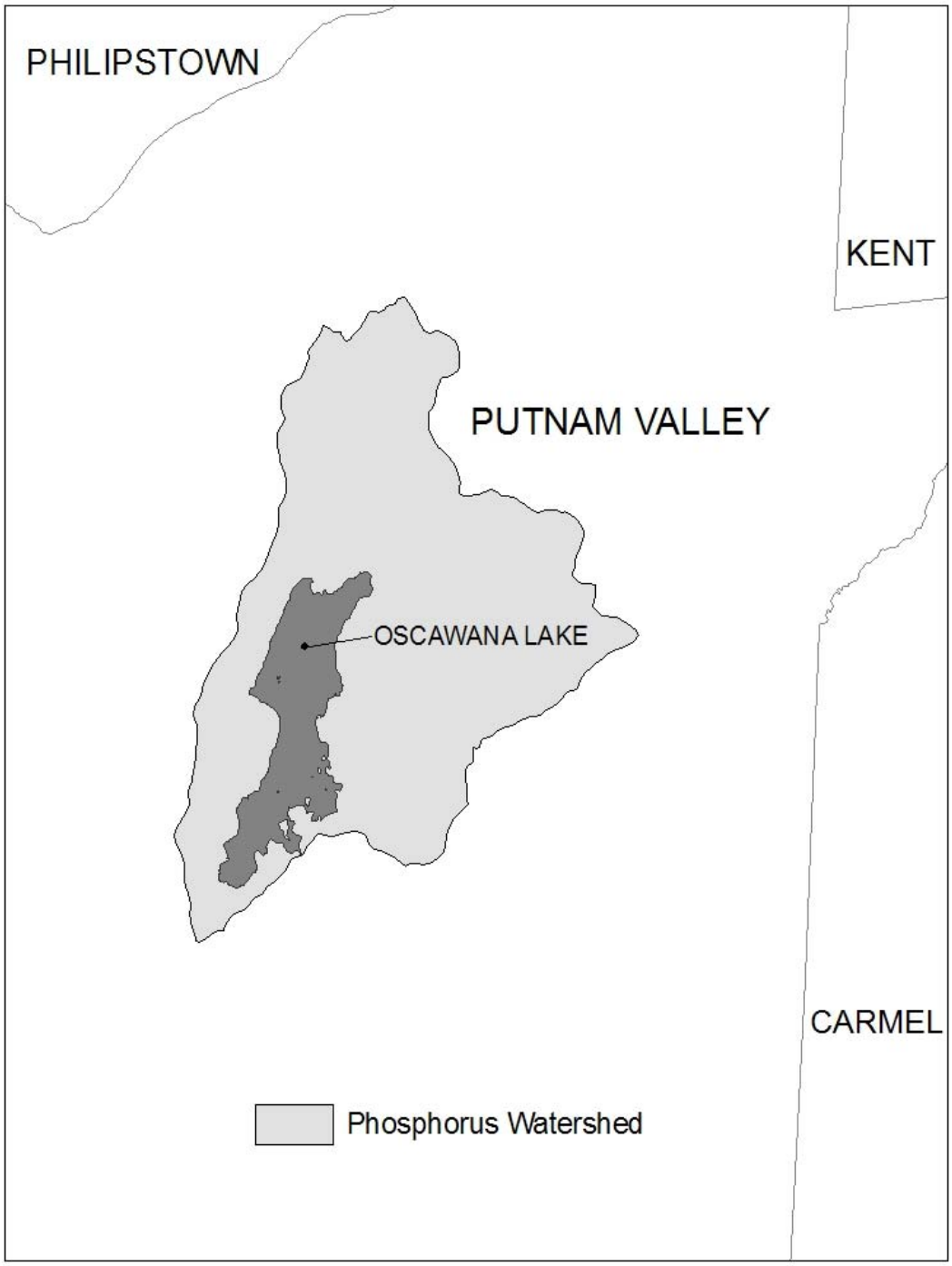
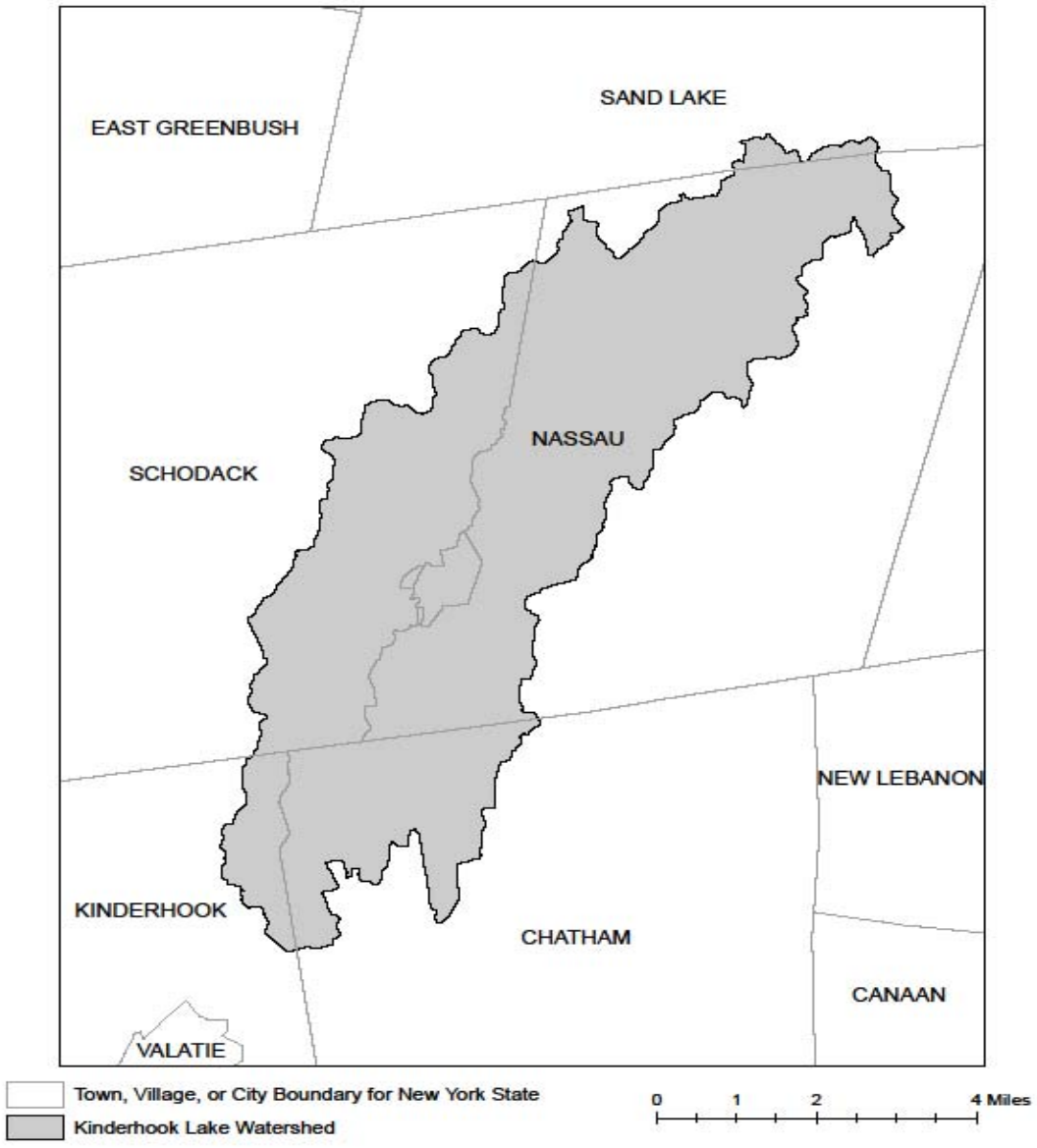


Figure 5: Kinderhook Lake Watershed



APPENDIX D

Watersheds where *owners or operators* of construction activities that involve soil disturbances between five thousand (5000) square feet and one (1) acre of land must obtain coverage under this permit.

Entire New York City Watershed that is located east of the Hudson River **-** See Figure 1 in Appendix C

APPENDIX E

List of 303(d) segments impaired by pollutants related to *construction activity* (e.g. silt, sediment or nutrients). *Owners or operators* of single family home and single family residential subdivisions with 25% or less total impervious cover at total site build-out that involve soil disturbances of one or more acres of land, but less than 5 acres, and *directly discharge* to one of the listed segments below shall prepare a SWPPP that includes post-construction stormwater management practices designed in conformance with the New York State Stormwater Management Design Manual ("Design Manual"), dated January 2015.

COUNTY	WATERBODY	COUNTY	WATERBODY
Albany	Ann Lee (Shakers) Pond, Stump Pond	Greene	Sleepy Hollow Lake
Albany	Basic Creek Reservoir	Herkimer	Steele Creek tribs
Allegheny	Amity Lake, Saunders Pond	Kings	Hendrix Creek
Bronx	Van Cortlandt Lake	Lewis	Mill Creek/South Branch and tribs
Broome	Whitney Point Lake/Reservoir	Livingston	Conesus Lake
Broome	Fly Pond, Deer Lake	Livingston	Jaycox Creek and tribs
Broome	Minor Tribs to Lower Susquehanna (north)	Livingston	Mill Creek and minor tribs
		Livingston	Bradner Creek and tribs
Cattaraugus	Allegheny River/Reservoir	Livingston	Christie Creek and tribs
Cattaraugus	Case Lake	Monroe	Lake Ontario Shoreline, Western
Cattaraugus	Linlyco/Club Pond	Monroe	Mill Creek/Blue Pond Outlet and tribs
Cayuga	Duck Lake	Monroe	Rochester Embayment - East
Chautauqua	Chautauqua Lake, North	Monroe	Rochester Embayment - West
Chautauqua	Chautauqua Lake, South	Monroe	Unnamed Trib to Honeoye Creek
Chautauqua	Bear Lake	Monroe	Genesee River, Lower, Main Stem
Chautauqua	Chadakoin River and tribs	Monroe	Genesee River, Middle, Main Stem
Chautauqua	Lower Cassadaga Lake	Monroe	Black Creek, Lower, and minor tribs
Chautauqua	Middle Cassadaga Lake	Monroe	Buck Pond
Chautauqua	Findley Lake	Monroe	Long Pond
Clinton	Great Chazy River, Lower, Main Stem	Monroe	Cranberry Pond
Columbia	Kinderhook Lake	Monroe	Mill Creek and tribs
Columbia	Robinson Pond	Monroe	Shipbuilders Creek and tribs
Dutchess	Hillside Lake	Monroe	Minor tribs to Irondequoit Bay
Dutchess	Wappinger Lakes	Monroe	Thomas Creek/White Brook and tribs
Dutchess	Fall Kill and tribs	Nassau	Glen Cove Creek, Lower, and tribs
Erie	Green Lake	Nassau	LI Tribs (fresh) to East Bay
Erie	Scajaquada Creek, Lower, and tribs	Nassau	East Meadow Brook, Upper, and tribs
Erie	Scajaquada Creek, Middle, and tribs	Nassau	Hempstead Bay
Erie	Scajaquada Creek, Upper, and tribs	Nassau	Hempstead Lake
Erie	Rush Creek and tribs	Nassau	Grant Park Pond
Erie	Ellicott Creek, Lower, and tribs	Nassau	Beaver Lake
Erie	Beeman Creek and tribs	Nassau	Camaans Pond
Erie	Murder Creek, Lower, and tribs	Nassau	Halls Pond
Erie	South Branch Smoke Cr, Lower, and tribs	Nassau	LI Tidal Tribs to Hempstead Bay
		Nassau	Massapequa Creek and tribs
Erie	Little Sister Creek, Lower, and tribs	Nassau	Reynolds Channel, east
Essex	Lake George (primary county: Warren)	Nassau	Reynolds Channel, west
Genesee	Black Creek, Upper, and minor tribs	Nassau	Silver Lake, Lofts Pond
Genesee	Tonawanda Creek, Middle, Main Stem	Nassau	Woodmere Channel
Genesee	Oak Orchard Creek, Upper, and tribs	Niagara	Hyde Park Lake
Genesee	Bowen Brook and tribs	Niagara	Lake Ontario Shoreline, Western
Genesee	Bigelow Creek and tribs	Niagara	Bergholtz Creek and tribs
Genesee	Black Creek, Middle, and minor tribs	Oneida	Ballou, Nail Creeks
Genesee	LeRoy Reservoir	Onondaga	Ley Creek and tribs
Greene	Schoharie Reservoir	Onondaga	Onondaga Creek, Lower and tribs

APPENDIX E

List of 303(d) segments impaired by pollutants related to construction activity, cont'd.

COUNTY	WATERBODY	COUNTY	WATERBODY
Onondaga	Onondaga Creek, Middle and tribs	Suffolk	Great South Bay, West
Onondaga	Onondaga Creek, Upp, and minor tribs	Suffolk	Mill and Seven Ponds
Onondaga	Harbor Brook, Lower, and tribs	Suffolk	Moriches Bay, East
Onondaga	Ninemile Creek, Lower, and tribs	Suffolk	Moriches Bay, West
Onondaga	Minor tribs to Onondaga Lake	Suffolk	Quantuck Bay
Onondaga	Onondaga Creek, Lower, and tribs	Suffolk	Shinnecock Bay (and Inlet)
Ontario	Honeoye Lake	Sullivan	Bodine, Montgomery Lakes
Ontario	Hemlock Lake Outlet and minor tribs	Sullivan	Davies Lake
Ontario	Great Brook and minor tribs	Sullivan	Pleasure Lake
Orange	Monhagen Brook and tribs	Sullivan	Swan Lake
Orange	Orange Lake	Tompkins	Cayuga Lake, Southern End
Orleans	Lake Ontario Shoreline, Western	Tompkins	Owasco Inlet, Upper, and tribs
Oswego	Pleasant Lake	Ulster	Ashokan Reservoir
Oswego	Lake Neatahwanta	Ulster	Esopus Creek, Upper, and minor tribs
Putnam	Oscawana Lake		
Putnam	Palmer Lake	Ulster	Esopus Creek, Lower, Main Stem
Putnam	Lake Carmel	Ulster	Esopus Creek, Middle, and minor tribs
Queens	Jamaica Bay, Eastern, and tribs (Queens)		
Queens	Bergen Basin	Warren	Lake George
Queens	Shellbank Basin	Warren	Tribs to L.George, Village of L George
Rensselaer	Nassau Lake		
Rensselaer	Snyders Lake	Warren	Huddle/Finkle Brooks and tribs
Richmond	Grasmere, Arbutus and Wolfes Lakes	Warren	Indian Brook and tribs
Rockland	Congers Lake, Swartout Lake	Warren	Hague Brook and tribs
Rockland	Rockland Lake	Washington	Tribs to L.George, East Shr Lk George
Saratoga	Ballston Lake		
Saratoga	Round Lake	Washington	Cossayuna Lake
Saratoga	Dwaas Kill and tribs	Washington	Wood Cr/Champlain Canal, minor tribs
Saratoga	Tribs to Lake Lonely		
Saratoga	Lake Lonely	Wayne	Port Bay
Schenectady	Collins Lake	Wayne	Marbletown Creek and tribs
Schenectady	Duane Lake	Westchester	Lake Katonah
Schenectady	Mariaville Lake	Westchester	Lake Mohegan
Schoharie	Engleville Pond	Westchester	Lake Shenorock
Schoharie	Summit Lake	Westchester	Reservoir No.1 (Lake Isle)
Schuyler	Cayuta Lake	Westchester	Saw Mill River, Middle, and tribs
St. Lawrence	Fish Creek and minor tribs	Westchester	Silver Lake
St. Lawrence	Black Lake Outlet/Black Lake	Westchester	Teatown Lake
Steuben	Lake Salubria	Westchester	Truesdale Lake
Steuben	Smith Pond	Westchester	Wallace Pond
Suffolk	Millers Pond	Westchester	Peach Lake
Suffolk	Mattituck (Marratooka) Pond	Westchester	Mamaroneck River, Lower
Suffolk	Tidal tribs to West Moriches Bay	Westchester	Mamaroneck River, Upp, and tribs
Suffolk	Canaan Lake	Westchester	Sheldrake River and tribs
Suffolk	Lake Ronkonkoma	Westchester	Blind Brook, Lower
Suffolk	Beaverdam Creek and tribs	Westchester	Blind Brook, Upper, and tribs
Suffolk	Big/Little Fresh Ponds	Westchester	Lake Lincolndale
Suffolk	Fresh Pond	Westchester	Lake Meahaugh
Suffolk	Great South Bay, East	Wyoming	Java Lake
Suffolk	Great South Bay, Middle	Wyoming	Silver Lake

Note: The list above identifies those waters from the final New York State "2014 Section 303(d) List of Impaired Waters Requiring a TMDL/Other Strategy", dated January 2015, that are impaired by silt, sediment or nutrients.

APPENDIX F

LIST OF NYS DEC REGIONAL OFFICES

Region	COVERING THE FOLLOWING COUNTIES:	DIVISION OF ENVIRONMENTAL PERMITS (DEP) PERMIT ADMINISTRATORS	DIVISION OF WATER (DOW) WATER (SPDES) PROGRAM
1	NASSAU AND SUFFOLK	50 CIRCLE ROAD STONY BROOK, NY 11790 TEL. (631) 444-0365	50 CIRCLE ROAD STONY BROOK, NY 11790-3409 TEL. (631) 444-0405
2	BRONX, KINGS, NEW YORK, QUEENS AND RICHMOND	1 HUNTERS POINT PLAZA, 47-40 21ST ST. LONG ISLAND CITY, NY 11101-5407 TEL. (718) 482-4997	1 HUNTERS POINT PLAZA, 47-40 21ST ST. LONG ISLAND CITY, NY 11101-5407 TEL. (718) 482-4933
3	DUTCHESS, ORANGE, PUTNAM, ROCKLAND, SULLIVAN, ULSTER AND WESTCHESTER	21 SOUTH PUTT CORNERS ROAD NEW PALTZ, NY 12561-1696 TEL. (845) 256-3059	100 HILLSIDE AVENUE, SUITE 1W WHITE PLAINS, NY 10603 TEL. (914) 428 - 2505
4	ALBANY, COLUMBIA, DELAWARE, GREENE, MONTGOMERY, OTSEGO, RENSSELAER, SCHENECTADY AND SCHOHARIE	1150 NORTH WESTCOTT ROAD SCHENECTADY, NY 12306-2014 TEL. (518) 357-2069	1130 NORTH WESTCOTT ROAD SCHENECTADY, NY 12306-2014 TEL. (518) 357-2045
5	CLINTON, ESSEX, FRANKLIN, FULTON, HAMILTON, SARATOGA, WARREN AND WASHINGTON	1115 STATE ROUTE 86, PO BOX 296 RAY BROOK, NY 12977-0296 TEL. (518) 897-1234	232 GOLF COURSE ROAD WARRENSBURG, NY 12885-1172 TEL. (518) 623-1200
6	HERKIMER, JEFFERSON, LEWIS, ONEIDA AND ST. LAWRENCE	STATE OFFICE BUILDING 317 WASHINGTON STREET WATERTOWN, NY 13601-3787 TEL. (315) 785-2245	STATE OFFICE BUILDING 207 GENESEE STREET UTICA, NY 13501-2885 TEL. (315) 793-2554
7	BROOME, CAYUGA, CHENANGO, CORTLAND, MADISON, ONONDAGA, OSWEGO, TIOGA AND TOMPKINS	615 ERIE BLVD. WEST SYRACUSE, NY 13204-2400 TEL. (315) 426-7438	615 ERIE BLVD. WEST SYRACUSE, NY 13204-2400 TEL. (315) 426-7500
8	CHEMUNG, GENESEE, LIVINGSTON, MONROE, ONTARIO, ORLEANS, SCHUYLER, SENECA, STEUBEN, WAYNE AND YATES	6274 EAST AVON-LIMA ROAD AVON, NY 14414-9519 TEL. (585) 226-2466	6274 EAST AVON-LIMA RD. AVON, NY 14414-9519 TEL. (585) 226-2466
9	ALLEGANY, CATTARAUGUS, CHAUTAUQUA, ERIE, NIAGARA AND WYOMING	270 MICHIGAN AVENUE BUFFALO, NY 14203-2999 TEL. (716) 851-7165	270 MICHIGAN AVE. BUFFALO, NY 14203-2999 TEL. (716) 851-7070

APPENDIX H

BMP SPECIFICATIONS

STANDARD AND SPECIFICATIONS FOR CONCRETE TRUCK WASHOUT

Definition & Scope

A temporary excavated or above ground lined constructed pit where concrete truck mixers and equipment can be washed after their loads have been discharged, to prevent highly alkaline runoff from entering storm drainage systems or leaching into soil.

Conditions Where Practice Applies

Washout facilities shall be provided for every project where concrete will be poured or otherwise formed on the site. This facility will receive highly alkaline wash water from the cleaning of chutes, mixers, hoppers, vibrators, placing equipment, trowels, and screeds. Under no circumstances will wash water from these operations be allowed to infiltrate into the soil or enter surface waters.

Design Criteria

Capacity: The washout facility should be sized to contain solids, wash water, and rainfall and sized to allow for the evaporation of the wash water and rainfall. Wash water shall be estimated at 7 gallons per chute and 50 gallons per hopper of the concrete pump truck and/or discharging drum. The minimum size shall be 8 feet by 8 feet at the bottom and 2 feet deep. If excavated, the side slopes shall be 2 horizontal to 1 vertical.

Location: Locate the facility a minimum of 100 feet from drainage swales, storm drain inlets, wetlands, streams and other surface waters. Prevent surface water from entering the structure except for the access road. Provide appropriate access with a gravel access road sloped down to the structure. Signs shall be placed to direct drivers to the facility after their load is discharged.

Liner: All washout facilities will be lined to prevent leaching of liquids into the ground. The liner shall be plastic sheeting with a minimum thickness of 10 mils with no holes or tears, and anchored beyond the top of the pit with an earthen berm, sand bags, stone, or other structural appurtenance except at the access point.

If pre-fabricated washouts are used they must ensure the capture and containment of the concrete wash and be sized based on the expected frequency of concrete pours. They shall be sited as noted in the location criteria.

Maintenance

- All concrete washout facilities shall be inspected daily. Damaged or leaking facilities shall be deactivated and repaired or replaced immediately. Excess rainwater that has accumulated over hardened concrete should be pumped to a stabilized area, such as a grass filter strip.
- Accumulated hardened material shall be removed when 75% of the storage capacity of the structure is filled. Any excess wash water shall be pumped into a containment vessel and properly disposed of off site.
- Dispose of the hardened material off-site in a construction/demolition landfill. On-site disposal may be allowed if this has been approved and accepted as part of the projects SWPPP. In that case, the material should be recycled as specified, or buried and covered with a minimum of 2 feet of clean compacted earthfill that is permanently stabilized to prevent erosion.
- The plastic liner shall be replaced with each cleaning of the washout facility.
- Inspect the project site frequently to ensure that no concrete discharges are taking place in non-designated areas.

STANDARD AND SPECIFICATIONS FOR DUST CONTROL

Definition & Scope

The control of dust resulting from land-disturbing activities, to prevent surface and air movement of dust from disturbed soil surfaces that may cause off-site damage, health hazards, and traffic safety problems.

Conditions Where Practice Applies

On construction roads, access points, and other disturbed areas subject to surface dust movement and dust blowing where off-site damage may occur if dust is not controlled.

Design Criteria

Construction operations should be scheduled to minimize the amount of area disturbed at one time. Buffer areas of vegetation should be left where practical. Temporary or permanent stabilization measures shall be installed. No specific design criteria is given; see construction specifications below for common methods of dust control.

Water quality must be considered when materials are selected for dust control. Where there is a potential for the material to wash off to a stream, ingredient information must be provided to the NYSDEC.

No polymer application shall take place without written approval from the NYSDEC.

Construction Specifications

A. **Non-driving Areas** – These areas use products and materials applied or placed on soil surfaces to prevent airborne migration of soil particles.

Vegetative Cover – For disturbed areas not subject to traffic, vegetation provides the most practical method of dust control (see Section 3).

Mulch (including gravel mulch) – Mulch offers a fast effective means of controlling dust. This can also include rolled erosion control blankets.

Spray adhesives – These are products generally composed of polymers in a liquid or solid form that are mixed with water to form an emulsion that is sprayed on the soil surface with typical hydroseeding equipment. The mixing ratios and application rates will be in accordance with the manufacturer's recommendations for the specific soils on the site. In no case should the application of these adhesives be made on wet soils or if there is a probability of precipitation within 48 hours of its proposed use. Material Safety Data Sheets will be provided to all applicators and others working with the material.

B. **Driving Areas** – These areas utilize water, polymer emulsions, and barriers to prevent dust movement from the traffic surface into the air.

Sprinkling – The site may be sprayed with water until the surface is wet. This is especially effective on haul roads and access route to provide short term limited dust control.

Polymer Additives – These polymers are mixed with water and applied to the driving surface by a water truck with a gravity feed drip bar, spray bar or automated distributor truck. The mixing ratios and application rates will be in accordance with the manufacturer's recommendations. Incorporation of the emulsion into the soil will be done to the appropriate depth based on expected traffic. Compaction after incorporation will be by vibratory roller to a minimum of 95%. The prepared surface shall be moist and no application of the polymer will be made if there is a probability of precipitation within 48 hours of its proposed use. Material Safety Data Sheets will be provided to all applicators working with the material.

Barriers – Woven geo-textiles can be placed on the driving surface to effectively reduce dust throw and particle migration on haul roads. Stone can also be used for construction roads for effective dust control.

Windbreak – A silt fence or similar barrier can control air currents at intervals equal to ten times the barrier height. Preserve existing wind barrier vegetation as much as practical.

Maintenance

Maintain dust control measures through dry weather periods until all disturbed areas are stabilized.

STANDARD AND SPECIFICATIONS FOR SITE POLLUTION PREVENTION

Definition & Scope

A collection of management practices intended to control non-sediment pollutants associated with construction activities to prevent the generation of pollutants due to improper handling, storage, and spills and prevent the movement of toxic substances from the site into surface waters.

Conditions Where Practice Applies

On all construction sites where the earth disturbance exceeds 5,000 square feet, and involves the use of fertilizers, pesticides, petroleum based chemicals, fuels and lubricants, as well as sealers, paints, cleared woody vegetation, garbage, and sanitary wastes.

Design Criteria

The variety of pollutants on a particular site and the severity of their impacts depend on factors such as the nature of the construction activity, the physical characteristics of the construction site, and the proximity of water bodies and conveyances to the pollutant source.

1. All state and federal regulations shall be followed for the storage, handling, application, usage, and disposal of pesticides, fertilizers, and petroleum products.

2. Vehicle and construction equipment staging and maintenance areas will be located away from all drainage ways with their parking areas graded so the runoff from these areas is collected, contained and treated prior to discharge from the site.

3. Provide sanitary facilities for on-site personnel.

4. Store, cover, and isolate construction materials including topsoil, and chemicals, to prevent runoff of pollutants and contamination of groundwater and surface waters.

5. Develop and implement a spill prevention and control plan. The plan should include NYSDEC's spill reporting and initial notification requirements.

6. Provide adequate disposal for solid waste including woody debris, stumps, and other construction waste and include these methods and directions in the construction details on the site construction drawings. Fill, woody debris, stumps and construction waste shall not be placed in regulated wetlands, streams or other surface waters.

7. Distribute or post informational material regarding proper handling, spill response, spill kit location, and emergency actions to be taken, to all construction personnel.

8. Refueling equipment shall be located at least 100 feet from all wetlands, streams and other surface waters.

STANDARD AND SPECIFICATIONS FOR STABILIZED CONSTRUCTION ACCESS

Definition & Scope

A stabilized pad of aggregate underlain with geotextile located at any point where traffic will be entering or leaving a construction site to or from a public right-of-way, street, alley, sidewalk, or parking area. The purpose of stabilized construction access is to reduce or eliminate the tracking of sediment onto public rights-of-way or streets.

Conditions Where Practice Applies

A stabilized construction access shall be used at all points of construction ingress and egress.

Design Criteria

See Figure 2.1 on page 2.31 for details.

Aggregate Size: Use a matrix of 1-4 inch stone, or reclaimed or recycled concrete equivalent.

Thickness: Not less than six (6) inches.

Width: 12-foot minimum but not less than the full width of points where ingress or egress occurs. 24-foot minimum if there is only one access to the site.

Length: As required, but not less than 50 feet (except on a single residence lot where a 30 foot minimum would apply).

Geotextile: To be placed over the entire area to be covered with aggregate. Filter cloth will not be required on a single-family residence lot. Piping of surface water under entrance shall be provided as required. If piping is impossible, a mountable berm with 5:1 slopes will be permitted.

Criteria for Geotextile: The geotextile shall be woven or nonwoven fabric consisting only of continuous chain polymeric filaments or yarns of polyester. The fabric shall be inert to commonly encountered chemicals, hydro-carbons, mildew, rot resistant, and conform to the fabric properties as shown:

Fabric Properties[3]	Light Duty[1] Roads Grade Subgrade	Heavy Duty[2] Haul Roads Rough Graded	Test Method
Grab Tensile Strength (lbs)	200	220	ASTM D1682
Elongation at Failure (%)	50	60	ASTM D1682
Mullen Burst Strength (lbs)	190	430	ASTM D3786
Puncture Strength (lbs)	40	125	ASTM D751 Modified
Equivalent	40-80	40-80	US Std Sieve
Opening Size			CW-02215
Aggregate Depth	6	10	-

[1]Light Duty Road: Area sites that have been graded to subgrade and where most travel would be single axle vehicles and an occasional multi-axle truck. Acceptable materials are Trevira Spunbond 1115, Mirafi 100X, Typar 3401, or equivalent.

[2]Heavy Duty Road: Area sites with only rough grading, and where most travel would be multi-axle vehicles. Acceptable materials are Trevira Spunbond 1135, Mirafi 600X, or equivalent.

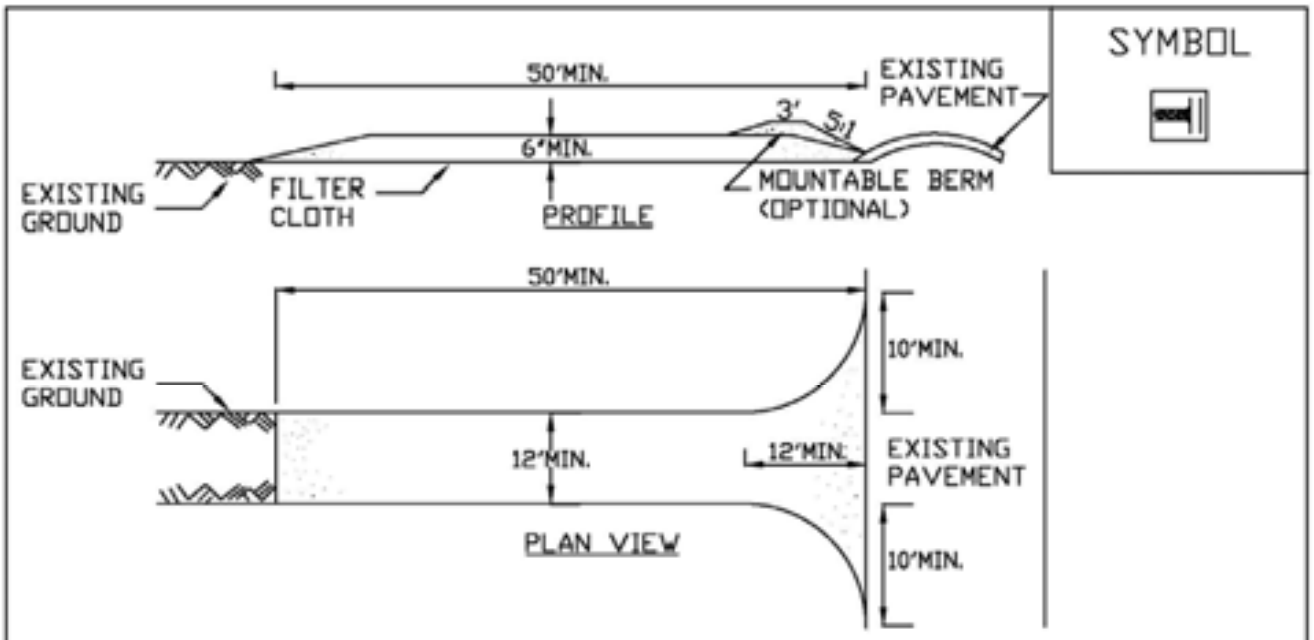
[3]Fabrics not meeting these specifications may be used only when design procedure and supporting documentation are supplied to determine aggregate depth and fabric strength.

Maintenance

The access shall be maintained in a condition which will prevent tracking of sediment onto public rights-of-way or streets. This may require periodic top dressing with additional aggregate. All sediment spilled, dropped, or washed onto public rights-of-way must be removed immediately.

When necessary, wheels must be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device. All sediment shall be prevented from entering storm drains, ditches, or watercourses.

Figure 2.1
Stabilized Construction Access



CONSTRUCTION SPECIFICATIONS

1. STONE SIZE - USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ACCESS SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

STABILIZED CONSTRUCTION ACCESS

STANDARD AND SPECIFICATIONS FOR WINTER STABILIZATION

Definition & Scope

A temporary site specific, enhanced erosion and sediment control plan to manage runoff and sediment at the site during construction activities in the winter months to protect off-site water resources.

Conditions Where Practice Applies

This standard applies to all construction activities involved with ongoing land disturbance and exposure between November 15th to the following April 1st.

Design Criteria

1. Prepare a snow management plan with adequate storage for snow and control of melt water, requiring cleared snow to be stored in a manner not affecting ongoing construction activities.

2. Enlarge and stabilize access points to provide for snow management and stockpiling. Snow management activities must not destroy or degrade installed erosion and sediment control practices.

3. A minimum 25 foot buffer shall be maintained from all perimeter controls such as silt fence. Mark silt fence with tall stakes that are visible above the snow pack.

4. Edges of disturbed areas that drain to a waterbody within 100 feet will have 2 rows of silt fence, 5 feet apart, installed on the contour.

5. Drainage structures must be kept open and free of snow and ice dams. All debris, ice dams, or debris from plowing operations, that restrict the flow of runoff and meltwater, shall be removed.

6. Sediment barriers must be installed at all appropriate perimeter and sensitive locations. Silt fence and other practices requiring earth disturbance must be installed before the ground freezes.

7. Soil stockpiles must be protected by the use of established vegetation, anchored straw mulch, rolled stabilization matting, or other durable covering. A barrier must be installed at least 15 feet from the toe of the stockpile to prevent soil migration and to capture loose soil.

8. In areas where soil disturbance activity has temporarily or permanently ceased, the application of soil stabilization measures should be initiated by the end of the next business day and completed within three (3) days. Rolled erosion control blankets must be used on all slopes 3 horizontal to 1 vertical or steeper.

9. If straw mulch alone is used for temporary stabilization, it shall be applied at double the standard rate of 2 tons per acre, making the application rate 4 tons per acre. Other manufactured mulches should be applied at double the manufacturer's recommended rate.

10. To ensure adequate stabilization of disturbed soil in advance of a melt event, areas of disturbed soil should be stabilized at the end of each work day unless:

    a. work will resume within 24 hours in the same area and no precipitation is forecast or;

    b. the work is in disturbed areas that collect and retain runoff, such as open utility trenches, foundation excavations, or water management areas.

11. Use stone paths to stabilize access perimeters of buildings under construction and areas where construction vehicle traffic is anticipated. Stone paths should be a minimum 10 feet in width but wider as necessary to accommodate equipment.

Maintenance

The site shall be inspected frequently to ensure that the erosion and sediment control plan is performing its winter stabilization function. If the site will not have earth disturbing activities ongoing during the "winter season", **all** bare exposed soil must be stabilized by established vegetation, straw or other acceptable mulch, matting, rock, or other approved material such as rolled erosion control products. Seeding of areas with mulch cover is preferred but seeding alone is not acceptable for proper stabilization.

Compliance inspections must be performed and reports filed properly in accordance with the SWPPP for all sites under a winter shutdown.

STANDARD AND SPECIFICATIONS FOR DEWATERING SUMP PIT

Discharge of turbid water pumped from the standpipe should be to a sediment trap, sediment basin, filter bag or stabilized area, such as a filter strip. If water from the sump pit will be pumped directly to a storm drain system, filter cloth with an equivalent sieve size between 40-80 should be wrapped around the standpipe to ensure clean water discharge. It is recommended that ¼ to ½ inch hardware cloth be wrapped around and secured to the standpipe prior to attaching the filter cloth. This will increase the rate of water seepage into the standpipe.

Definition & Scope

A **temporary** pit which is constructed using pipe and stone for pumping excessive water from excavations to a suitable discharge area.

Conditions Where Practice Applies

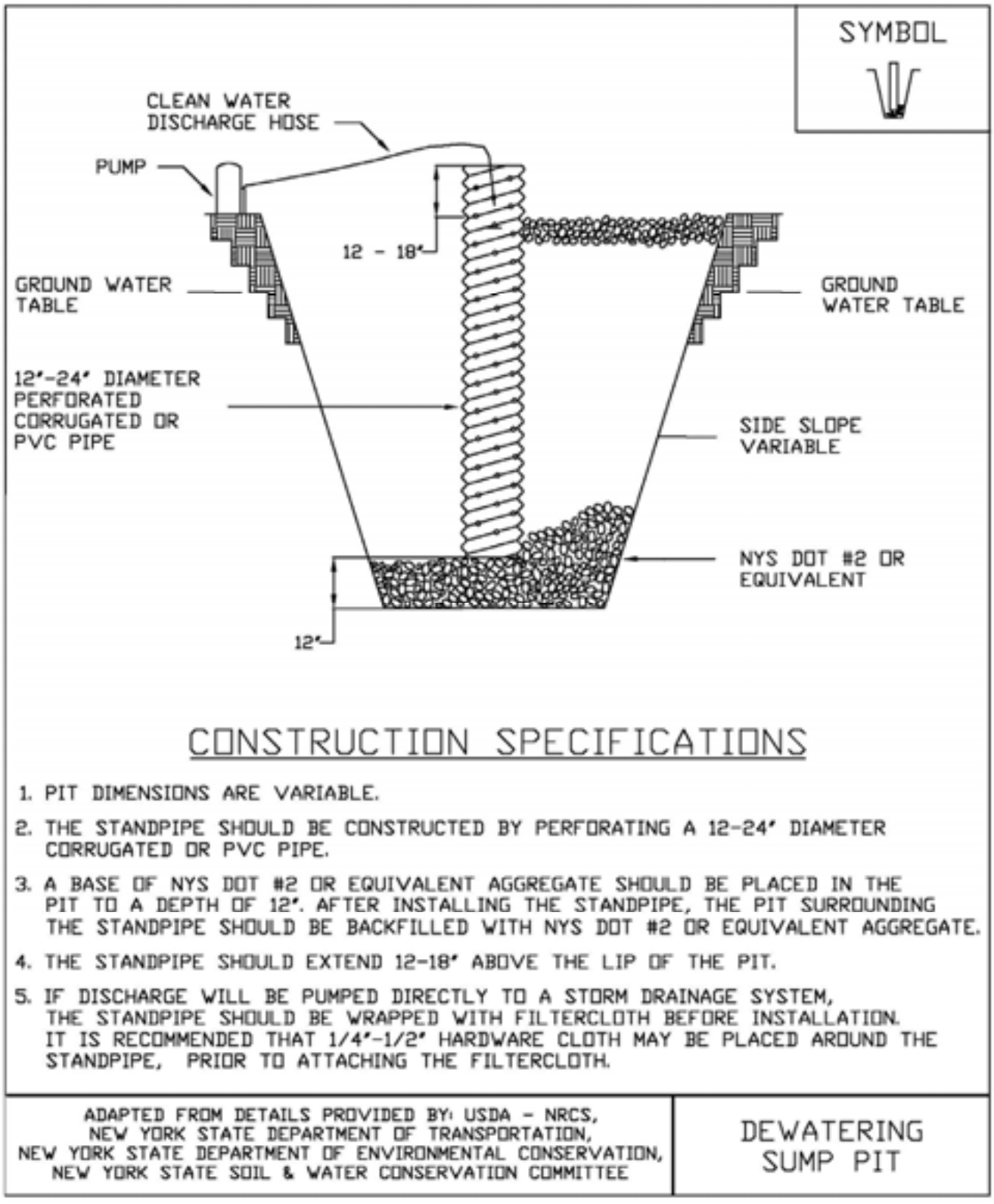
Sump pits are constructed when water collects during the excavation phase of construction. This practice is particularly useful in urban areas during excavation for building foundations. It may also be necessary during construction activities that encounter high ground water tables in floodplain locations.

Design Criteria

The number of sump pits and their locations shall be determined by the contractor/engineer. A design is not required, but construction should conform to the general criteria outlined on Figure 3.3 on page 3.8.

A perforated vertical standpipe is placed in the center of the pit and surrounded with a stone screening material to collect filtered water. Water is then pumped from the center of the pipe to a suitable discharge area.

Figure 3.3
Dewatering Sump Pit Detail



STANDARD AND SPECIFICATIONS FOR ROCK OUTLET PROTECTION

Definition & Scope

A **permanent** section of rock protection placed at the outlet end of the culverts, conduits, or channels to reduce the depth, velocity, and energy of water, such that the flow will not erode the receiving downstream reach.

Conditions Where Practice Applies

This practice applies where discharge velocities and energies at the outlets of culverts, conduits, or channels are sufficient to erode the next downstream reach. This applies to:

1. Culvert outlets of all types.
2. Pipe conduits from all sediment basins, dry storm water ponds, and permanent type ponds.
3. New channels constructed as outlets for culverts and conduits.

Design Criteria

The design of rock outlet protection depends entirely on the location. Pipe outlet at the top of cuts or on slopes steeper than 10 percent, cannot be protected by rock aprons or riprap sections due to re-concentration of flows and high velocities encountered after the flow leaves the apron.

Many counties and state agencies have regulations and design procedures already established for dimensions, type and size of materials, and locations where outlet protection is required. Where these requirements exist, they shall be followed.

Tailwater Depth

The depth of tailwater immediately below the pipe outlet must be determined for the design capacity of the pipe. If the tailwater depth is less than half the diameter of the outlet pipe, and the receiving stream is wide enough to accept divergence of the flow, it shall be classified as a Minimum Tailwater Condition; see Figure 3.16 on page 3.42 as an example. If the tailwater depth is greater than half the pipe diameter and the receiving stream will continue to confine the flow, it shall be classified as a Maximum Tailwater Condition; see Figure 3.17 on page 3.43 as an example. Pipes which outlet onto flat areas with no defined channel may be assumed to have a Minimum Tailwater Condition; see Figure 3.16 on page 3.42 as an example.

Apron Size

The apron length and width shall be determined from the curves according to the tailwater conditions:

Minimum Tailwater – Use Figure 3.16 on page 3.42
Maximum Tailwater – Use Figure 3.17 on page 3.43

If the pipe discharges directly into a well defined channel, the apron shall extend across the channel bottom and up the channel banks to an elevation one foot above the maximum tailwater depth or to the top of the bank, whichever is less.

The upstream end of the apron, adjacent to the pipe, shall have a width two (2) times the diameter of the outlet pipe, or conform to pipe end section if used.

Bottom Grade

The outlet protection apron shall be constructed with no slope along its length. There shall be no overfall at the end of the apron. The elevation of the downstream end of the apron shall be equal to the elevation of the receiving channel or adjacent ground.

Alignment

The outlet protection apron shall be located so that there are no bends in the horizontal alignment.

Materials

The outlet protection may be done using rock riprap, grouted riprap, or gabions. Outlets constructed on the bank of a stream or wetland shall not use grouted rip-rap, gabions or concrete.

Riprap shall be composed of a well-graded mixture of rock size so that 50 percent of the pieces, by weight, shall be larger than the d_{50} size determined by using the charts. A

well-graded mixture, as used herein, is defined as a mixture composed primarily of larger rock sizes, but with a sufficient mixture of other sizes to fill the smaller voids between the rocks. The diameter of the largest rock size in such a mixture shall be 1.5 times the d_{50} size.

Thickness

The minimum thickness of the riprap layer shall be 1.5 times the maximum rock diameter for d_{50} of 15 inches or less; and 1.2 times the maximum rock size for d_{50} greater than 15 inches. The following chart lists some examples:

D_{50} (inches)	d_{max} (inches)	Minimum Blanket Thickness (inches)
4	6	9
6	9	14
9	14	20
12	18	27
15	22	32
18	27	32
21	32	38
24	36	43

Rock Quality

Rock for riprap shall consist of field rock or rough unhewn quarry rock. The rock shall be hard and angular and of a quality that will not disintegrate on exposure to water or weathering. The specific gravity of the individual rocks shall be at least 2.5.

Filter

A filter is a layer of material placed between the riprap and the underlying soil surface to prevent soil movement into and through the riprap. Riprap shall have a filter placed under it in all cases.

A filter can be of two general forms: a gravel layer or a plastic filter cloth. The plastic filter cloth can be woven or non-woven monofilament yarns, and shall meet these base requirements: thickness 20-60 mils, grab strength 90-120 lbs; and shall conform to ASTM D-1777 and ASTM D-1682.

Gravel filter blanket, when used, shall be designed by comparing particle sizes of the overlying material and the base material. Design criteria are available in Standard and Specification for Anchored Slope and Channel Stabilization on page 4.7.

Gabions

Gabions shall be made of hexagonal triple twist mesh with heavily galvanized steel wire. The maximum linear dimension of the mesh opening shall not exceed 4 ½ inches and the area of the mesh opening shall not exceed 10 square inches.

Gabions shall be fabricated in such a manner that the sides, ends, and lid can be assembled at the construction site into a rectangular basket of the specified sizes. Gabions shall be of single unit construction and shall be installed according to manufacturer's recommendations.

The area on which the gabion is to be installed shall be graded as shown on the drawings. Foundation conditions shall be the same as for placing rock riprap, and filter cloth shall be placed under all gabions. Where necessary, key, or tie, the structure into the bank to prevent undermining of the main gabion structure.

Maintenance

Once a riprap outlet has been installed, the maintenance needs are very low. It should be inspected after high flows for evidence of scour beneath the riprap or for dislodged rocks. Repairs should be made immediately.

Design Procedure

1. Investigate the downstream channel to assure that nonerosive velocities can be maintained.

2. Determine the tailwater condition at the outlet to establish which curve to use.

3. Use the appropriate chart with the design discharge to determine the riprap size and apron length required. It is noted that references to pipe diameters in the charts are based on full flow. For other than full pipe flow, the parameters of depth of flow and velocity must be used to adjust the design discharges.

4. Calculate apron width at the downstream end if a flare section is to be employed.

Design Examples are demonstrated in Appendix B.

Construction Specifications

1. The subgrade for the filter, riprap, or gabion shall be prepared to the required lines and grades. Any fill required in the subgrade shall be compacted to a density of approximately that of the surrounding undisturbed material.

2. The rock or gravel shall conform to the specified grad-

ing limits when installed respectively in the riprap or filter.

3. Filter cloth shall be protected from punching, cutting, or tearing. Any damage other than an occasional small hole shall be repaired by placing another piece of cloth over the damaged part or by completely replacing the cloth. All overlaps, whether for repairs or for joining two pieces of cloth shall be a minimum of one foot.

4. Rock for the riprap or gabion outlets may be placed by equipment. Both shall each be constructed to the full course thickness in one operation and in such a manner as to avoid displacement of underlying materials. The rock for riprap or gabion outlets shall be delivered and placed in a manner that will ensure that it is reasonably homogenous with the smaller rocks and spalls filling the voids between the larger rocks. Riprap shall be placed in a manner to prevent damage to the filter blanket or filter cloth. Hand placement will be required to the extent necessary to prevent damage to the permanent works.

Figure 3.16
Outlet Protection Design—Minimum Tailwater Condition Chart (Design of Outlet Protection from a Round Pipe Flowing Full, Minimum Tailwater Condition: $T_w < 0.5D_o$) (USDA - NRCS)

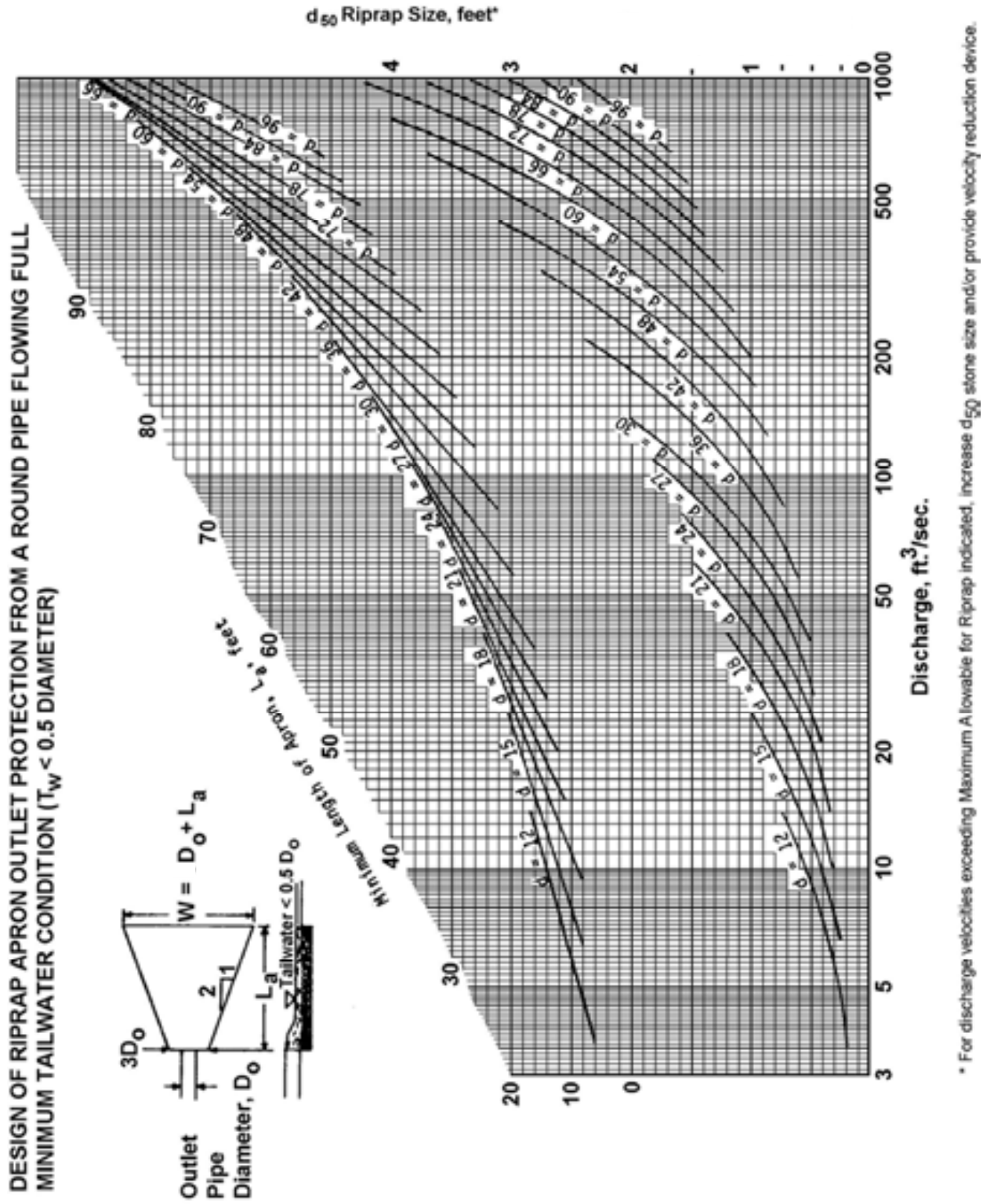


Figure 3.17
Outlet Protection Design—Maximum Tailwater Condition Chart (Design of Outlet Protection from a Round Pipe Flowing Full, Maximum Tailwater Condition: $T_w \geq 0.5D_o$) (USDA - NRCS)

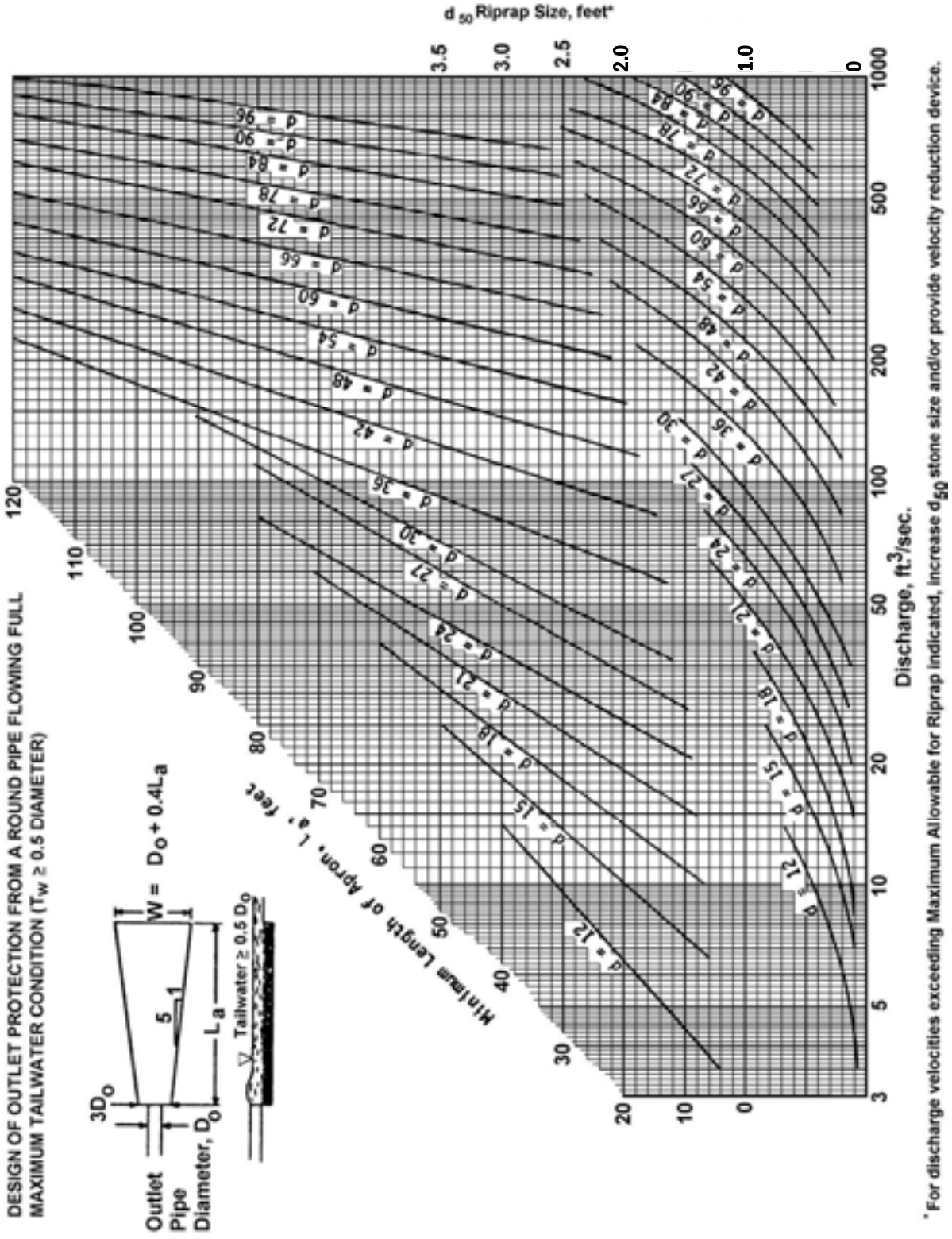


Figure 3.18
Riprap Outlet Protection Detail (1)

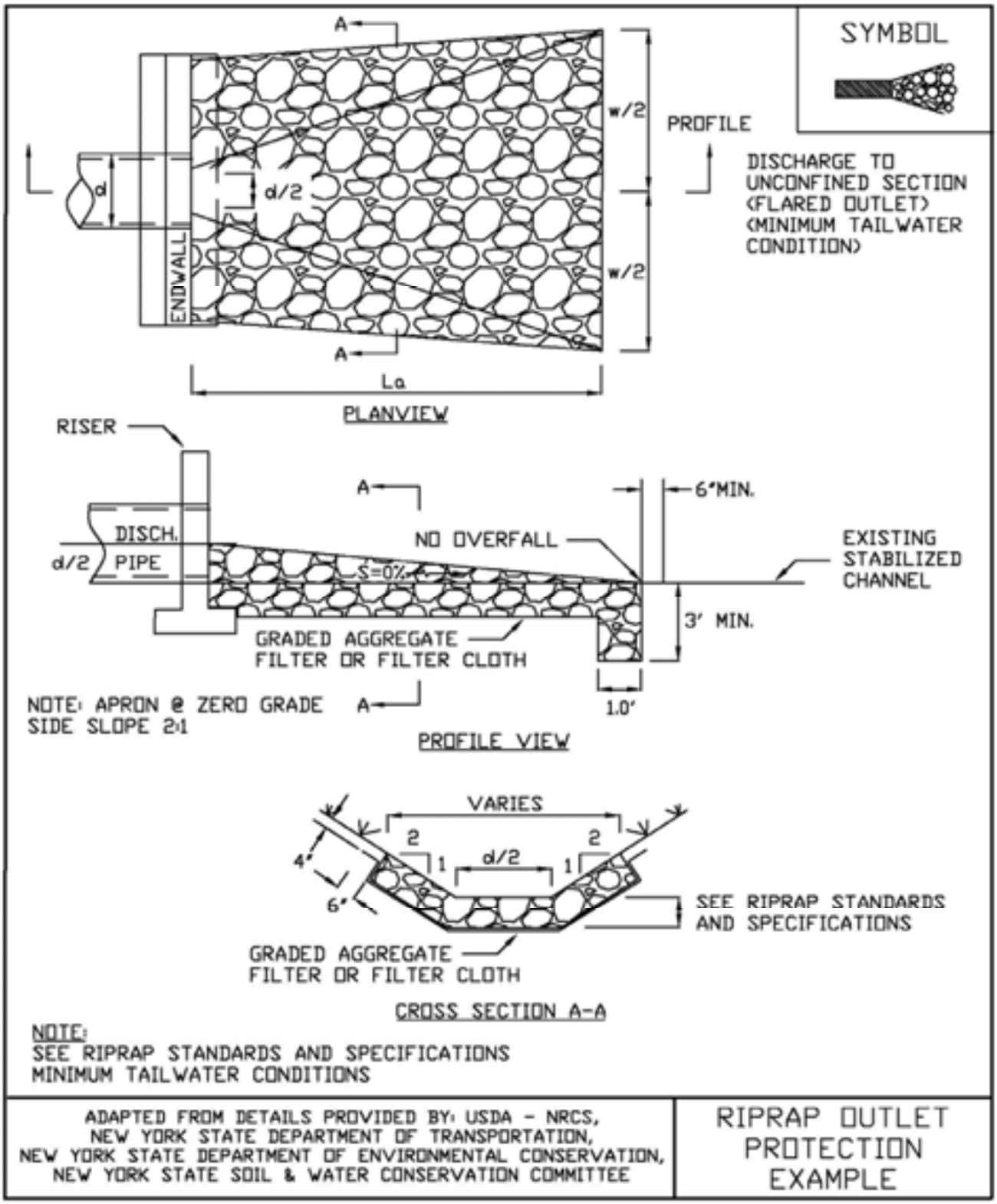


Figure 3.19
Riprap Outlet Protection Detail (2)

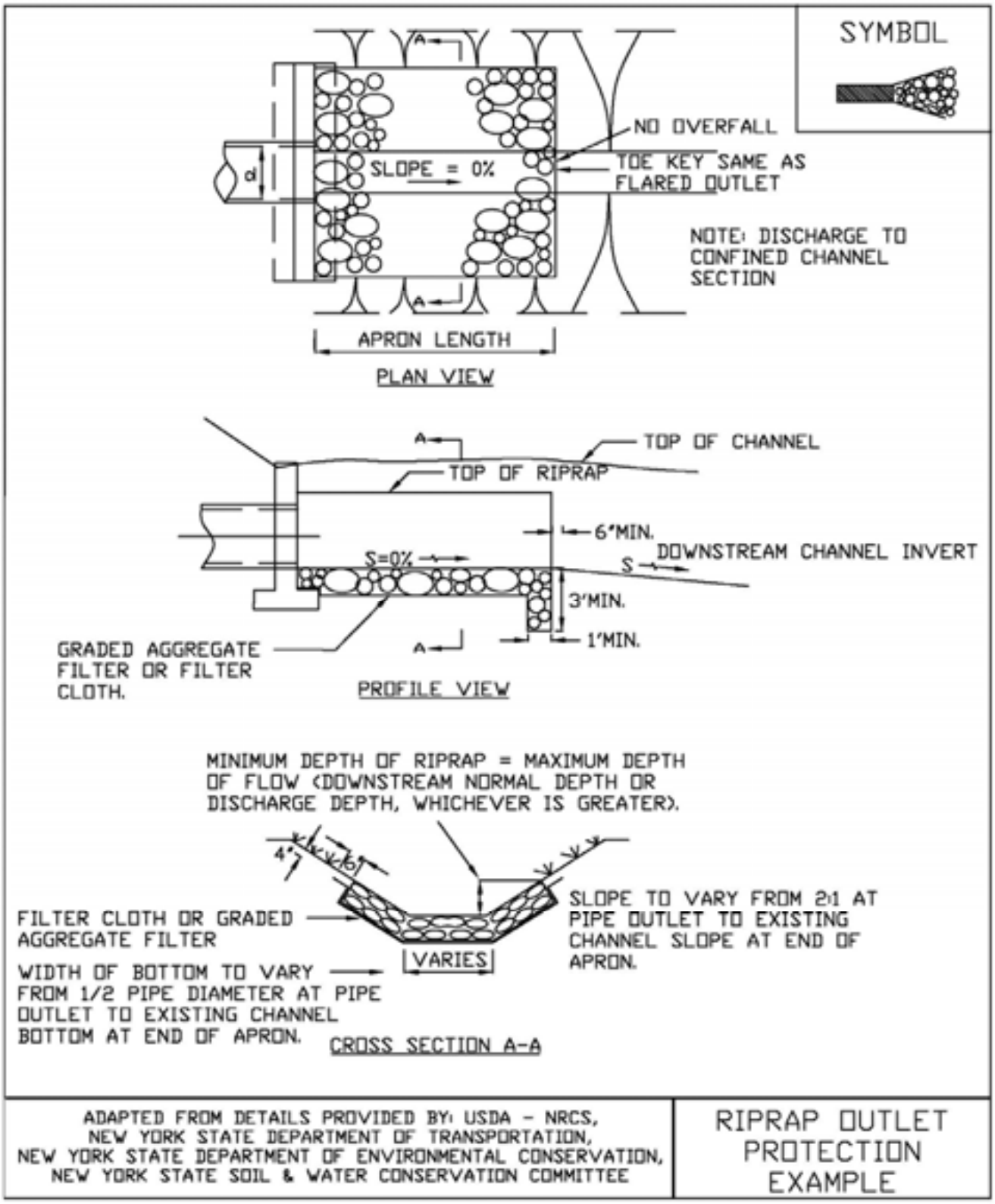
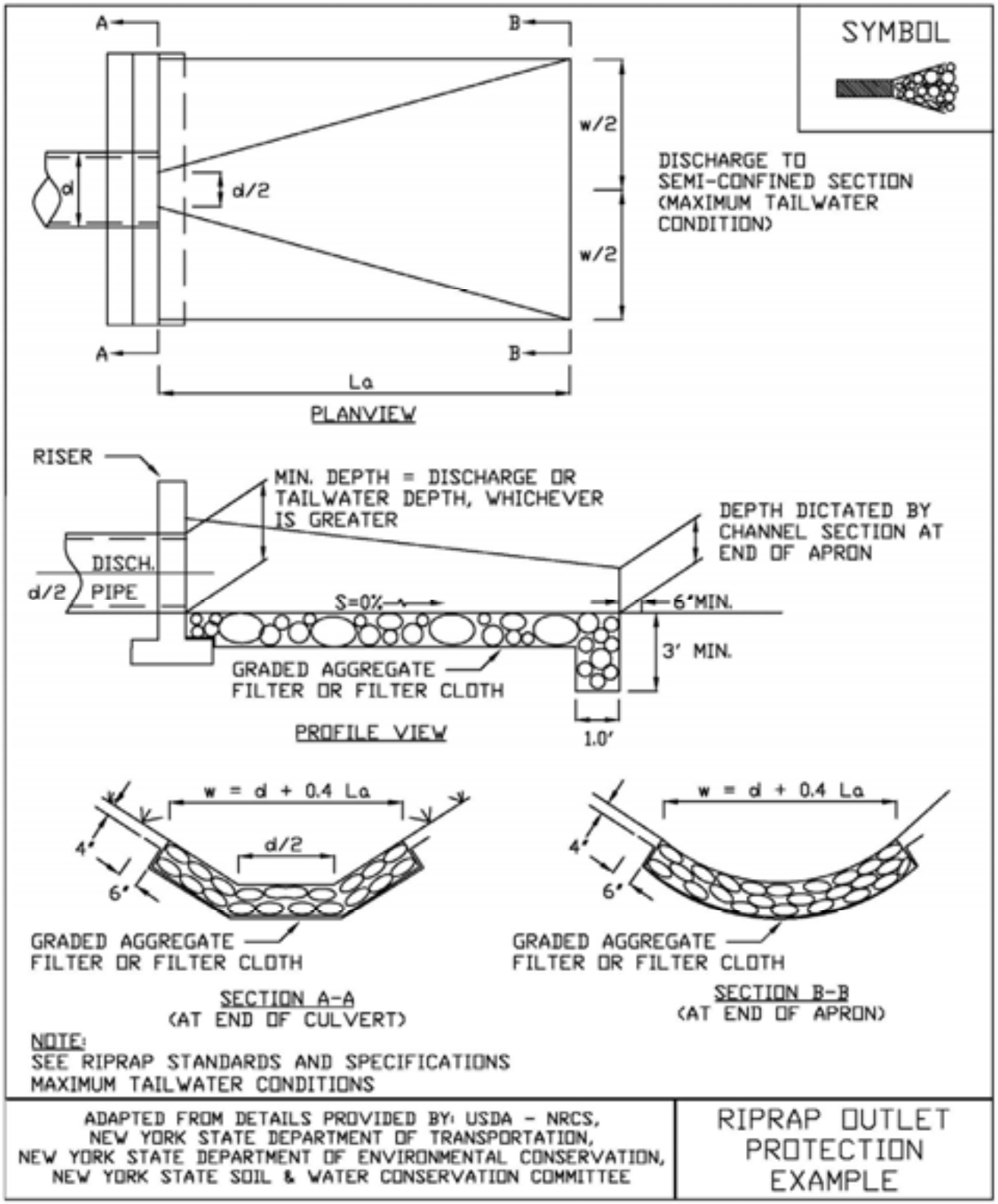


Figure 3.20
Riprap Outlet Protection Detail (3)



STANDARD AND SPECIFICATIONS FOR FERTILIZER APPLICATION

Definition & Scope

The **permanent** incorporation of fertilizer into the planting zone of the soil profile to provide nutrient amendments to the soil for vigorous support to plant and vegetation growth.

Conditions Where Practice Applies

This standard applies to all areas where permanent seeding, sodding, and plant establishment is required. All application of fertilizer shall be in accordance with Nutrient Runoff Law - ECL Article 17, Title 21. Phosphorus runoff poses a threat to water quality. Therefore, under New York Law, fertilizer containing phosphorus may only be applied to lawn or non-agricultural turf when:

1. A soil test indicates that additional phosphorus is needed for growth of that lawn or non-agricultural turf, or

2. The fertilizer is used for newly established lawn or non -agricultural turf during the first growing season.

For projects located within watersheds where enhanced phosphorus removal standards are required as part of its post-construction stormwater management plan, use of any fertilizer containing more than 0.67 percent phosphate ($P_2 0_5$) content will be done only with a valid soil test demonstrating the need for that formulation.

Design Criteria

Fertilizer is sold with an analysis printed on the tag or bag shown as three numbers separated by a dash, such as 5-10-5. The first number is the percent of the total weight of the bag that is nitrogen (N), the second is the percent of phosphate (phosphorus, P), and the third is the percent of potash (potassium, K). Other elements are sometimes included and are listed with these three basic components.

For example a 40 lb bag of 5-10-5 fertilizer contains 5% of 40 lbs of Nitrogen which equals 2 lbs. There is 10% of 40 lbs of phosphate (phosphorus) which equals 4 lbs, and there is 5% of potash (potassium), another 2 lbs., for a total of 8 lbs of active fertilizer in the 40 lb bag. The rest is filler to aid in spreading the material over the area to be treated.

Specify the design fertilizer mix and application rates based on the results of the soil tests.

Specifications

1. In no case shall fertilizer be applied between December 1 and April 1 annually.

2. Fertilizer shall not be spread within 20 feet of a surface water.

3. Any fertilizer falling or spilled into impervious surface areas such as parking lots, roadways, and sidewalks should be immediately contained and legally applied or placed in an appropriate container.

4. Incorporate the fertilizer, and lime if specified, into the top 2-4 inches of the topsoil or soil profile.

5. When applying fertilizer by hydro seeding care should be taken to apply mix only to seed bed areas at an appropriate flow rate to prevent erosion and spraying onto impervious areas.

STANDARD AND SPECIFICATIONS FOR LANDGRADING

Definition & Scope

Permanent reshaping of the existing land surface by grading in accordance with an engineering topographic plan and specification to provide for erosion control and vegetative establishment on disturbed, reshaped areas.

Design Criteria

The grading plan should be based upon the incorporation of building designs and street layouts that fit and utilize existing topography and desirable natural surrounding to avoid extreme grade modifications. Information submitted must provide sufficient topographic surveys and soil investigations to determine limitations that must be imposed on the grading operation related to slope stability, effect on adjacent properties and drainage patterns, measures for drainage and water removal, and vegetative treatment, etc.

Many municipalities and counties have regulations and design procedures already established for land grading and cut and fill slopes. Where these requirements exist, they shall be followed.

The plan must show existing and proposed contours of the area(s) to be graded. The plan shall also include practices for erosion control, slope stabilization, safe disposal of runoff water and drainage, such as waterways, lined ditches, reverse slope benches (include grade and cross section), grade stabilization structures, retaining walls, and surface and subsurface drains. The plan shall also include phasing of these practices. The following shall be incorporated into the plan:

1. Provisions shall be made to safely convey surface runoff to storm drains, protected outlets, or to stable water courses to ensure that surface runoff will not damage slopes or other graded areas; see standards and specifications for Grassed Waterway, Diversion, or Grade Stabilization Structure.

2. Cut and fill slopes that are to be stabilized with grasses shall not be steeper than 2:1. When slopes exceed 2:1, special design and stabilization consideration are required and shall be adequately shown on the plans. (Note: Where the slope is to be mowed, the slope should be no steeper than 3:1, although 4:1 is preferred because of safety factors related to mowing steep slopes.)

3. Reverse slope benches or diversion shall be provided whenever the vertical interval (height) of any 2:1 slope exceeds 20 feet; for 3:1 slope it shall be increased to 30 feet and for 4:1 to 40 feet. Benches shall be located to divide the slope face as equally as possible and shall convey the water to a stable outlet. Soils, seeps, rock outcrops, etc., shall also be taken into consideration when designing benches.

   A. Benches shall be a minimum of six feet wide to provide for ease of maintenance.

   B. Benches shall be designed with a reverse slope of 6:1 or flatter to the toe of the upper slope and with a minimum of one foot in depth. Bench gradient to the outlet shall be between 2 percent and 3 percent, unless accompanied by appropriate design and computations.

   C. The flow length within a bench shall not exceed 800 feet unless accompanied by appropriate design and computations; see Standard and Specifications for Diversion on page 3.9

4. Surface water shall be diverted from the face of all cut and/or fill slopes by the use of diversions, ditches and swales or conveyed downslope by the use of a designed structure, except where:

   A. The face of the slope is or shall be stabilized and the face of all graded slopes shall be protected from surface runoff until they are stabilized.

   B. The face of the slope shall not be subject to any concentrated flows of surface water such as from natural drainage ways, graded ditches, downspouts, etc.

   C. The face of the slope will be protected by anchored stabilization matting, sod, gravel, riprap, or other stabilization method.

5. Cut slopes occurring in ripable rock shall be serrated as shown in Figure 4.9 on page 4.26. The serrations shall be made with conventional equipment as the excavation is made. Each step or serration shall be constructed on the contour and will have steps cut at nominal two-foot intervals with nominal three-foot horizontal shelves. These steps will vary depending on the slope ratio or the cut slope. The nominal slope line is 1 ½: 1. These steps will weather and act to hold moisture, lime, fertilizer, and seed thus producing a much quicker and longer-lived vegetative cover and better slope stabilization. Overland flow shall be diverted from the top of all serrated cut slopes and carried to a suitable outlet.

6. Subsurface drainage shall be provided where necessary to intercept seepage that would otherwise adversely affect slope stability or create excessively wet site conditions.

7. Slopes shall not be created so close to property lines as to endanger adjoining properties without adequately protecting such properties against sedimentation, erosion, slippage, settlement, subsidence, or other related damages.

8. Fill material shall be free of brush, rubbish, rocks, logs, stumps, building debris, and other objectionable material. It should be free of stones over two (2) inches in diameter where compacted by hand or mechanical tampers or over eight (8) inches in diameter where compacted by rollers or other equipment. Frozen material shall not be placed in the fill nor shall the fill material be placed on a frozen foundation.

9. Stockpiles, borrow areas, and spoil shall be shown on the plans and shall be subject to the provisions of this Standard and Specifications.

10. All disturbed areas shall be stabilized structurally or vegetatively in compliance with the Permanent Construction Area Planting Standard on page 4.42.

Construction Specifications

See Figures 4.9 and 4.10 for details.

1. All graded or disturbed areas, including slopes, shall be protected during clearing and construction in accordance with the erosion and sediment control plan until they are adequately stabilized.

2. All erosion and sediment control practices and measures shall be constructed, applied and maintained in accordance with the erosion and sediment control plan and these standards.

3. Topsoil required for the establishment of vegetation shall be stockpiled in amount necessary to complete finished grading of all exposed areas.

4. Areas to be filled shall be cleared, grubbed, and stripped of topsoil to remove trees, vegetation, roots, or other objectionable material.

5. Areas that are to be topsoiled shall be scarified to a minimum depth of four inches prior to placement of topsoil.

6. All fills shall be compacted as required to reduce erosion, slippage, settlement, subsidence, or other related problems. Fill intended to support buildings, structures, and conduits, etc., shall be compacted in accordance with local requirements or codes.

7. All fill shall be placed and compacted in layers not to exceed 9 inches in thickness.

8. Except for approved landfills or nonstructural fills, fill material shall be free of frozen particles, brush, roots, sod, or other foreign objectionable materials that would interfere with, or prevent, construction of satisfactory fills.

9. Frozen material or soft, mucky or highly compressible materials shall not be incorporated into fill slopes or structural fills.

10. Fill shall not be placed on saturated or frozen surfaces.

11. All benches shall be kept free of sediment during all phases of development.

12. Seeps or springs encountered during construction shall be handled in accordance with the Standard and Specification for Subsurface Drain on page 3.48 or other approved methods.

13. All graded areas shall be permanently stabilized immediately following finished grading.

14. Stockpiles, borrow areas, and spoil areas shall be shown on the plans and shall be subject to the provisions of this Standard and Specifications.

Figure 4.9
Typical Section of Serrated Cut Slope

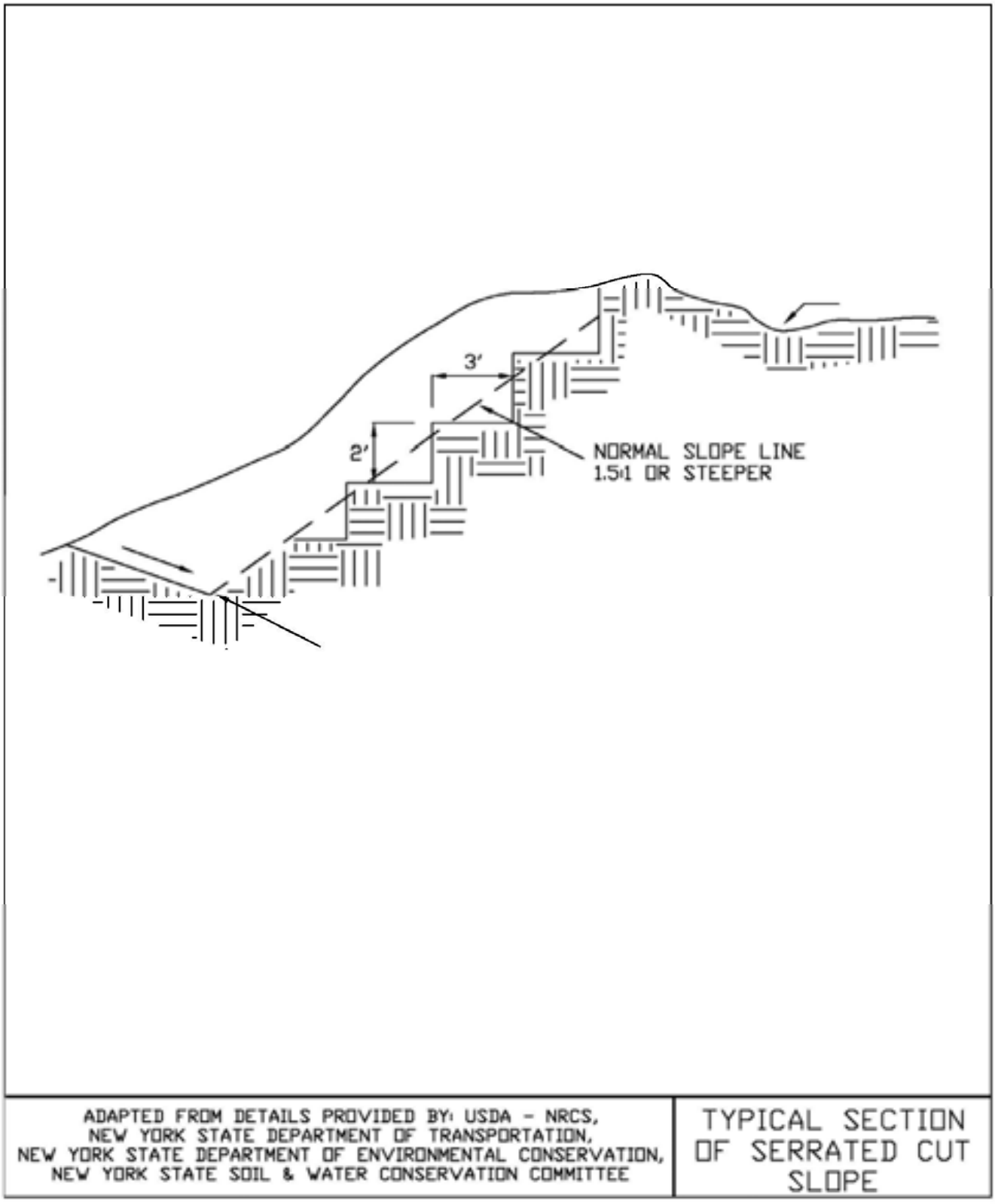


Figure 4.10
Landgrading

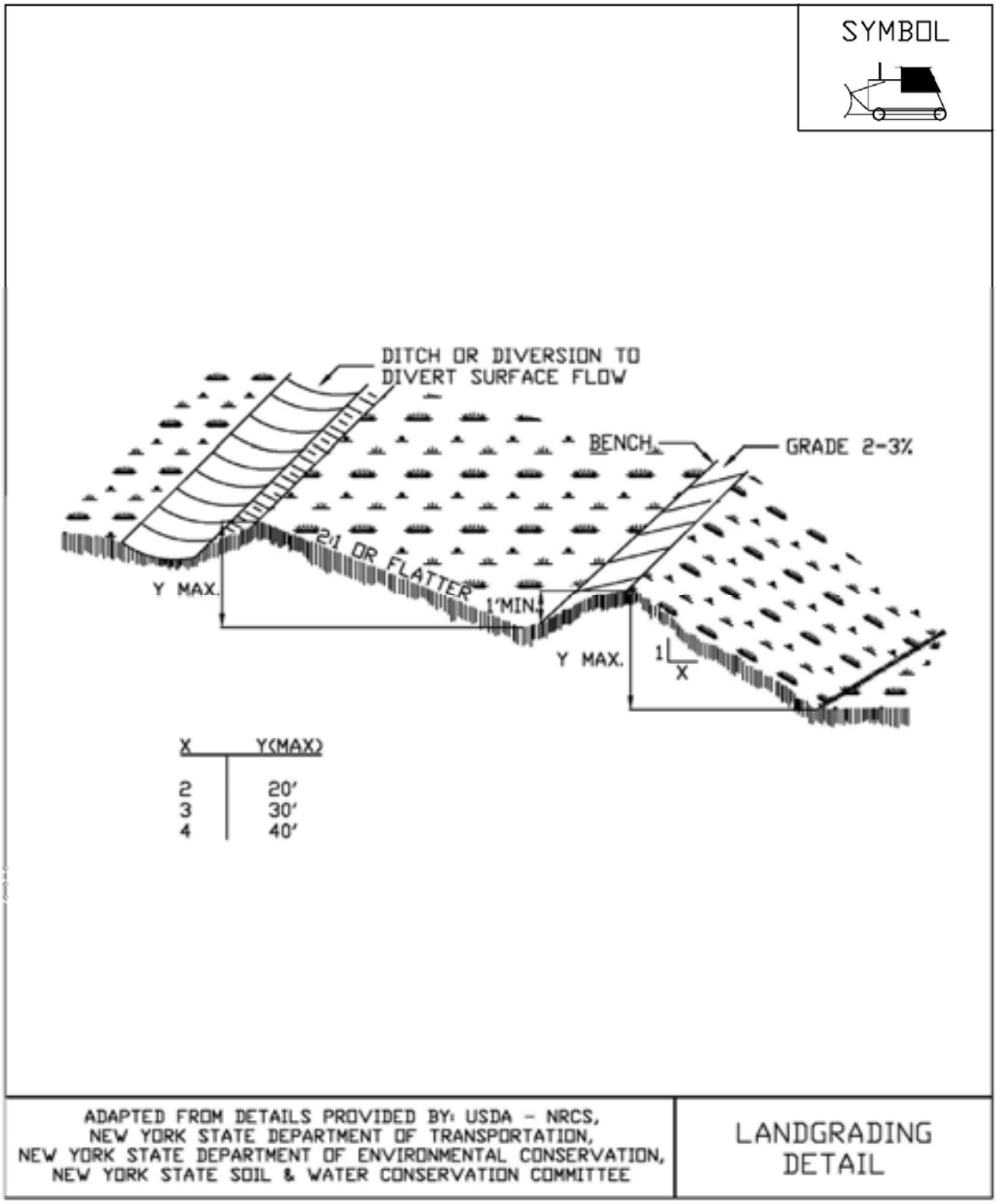
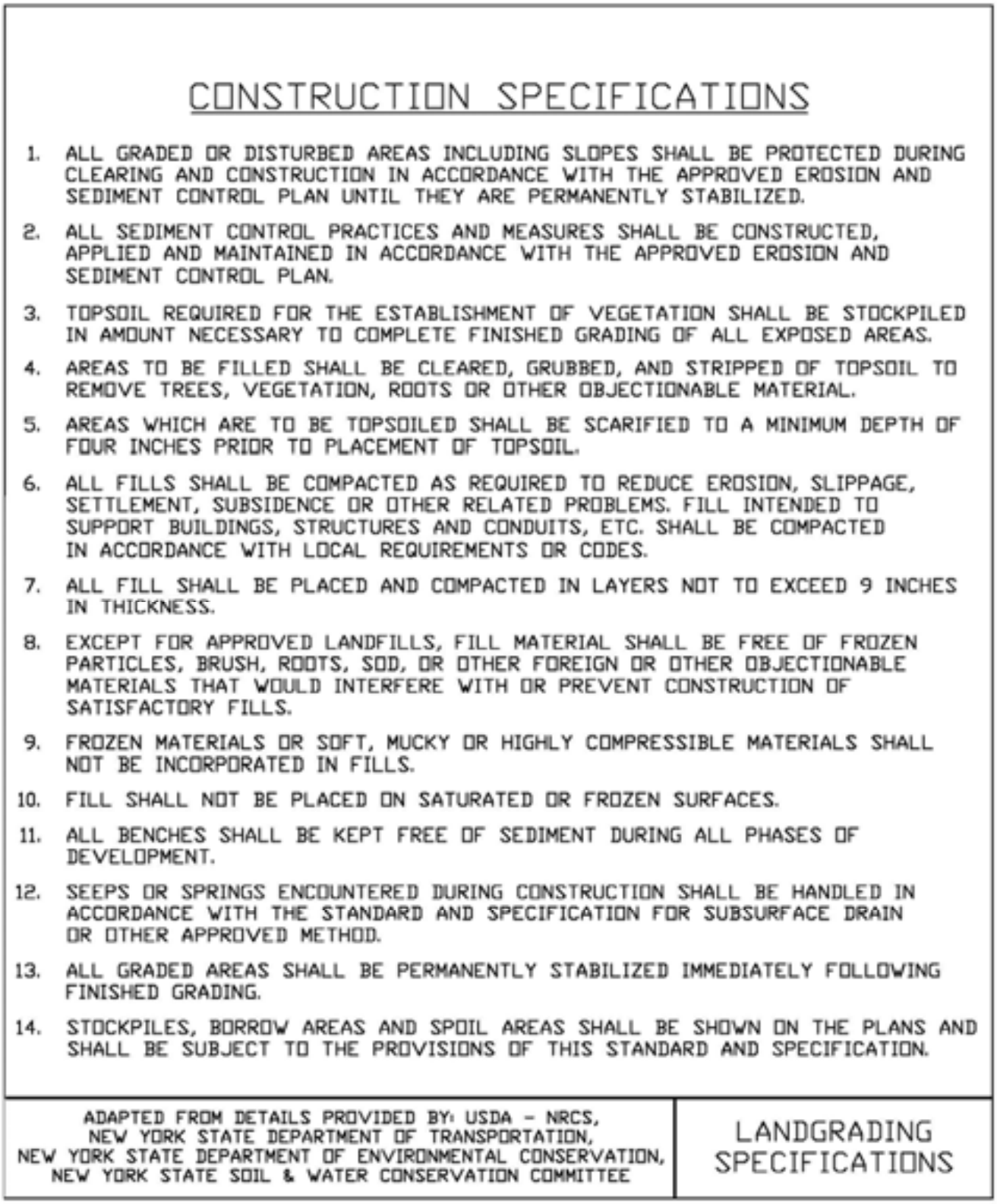


Figure 4.11
Landgrading - Construction Specifications



CONSTRUCTION SPECIFICATIONS

1. ALL GRADED OR DISTURBED AREAS INCLUDING SLOPES SHALL BE PROTECTED DURING CLEARING AND CONSTRUCTION IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN UNTIL THEY ARE PERMANENTLY STABILIZED.
2. ALL SEDIMENT CONTROL PRACTICES AND MEASURES SHALL BE CONSTRUCTED, APPLIED AND MAINTAINED IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
3. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNT NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS.
4. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIAL.
5. AREAS WHICH ARE TO BE TOPSOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF FOUR INCHES PRIOR TO PLACEMENT OF TOPSOIL.
6. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
7. ALL FILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 9 INCHES IN THICKNESS.
8. EXCEPT FOR APPROVED LANDFILLS, FILL MATERIAL SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOD, OR OTHER FOREIGN OR OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
9. FROZEN MATERIALS OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED IN FILLS.
10. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.
11. ALL BENCHES SHALL BE KEPT FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
12. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
13. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.
14. STOCKPILES, BORROW AREAS AND SPOIL AREAS SHALL BE SHOWN ON THE PLANS AND SHALL BE SUBJECT TO THE PROVISIONS OF THIS STANDARD AND SPECIFICATION.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS,
NEW YORK STATE DEPARTMENT OF TRANSPORTATION,
NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION,
NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

LANDGRADING
SPECIFICATIONS

STANDARD AND SPECIFICATIONS FOR PERMANENT CONSTRUCTION AREA PLANTING

Definition & Scope

Establishing **permanent** grasses with other forbs and/or shrubs to provide a minimum 80% perennial vegetative cover on areas disturbed by construction and critical areas to reduce erosion and sediment transport. Critical areas may include but are not limited to steep excavated cut or fill slopes as well as eroding or denuded natural slopes and areas subject to erosion.

Conditions Where Practice Applies

This practice applies to all disturbed areas void of, or having insufficient, cover to prevent erosion and sediment transport. See additional standards for special situations such as sand dunes and sand and gravel pits.

Criteria

All water control measures will be installed as needed prior to final grading and seedbed preparation. Any severely compacted sections will require chiseling or disking to provide an adequate rooting zone, to a minimum depth of 12", see Soil Restoration Standard. The seedbed must be prepared to allow good soil to seed contact, with the soil not too soft and not too compact. Adequate soil moisture must be present to accomplish this. If surface is powder dry or sticky wet, postpone operations until moisture changes to a favorable condition. If seeding is accomplished within 24 hours of final grading, additional scarification is generally not needed, especially on ditch or stream banks. Remove all stones and other debris from the surface that are greater than 4 inches, or that will interfere with future mowing or maintenance.

Soil amendments should be incorporated into the upper 2 inches of soil when feasible. **The soil should be tested to determine the amounts of amendments needed.** Apply ground agricultural limestone to attain a pH of 6.0 in the upper 2 inches of soil. If soil must be fertilized before results of a soil test can be obtained to determine fertilizer needs, apply commercial fertilizer at 600 lbs. per acre of 5-5 -10 or equivalent. If manure is used, apply a quantity to meet the nutrients of the above fertilizer. This requires an appropriate manure analysis prior to applying to the site. Do not use manure on sites to be planted with birdsfoot trefoil or in the path of concentrated water flow.

Seed mixtures may vary depending on location within the state and time of seeding. Generally, warm season grasses should only be seeded during early spring, April to May. These grasses are primarily used for vegetating excessively drained sands and gravels. See Standard and Specification for Sand and Gravel Mine Reclamation. Other grasses may be seeded any time of the year when the soil is not frozen and is workable. When legumes such as birdsfoot trefoil are included, spring seeding is preferred. See Table 4.4, "Permanent Construction Area Planting Mixture Recommendations" for additional seed mixtures.

General Seed Mix:	**Variety**	**lbs./ acre**	**lbs/1000 sq. ft.**
Red Clover[1] OR	Acclaim, Rally, Red Head II, Renegade	8[2]	0.20
Common white clover[1]	Common	8	0.20
PLUS			
Creeping Red Fescue	Common	20	0.45
PLUS			
Smooth Bromegrass OR	Common	2	0.05
Ryegrass (perennial)	Pennfine/Linn	5	0.10

[1] add inoculant immediately prior to seeding
[2] Mix 4 lbs each of Empire and Pardee OR 4 lbs of Birdsfoot and 4 lbs white clover per acre. All seeding rates are given for Pure Live Seed (PLS)

Pure Live Seed, or (PLS) refers to the amount of live seed in a lot of bulk seed. Information on the seed bag label includes the type of seed, supplier, test date, source of seed, purity, and germination. Purity is the percentage of pure seed. Germination is the percentage of pure seed that will produce normal plants when planted under favorable conditions.

To compute Pure Live Seed multiply the "germination percent" times the "purity" and divide that by 100 to get Pure Live Seed.

$$\text{Pure Live Seed (PLS)} = \frac{\%\,\text{Germination} \times \%\,\text{Purity}}{100}$$

For example, the PLS for a lot of Kentucky Blue grass with 75% purity and 96% germination would be calculated as follows:

$$\frac{(96) \times (75)}{100} = 72\%\ \text{Pure Live Seed}$$

For 10lbs of PLS from this lot =

$$\frac{10}{0.72} = 13.9\ \text{lbs}$$

Therefore, 13.9 lbs of seed is the actual weight needed to meet 10lbs PSL from this specific seed lot.

Time of Seeding: The optimum timing for the general seed mixture is early spring. Permanent seedings may be made any time of year if properly mulched and adequate moisture is provided. Late June through early August is not a good time to seed, but may facilitate covering the land without additional disturbance if construction is completed. Portions of the seeding may fail due to drought and heat. These areas may need reseeding in late summer/fall or the following spring.

Method of seeding: Broadcasting, drilling, cultipack type seeding, or hydroseeding are acceptable methods. Proper soil to seed contact is key to successful seedings.

Mulching: Mulching is essential to obtain a uniform stand of seeded plants. Optimum benefits of mulching new seedings are obtained with the use of small grain straw applied at a rate of 2 tons per acre, and anchored with a netting or tackifier. See the Standard and Specifications for Mulching for choices and requirements.

Irrigation: Watering may be essential to establish a new seeding when a drought condition occurs shortly after a new seeding emerges. Irrigation is a specialized practice and care must be taken not to exceed the application rate for the soil or subsoil. When disconnecting irrigation pipe, be sure pipes are drained in a safe manor, not creating an erosion concern.

80% Perennial Vegetative Cover

50% Perennial Vegetative Cover

Table 4.4
Permanent Construction Area Planting Mixture Recommendations

Seed Mixture	Variety	Rate in lbs./acre (PLS)	Rate in lbs./ 1, 000 ft^2
Mix #1			
Creeping red fescue	Ensylva, Pennlawn, Boreal	10	.25
Perennial ryegrass	Pennfine, Linn	10	.25
*This mix is used extensively for shaded areas.			
Mix #2			
Switchgrass	Shelter, Pathfinder, Trailblazer, or Blackwell	20	.50
*This rate is in pure live seed, this would be an excellent choice along the upland edge of a wetland to filter runoff and provide wildlife benefits. In areas where erosion may be a problem, a companion seeding of sand lovegrass should be added to provide quick cover at a rate of 2 lbs. per acre (0.05 lbs. per 1000 sq. ft.).			
Mix #3			
Switchgrass	Shelter, Pathfinder, Trailblazer, or Blackwell	4	.10
Big bluestem	Niagara	4	.10
Little bluestem	Aldous or Camper	2	.05
Indiangrass	Rumsey	4	.10
Coastal panicgrass	Atlantic	2	.05
Sideoats grama	El Reno or Trailway	2	.05
Wildflower mix		.50	.01
*This mix has been successful on sand and gravel plantings. It is very difficult to seed without a warm season grass seeder such as a Truax seed drill. Broadcasting this seed is very difficult due to the fluffy nature of some of the seed, such as bluestems and indiangrass.			
Mix #4			
Switchgrass	Shelter, Pathfinder, Trailblazer, or Blackwell	10	.25
Coastal panicgrass	Atlantic	10	.25
*This mix is salt tolerant, a good choice along the upland edge of tidal areas and roadsides.			
Mix #5			
Saltmeadow cordgrass (Spartina patens)—This grass is used for tidal shoreline protection and tidal marsh restoration. It is planted by vegetative stem divisions. 'Cape' American beachgrass can be planted for sand dune stabilization above the saltmeadow cordgrass zone.			
Mix #6			
Creeping red fescue	Ensylva, Pennlawn, Boreal	20	.45
Chewings Fescue	Common	20	.45
Perennial ryegrass	Pennfine, Linn	5	.10
Red Clover	Common	10	.45
*General purpose erosion control mix. Not to be used for a turf planting or play grounds.			

STANDARD AND SPECIFICATIONS FOR RECREATION AREA SEEDING

Definition & Scope

Establishing **permanent** grasses, legumes, vines, shrubs, trees, or other plants, or selectively reducing stand density and trimming woody plants, to improve an area for recreation. To increase the attractiveness and usefulness of recreation areas and to protect the soil and plant resources.

Conditions Where Practice Applies

On any area planned for recreation use, lawns, and areas that will be maintained in a closely mowed condition.

Specifications

ESTABLISHING GRASSES (Turfgrass)

The following applies for playgrounds, parks, athletic fields, camping areas, picnic areas, passive recreation areas such as lawns, and similar areas.

1. Time of Planting

Fall planting is preferred. Seed after August 15. In the spring, plant until May 15.

If seeding is done between May 15 and August 15, irrigation may be necessary to ensure a successful seeding.

2. Site Preparation

   A. Install needed water and erosion control measures and bring area to be seeded to desired grades. A minimum of 4 in. topsoil is required.

   B. Prepare seedbed by loosening soil to a depth of 4-6 inches and decompacting required areas per Soil Restoration Standard.

   C. See Standard and Specification of Topsoiling.

   D. Lime to a pH of 6.5. See Lime Application Standard.

   E. **Fertilize as per soil test** or, if soil must be fertilized before results of a soil test can be obtained to determine fertilizer needs, apply commercial fertilizer at 850 pounds of 5-5-10 or equivalent per acre (20 lbs/1,000 sq. ft.). See Fertilizer Application Standard.

   F. Incorporate lime and fertilizer in top 2-4 inches of topsoil.

   G. Smooth. Remove sticks, foreign matter, and stones over 1 inch in diameter, from the surface. Firm the seedbed.

3. Planting

Use a cultipacker type seeder if possible. Seed to a depth of 1/8 to 1/4 inch. If seed is to be broadcast, cultipack or roll after seeding. If hyroseeded, lime and fertilizer may be applied through the seeder, and rolling is not practical.

4. Mulching

Mulch all seedings in accordance with Standard and Specifications for Mulching. Small grain straw is the best material.

5. Seed Mixtures

Select seed mixture for site conditions and intended use from Table 4.5.

6. Contact Cornell Cooperative Extension Turf Specialist for suitable varieties.

Turf-type tall fescues have replaced the old KY31 tall fescues. New varieties have finer leaves and are the most resistant grass to foot traffic. Do not mix it with fine textured grasses such as bluegrass and red fescue.

Common ryegrass and redtop, which are relatively short lived species, provide quick green cover. Improved lawn cultivars of perennial ryegrass provide excellent quality turf, but continue to lack winter hardiness.

Common white clover can be added to mixtures at the rate of 1-2 lbs/acre to help maintain green color during the dry summer period; however, they will not withstand heavy traffic. Avoid using around swimming areas as flowers attract bees which can be easily stepped on.

Table 4.5
Recreation Turfgrass Seed Mixture

Site - Use	Species (% by weight)	lbs/1.000 ft^2 (PLS)	lbs/acre (PLS)
Sunny Sites (well, moderately well, and somewhat poorly drained soils)	***Athletic fields and similar areas***		
	80% Hard fescue	2.4-3.2	105-138
	20% Perennial ryegrass	0.6-0.8	25-37
		3.0-4.0	130-175
	OR, for southern and eastern, NY 50% Hard fescue	1.5-2.0	65-88
	50% perennial ryegrass	1.5-2.0	65-87
		3.0-4.0	130-175
	OR, 100% Creeping Red Fescue	3.4-4.6	150-200
	General recreation areas and lawns (Medium to high maintenance)		
	65% Creeping red fescue	2.0-2.6	85-114
	20% Perennial ryegrass	0.6-0.8	26-35
	15% Fine fescue	0.4-0.6	19-26
		3.0-4.0	130-175
	OR, 100% Creeping red fescue	3.4-4.6	150-200
Sunny Droughty Sites (general recreation areas and lawns, low maintenance) (somewhat excessively to excessively drained soils, excluding Long Island)	65% Fine fescue	2.6-3.3	114-143
	15% Perennial ryegrass	0.6-0.7	26-33
	20% Creeping red fescue	0.8-1.0	35-44
		4.0-5.0	175-220
	OR, 100% Creeping red fescue	3.4-4.6	150-200
Shady Dry Sites (well to somewhat poorly drained soils)	65% fine fescue	2.6-3.3	114-143
	15% perennial ryegrass	0.6-0.7	26-33
	20% Creeping red fescue	0.8-1.0	35-44
	OR	4.0-5.0	174-220
	80% blend of shade-tolerant Ceral rye	2.4-3.2	105-138
	20% perennial ryegrass	0.6-0.8	25-37
	OR	3.0-4.0	130-175
	100% Creeping red fescue	3.4-4.6	150-200
Shady Wet Sites (somewhat poor to poorly drained soils)	70% Creeping red fescue	1.4-2.1	60-91
	30% blend of shade-tolerant Hard fescue	0.6-0.9	25-39
	OR	2.0-3.0	85-130
	100% Chewings fescue	3.4-4.6	150-200

For varieties suitable for specific locations, contact Cornell Cooperative Extension Turf Specialist.

Reference: Thurn, M.C., N.W. Hummel, and A.M. Petrovic. Cornell Extension Pub. Info. Bulletin 185 Revised. HomeLawns Establishment and Maintenance. 1994.

7. Fertilizing—First Year

Apply fertilizer as indicated by the soil test three to four weeks after germination (spring seedlings). If test results have not been obtained, apply 1 pound nitrogen/1,000 square feet using a complete fertilizer with a 2-1-1 or 4-1-3 ratio. Summer and early fall seedings, apply as above unless air temperatures are above 85ºF for an extended period. Wait for cooler temperatures to fertilize. Late fall/ winter seedings, fertilize in spring.

8. Restrict Use

New seedlings should be protected from use for one full year or a spring and fall growth cycle where possible to allow development of a dense sod with good root structure.

MAINTAINING GRASSES

1. Maintain a pH of 6.0 - 7.0.

2. Fertilize in late May to early June as follows with 5-5-10 analysis fertilizer at the rate of 5 lbs./1,000 sq. ft. and repeat in late August if sod density is not adequate. Avoid fertilizing when heat is greater than 85ºF. Top dress weak sod annually in the spring, but at least once every 2 to 3 years. **Fertilize in accordance with soil test analysis**, after determining adequate topsoil depth exists.

3. Aerate compacted or heavily used areas, like athletic fields, annually as soon as soil moisture conditions permit. Aerate area six to eight times using a spoon or hollow tine type aerator. Do not use solid spike equipment.

4. Reseed bare and thin areas annually with original seed mix.

STANDARD AND SPECIFICATIONS FOR STABILIZATION WITH SOD

Definition & Scope

Stabilizing restored, exposed soil surfaces by establishing long term stands of grass with sod to reduce damage from sediment and runoff to downstream areas and enhance natural beauty.

Conditions Where Practice Applies

On exposed soils that have a potential for causing off site environmental damage where a quick vegetative cover is desired. Moisture, either applied or natural, is essential to success.

Design Criteria

1. Sod shall be bluegrass or a bluegrass/red fescue mixture or a perennial ryegrass for average sites. (CAUTION: Perennial ryegrass has limited cold tolerance and may winter kill.) Use turf type cultivars of tall fescue for shady, droughty, or otherwise more critical areas. For variety selection, contact Cornell Cooperative Extension Turf Specialist.

2. Sod shall be machine cut at a uniform soil thickness of 3/4 inch, plus or minus 1/4 inch. Measurement for thickness shall exclude top growth and thatch.

3. Standard size sections of sod shall be strong enough to support their own weight and retain their size and shape when suspended vertically from a firm grasp on the upper 10 percent of the section.

4. Sod shall be free of weeds and undesirable coarse weedy grasses. Wild native or pasture grass sod shall not be used unless specified.

5. Sod shall not be harvested or transplanted when moisture content (excessively dry or wet) may adversely affect its survival.

6. Sod shall be harvested, delivered, and installed within a period of 36 hours. Sod not transplanted within this period shall be inspected and approved by the contracting officer or his designated representative prior to its installation.

Site Preparation

Fertilizer and lime application rates shall be determined by soil tests. Under unusual circumstances where there is insufficient time for a complete soil test and the contracting officer agrees, fertilizer and lime materials may be applied in amounts shown in subsection 2 below. Slope land such as to provide good surface water drainage. Avoid depressions or pockets.

1. Prior to sodding, the surface shall be smoothed and cleared of all trash, debris, and of all roots, brush, wire, grade stakes and other objects that would interfere with planting, fertilizing or maintenance operations.

2. **The soil should be tested to determine the amounts of amendments needed.** Where the soil is acid or composed of heavy clays, ground limestone shall be spread to raise the pH to 6.5. If the soil must be fertilized before results of a soil test can be obtained to determine fertilizer needs, apply commercial fertilizer at 20 lbs. of 5-5-10 (or equivalent) and mix into the top 3 inches of soil with the required lime for every 1,000 square feet. Soil should be moist prior to sodding. Arrange for temporary storage of sod to keep it shaded and cool.

Sod Installation

1. For the operation of laying, tamping, and irrigating for any areas, sod shall be completed within eight hours. During periods of excessively high temperature, the soil shall be lightly moistened immediately prior to laying the sod.

2. The first row of sod shall be laid in a straight line with subsequent rows placed parallel to, and tightly wedged against, each other. Lateral joints shall be staggered to promote more uniform growth and strength. Ensure that sod is not stretched or overlapped and that all joints are butted tight in order to prevent voids which would cause air drying of the roots. On sloping areas where erosion may be a problem, sod shall be laid with the long edges parallel to the contour and with

staggered joints.

3. Secure the sod by tamping and pegging, or other approved methods. As sodding is completed in any one section, the entire area shall be rolled or tamped to ensure solid contact of roots with the soil surface.

4. Sod shall be watered immediately after rolling or tamping until the underside of the new sod pad and soil surface below the sod are thoroughly wet. Keep sod moist for at least two weeks.

Sod Maintenance

1. In the absence of adequate rainfall, watering shall be performed daily, or as often as deemed necessary by the inspector, during the first week and in sufficient quantities to maintain moist soil to a depth of 4 inches. Watering should be done in the morning. Avoid excessive watering during applications.

2. After the first week, sod shall be watered as necessary to maintain adequate moisture and ensure establishment.

3. The first mowing should not be attempted until sod is firmly rooted. No more than 1/3 of the grass leaf shall be removed by the initial cutting or subsequent cuttings. Grass height shall be maintained between 2 and 3 inches unless otherwise specified. Avoid heavy mowing equipment for several weeks to prevent rutting.

4. If the soil must be fertilized before results of a soil test can be obtained to determine fertilizer needs, apply fertilizer three to four weeks after sodding, at a rate of 1 pound nitrogen/1,000 sq.ft. Use a complete fertilizer with a 2-1-1 ratio.

5. Weed Control: Target herbicides for weeds present. Consult current Cornell Pest Control Recommendations for Commercial Turfgrass Management or consult the local office of Cornell Cooperative Extension.

6. Disease Control: Consult the local office of the Cornell Cooperative Extension.

Additional References

1. Home Lawns, Establishment and Maintenance, CCE Information Bulletin 185, Revised November 1994. Cornell University, Ithaca, NY.

2. Installing a Sod Lawn. CCE Suffolk County, NY. Thomas Kowalsick February 1994, Revised January 1999. www.cce.cornell.edu/counties/suffolk/grownet

STANDARD AND SPECIFICATIONS FOR TEMPORARY CONSTRUCTION AREA SEEDING

Definition & Scope

Providing temporary erosion control protection to disturbed areas and/or localized critical areas for an interim period by covering all bare ground that exists as a result of construction activities or a natural event. Critical areas may include but are not limited to steep excavated cut or fill slopes and any disturbed, denuded natural slopes subject to erosion.

Conditions Where Practice Applies

Temporary seedings may be necessary on construction sites to protect an area, or section, where final grading is complete, when preparing for winter work shutdown, or to provide cover when permanent seedings are likely to fail due to mid-summer heat and drought. The intent is to provide temporary protective cover during temporary shutdown of construction and/or while waiting for optimal planting time.

Criteria

Water management practices must be installed as appropriate for site conditions. The area must be rough graded and slopes physically stable. Large debris and rocks are usually removed. Seedbed must be seeded within 24 hours of disturbance or scarification of the soil surface will be necessary prior to seeding.

Fertilizer or lime are not typically used for temporary seedings.

IF: Spring or summer or early fall, then seed the area with ryegrass (annual or perennial) at 30 lbs. per acre (Approximately 0.7 lb./1000 sq. ft. or use 1 lb./1000 sq. ft.).

IF: Late fall or early winter, then seed Certified 'Aroostook' winter rye (cereal rye) at 100 lbs. per acre (2.5 lbs./1000 sq. ft.).

Any seeding method may be used that will provide uniform application of seed to the area and result in relatively good soil to seed contact.

Mulch the area with hay or straw at 2 tons/acre (approx. 90 lbs./1000 sq. ft. or 2 bales). Quality of hay or straw mulch allowable will be determined based on long term use and visual concerns. Mulch anchoring will be required where wind or areas of concentrated water are of concern. Wood fiber hydromulch or other sprayable products approved for erosion control (nylon web or mesh) may be used if applied according to manufacturers' specification. Caution is advised when using nylon or other synthetic products. They may be difficult to remove prior to final seeding and can be a hazard to young wildlife species.

STANDARD AND SPECIFICATIONS FOR TOPSOILING

Definition & Scope

Spreading a specified quality and quantity of topsoil materials on graded or constructed subsoil areas to provide acceptable plant cover growing conditions, thereby reducing erosion; to reduce irrigation water needs; and to reduce the need for nitrogen fertilizer application.

Conditions Where Practice Applies

Topsoil is applied to subsoils that are droughty (low available moisture for plants), stony, slowly permeable, salty or extremely acid. It is also used to backfill around shrub and tree transplants. This standard does not apply to wetland soils.

Design Criteria

1. Preserve existing topsoil in place where possible, thereby reducing the need for added topsoil.

2. Conserve by stockpiling topsoil and friable fine textured subsoils that must be stripped from the excavated site and applied after final grading where vegetation will be established. Topsoil stockpiles must be stabilized. Stockpile surfaces can be stabilized by vegetation, geotextile or plastic covers. This can be aided by orientating the stockpile lengthwise into prevailing winds.

3. Refer to USDA Natural Resource Conservation Service soil surveys or soil interpretation record sheets for further soil texture information for selecting appropriate design topsoil depths.

Site Preparation

1. As needed, install erosion and sediment control practices such as diversions, channels, sediment traps, and stabilizing measures, or maintain if already installed.

2. Complete rough grading and final grade, allowing for depth of topsoil to be added.

3. Scarify all compact, slowly permeable, medium and fine textured subsoil areas. Scarify at approximately right angles to the slope direction in soil areas that are steeper than 5 percent. Areas that have been overly compacted shall be decompacted in accordance with the Soil Restoration Standard.

4. Remove refuse, woody plant parts, stones over 3 inches in diameter, and other litter.

Topsoil Materials

1. Topsoil shall have at least 6 percent by weight of fine textured stable organic material, and no greater than 20 percent. Muck soil shall not be considered topsoil.

2. Topsoil shall have not less than 20 percent fine textured material (passing the NO. 200 sieve) and not more than 15 percent clay.

3. Topsoil treated with soil sterilants or herbicides shall be so identified to the purchaser.

4. Topsoil shall be relatively free of stones over 1 1/2 inches in diameter, trash, noxious weeds such as nut sedge and quackgrass, and will have less than 10 percent gravel.

5. Topsoil containing soluble salts greater than 500 parts per million shall not be used.

6. Topsoil may be manufactured as a mixture of a mineral component and organic material such as compost.

Application and Grading

1. Topsoil shall be distributed to a uniform depth over the area. It shall not be placed when it is partly frozen, muddy, or on frozen slopes or over ice, snow, or standing water puddles.

2. Topsoil placed and graded on slopes steeper than 5 percent shall be promptly fertilized, seeded, mulched, and stabilized by “tracking” with suitable equipment.

3. Apply topsoil in the amounts shown in Table 4.7 below:

Table 4.7 - Topsoil Application Depth		
Site Conditions	**Intended Use**	**Minimum Topsoil Depth**
1. Deep sand or loamy sand	Mowed lawn	6 in.
	Tall legumes, unmowed	2 in.
	Tall grass, unmowed	1 in.
2. Deep sandy loam	Mowed lawn	5 in.
	Tall legumes, unmowed	2 in.
	Tall grass, unmowed	none
3. Six inches or more: silt loam, clay loam, loam, or silt	Mowed lawn	4 in.
	Tall legumes, unmowed	1 in.
	Tall grass, unmowed	1 in.

STANDARD AND SPECIFICATIONS FOR COMPOST FILTER SOCK

Definition & Scope

A **temporary** sediment control practice composed of a degradable geotextile mesh tube filled with compost filter media to filter sediment and other pollutants associated with construction activity to prevent their migration offsite.

Condition Where Practice Applies

Compost filter socks can be used in many construction site applications where erosion will occur in the form of sheet erosion and there is no concentration of water flowing to the sock. In areas with steep slopes and/or rocky terrain, soil conditions must be such that good continuous contact between the sock and the soil is maintained throughout its length. For use on impervious surfaces such as road pavement or parking areas, proper anchorage must be provided to prevent shifting of the sock or separation of the contact between the sock and the pavement. Compost filter socks are utilized both at the site perimeter as well as within the construction areas. These socks may be filled after placement by blowing compost into the tube pneumatically, or filled at a staging location and moved into its designed location.

Design Criteria

1. Compost filter socks will be placed on the contour with both terminal ends of the sock extended 8 feet upslope at a 45 degree angle to prevent bypass flow.

2. Diameters designed for use shall be 12" – 32" except that 8" diameter socks may be used for residential lots to control areas less than 0.25 acres.

3. The flat dimension of the sock shall be at least 1.5 times the nominal diameter.

4. The **Maximum Slope Length** (in feet) above a compost filter sock shall not exceed the following limits:

Dia. (in.)	Slope %						
	2	**5**	**10**	**20**	**25**	**33**	**50**
8	225*	200	100	50	20	—	—
12	250	225	125	65	50	40	25
18	275	250	150	70	55	45	30
24	350	275	200	130	100	60	35
32	450	325	275	150	120	75	50
* Length in feet							

5. The compost infill shall be well decomposed (matured at least 3 months), weed-free, organic matter. It shall be aerobically composted, possess no objectionable odors, and contain less than 1%, by dry weight, of man-made foreign matter. The physical parameters of the compost shall meet the standards listed in Table 5.2 - Compost Standards Table. **Note: All biosolids compost produced in New York State (or approved for importation) must meet NYS DEC's 6 NYCRR Part 360 (Solid Waste Management Facilities) requirements. The Part 360 requirements are equal to or more stringent than 40 CFR Part 503 which ensure safe standards for pathogen reduction and heavy metals content. When using compost filter socks adjacent to surface water, the compost should have a low nutrient value.**

6. The compost filter sock fabric material shall meet the

7. Compost filter socks shall be anchored in earth with 2" x 2" wooden stakes driven 12" into the soil on 10 foot centers on the centerline of the sock. On uneven terrain, effective ground contact can be enhanced by the placement of a fillet of filter media on the disturbed area side of the compost sock.

8. All specific construction details and material specifications shall appear on the erosion and sediment control constructions drawings when compost filter socks are included in the plan.

Maintenance

1. Traffic shall not be permitted to cross filter socks.

2. Accumulated sediment shall be removed when it reaches half the above ground height of the sock and disposed of in accordance with the plan.

3. Socks shall be inspected weekly and after each runoff event. Damaged socks shall be repaired in the manner required by the manufacturer or replaced within 24 hours of inspection notification.

4. Biodegradable filter socks shall be replaced after 6 months; photodegradable filter socks after 1 year. Polypropylene socks shall be replaced according to the manufacturer's recommendations.

5. Upon stabilization of the area contributory to the sock, stakes shall be removed. The sock may be left in place and vegetated or removed in accordance with the stabilization plan. For removal the mesh can be cut and the compost spread as an additional mulch to act as a soil supplement.

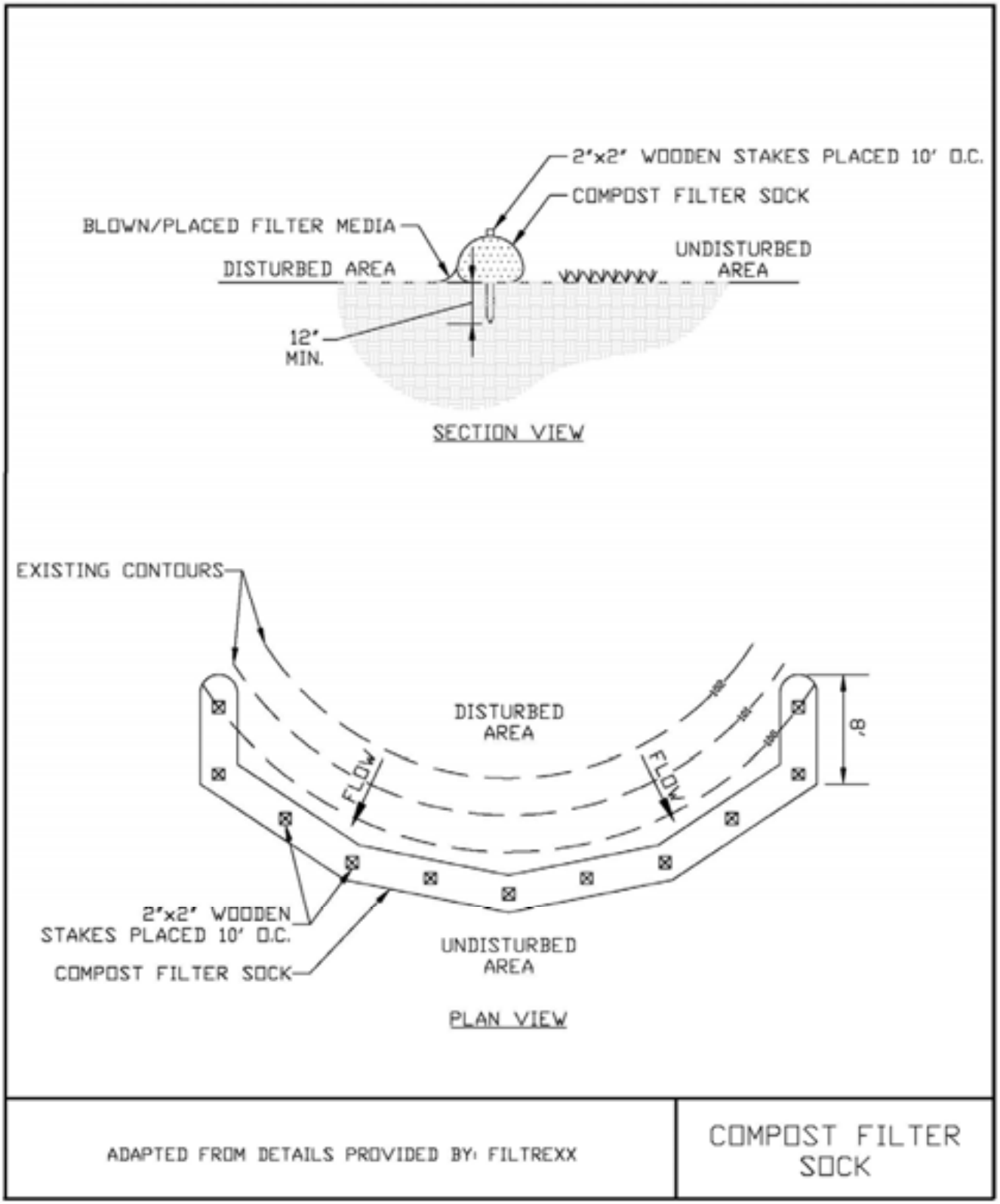
Table 5.1 - Compost Sock Fabric Minimum Specifications Table

Material Type	3 mil HDPE	5 mil HDPE	5 mil HDPE	Multi-Filament Polypropylene (MFPP)	Heavy Duty Multi-Filament Polypropylene (HDMFPP)
Material Characteristics	Photodegradable	Photodegradable	Biodegradable	Photodegradable	Photodegradable
Sock Diameters	12" 18"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"	12" 18" 24" 32"
Mesh Opening	3/8"	3/8"	3/8"	3/8"	1/8"
Tensile Strength		26 psi	26 psi	44 psi	202 psi
Ultraviolet Stability % Original Strength (ASTM G-155)	23% at 1000 hr.	23% at 1000 hr.		100% at 1000 hr.	100% at 1000 hr.
Minimum Functional Longevity	6 months	9 months	6 months	1 year	2 years

Table 5.2 - Compost Standards Table

Organic matter content	25% - 100% (dry weight)
Organic portion	Fibrous and elongated
pH	6.0 – 8.0
Moisture content	30% - 60%
Particle size	100% passing a 1" screen and 10 - 50% passing a 3/8" screen
Soluble salt concentration	5.0 dS/m (mmhos/cm) maximum

Figure 5.2
Compost Filter Sock



STANDARD AND SPECIFICATIONS FOR DEWATERING DEVICE

Definition & Scope

An appurtenance to a sediment trapping structure such as a basin or trap that allows sediment laden water to pond allowing sediment to settle out while removing relatively clean water to a suitable, stable outlet.

Condition Where Practice Applies

Dewatering devices are appropriate where the discharge from a trap or basin will be by gravity flow through a riser and pipe outlet system. The skimmer dewatering device is the preferred option. A fixed pipe dewatering device, configured as a perforated vertical riser surrounded by filter fabric and stone material is an alternate option for small structures.

Design Criteria

Skimmer Device

1. Skimmers must be designed so as to float just beneath the water surface to remove the least sediment laden water effectively.
2. Skimmer shall be constructed with a 4 foot long flexible pipe elbow to allow for vertical movement of the skimmer for its designated range of operation.
3. The designer will provide a table that shows all required dimensions for the skimmer. An example of this table is shown in Figure 5.4 on page 5.12. See design example in Appendix B.
4. The skimmer will be provided with vertical travel guides and a resting stone pad set at the appropriate design elevation.
5. The orifice plate will be at the "T" intersection of the perforated skimmer section with the non-perforated extension arm.

Riser-Pipe Device

1. The riser-pipe device is constructed as a fixed rigid structure with a larger diameter pipe as the vertical riser connected to a smaller diameter horizontal pipe barrel.
2. The joint of these two conduits will be anchored by means of a concrete block or welded steel plate to prevent flotation.
3. The riser will be perforated above the bottom of the dewatering zone elevation and wrapped with a geotextile filter fabric to filter out sediment.
4. The filter fabric shall be covered with stone graded as NYSDOT #1, #2, or a blend of both, to protect the fabric from deterioration.
5. An orifice plate shall be placed in the riser at the bottom of the dewatering zone elevation to control the dewatering rate.

Dewatering Drawdown

As a minimum, sediment traps and basins should have their temporary storage dewatered over a 48 hour period to maximize sediment retention. If the soils disturbed within the drainage area will have 60% - 80% fines the settling time should be increased to 4 days. Soils containing greater than 80% fines will need longer settling times but in no case longer than 7 days to maintain the hydraulic performance of the basin for recurring runoff events.

1. Skimmer orifices may be sized by using the design chart shown in Figure 5.3 on page 5.11.
2. Riser-pipe orifice sizes may be approximated by the following formula:

$$A_0 = \frac{A_s \times 2h^{0.5}}{T \times C_d \times 20{,}428}$$

Where:

A_0 = Areas of the dewatering orifice (ft^2)

As = Surface area of the basin/trap (ft^2)

h = head of water above the orifice (ft)

C_d = 0.6 (contraction coefficient of an orifice)

T = Detention time needed to dewater basin (48 hours minimum)

Therefore, the minimum A_o formula for 48 hrs. reduces to:

$$A_o = \frac{A_s \times 2h^{0.5}}{588{,}326}$$

Material Specifications

1. Skimmer Devices - These devices shall be constructed with Schedule 40 PVC pipe with diameters of 4 to 6 inches. The flexible arm shall be equal diameter of non -perforated, corrugated, plastic tubing.

2. Riser-pipe Devices - These devices shall be constructed of Schedule 40 PVC if plastic pipe is used or galvanized corrugated steel or aluminum pipe. The minimum diameter shall be 6 inches if the device is used in conjunction with another permanent riser. All perforations will be at the interior of the corrugations.

Maintenance

1. Dewatering devices shall be inspected weekly and after each runoff event.

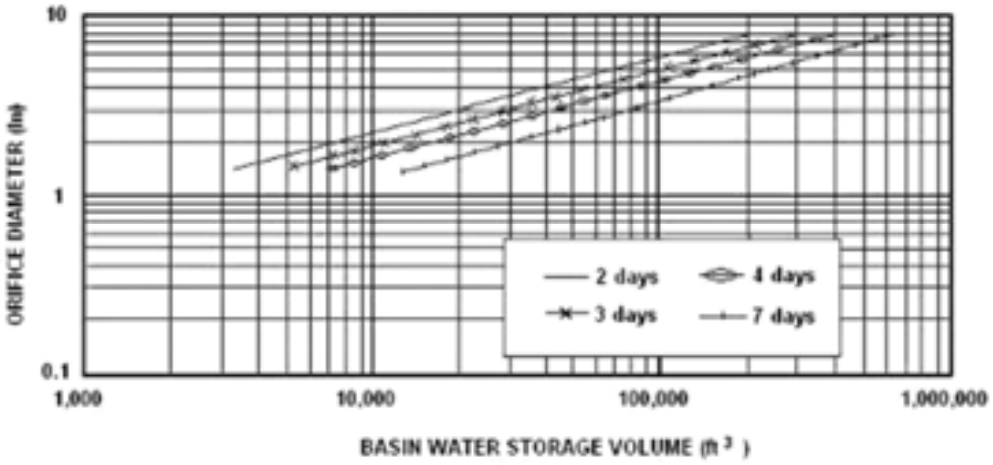
2. Filter fabric or media will be replaced as needed.

3. Any malfunctioning skimmer or its components shall be repaired or replaced within 24 hours of inspection notification.

4. Sediment shall be removed from the system when it reaches the level marked in a sediment cleanout stake or the top of the skimmer landing area.

5. The structure shall only be removed when the tributary area has been properly stabilized.

Figure 5.3 - Skimmer Orifice Design Chart



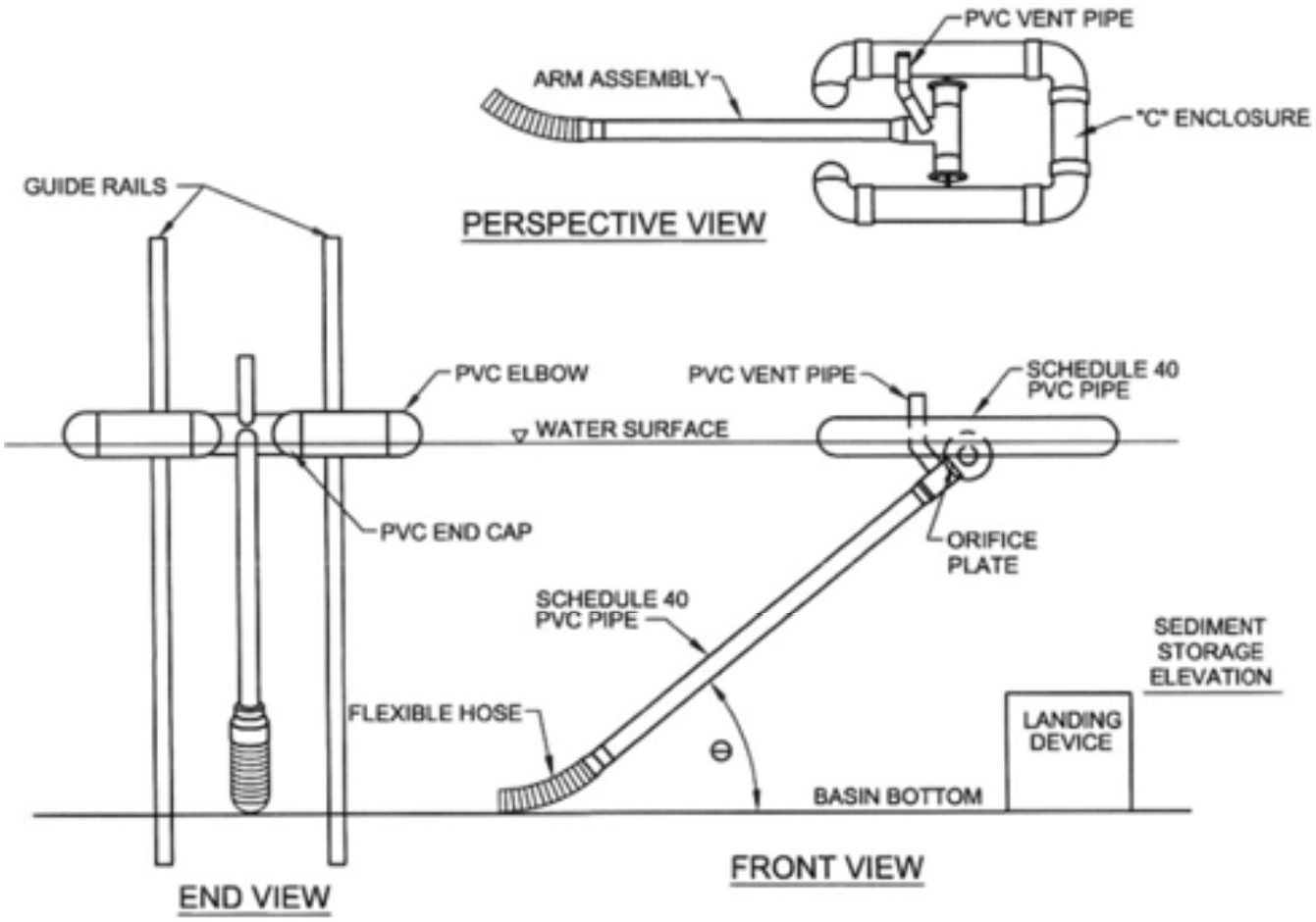
* Figure adapted from Penn State Agricultural and Biological Fact Sheet F-253

Notes:

1. Figure 5.3 is for use in designing the orifice plate for the skimmer shown in Figure 5.4. It assumes 3" to 5" head (depending upon the size of the skimmer). The required head for use of Figure 5.3 varies as follows: For a skimmer with a dewatering tube ≤ 2 1/2" diameter, use a 2" head. For a 3" diameter tube, use a 2.5" head; 4" tube, use 3.3" head, 5" tube use 4" head, and 6" diameter tube use 5" head.

2. Find the vertical line representing the basin's dewatering zone volume. At the intersection of the vertical line with the desired dewatering time, read horizontally to the left to find the required skimmer orifice diameter.

Figure 5.4
Skimmer Dewatering Device



* Figure adapted from Penn State Agricultural and Biological Fact Sheet F-253

Basin No.	Water Surface Elevation (ft.)	Arm Length* (ft.)	Arm Dia. (in.)	Orifice Size** (in.)	Top of Landing Device Elevation (ft.)	Flexible Hose Length (in.)	Flexible Hose Attachment Elevation (ft.)

* Minimum Arm length = Full design storage depth x 1.414 (for 45 degree angle)
** Must be equal to or less than arm diameter

Skimmer Construction Notes

1. Pipe flotation section shall be solvent welded to ensure an airtight assembly. The contractor is required to conduct a test to check for leaks prior to installation.

2. Skimmer section shall have 12 rows of 1/2" diameter holes, 1 1/4" on center. If additional filtration is necessary, the filtering media shall consist of a Type GD-II geotextile fabric wrapped around the perforated portion of the skimmer and attached with plastic snap ties, bands, etc.

3. Flexible pipe shall be inserted into solid pipe and fastened with 2 #8 wood screws.

4. At a minimum, the structure shall be inspected after each rain and repairs made as needed. If vandalism is a problem, more frequent inspection may be necessary.

5. Construction operations shall be carried out in such a manner that erosion and water pollution are minimized.

6. The structure shall only be removed when the contributing drainage area has been properly stabilized.

Materials

(Note: materials for a 4" diameter arm assembly)

1. Solid Pipe - 4" Schedule 40 PVC

2. Perforated Pipe - 4" Schedule 40 PVC

3. 90º Tee (1 each) - 4" Schedule 40 PVC

4. 90º Elbow (4 each) - 4" Schedule 40 PVC

5. Cap (2 each) - 4" Schedule 40 PVC, solid

6. Flexible pipe - 4" Corrugated Plastic Tubing (non-perforated)

Figure 5.5
Riser Pipe Dewatering Device

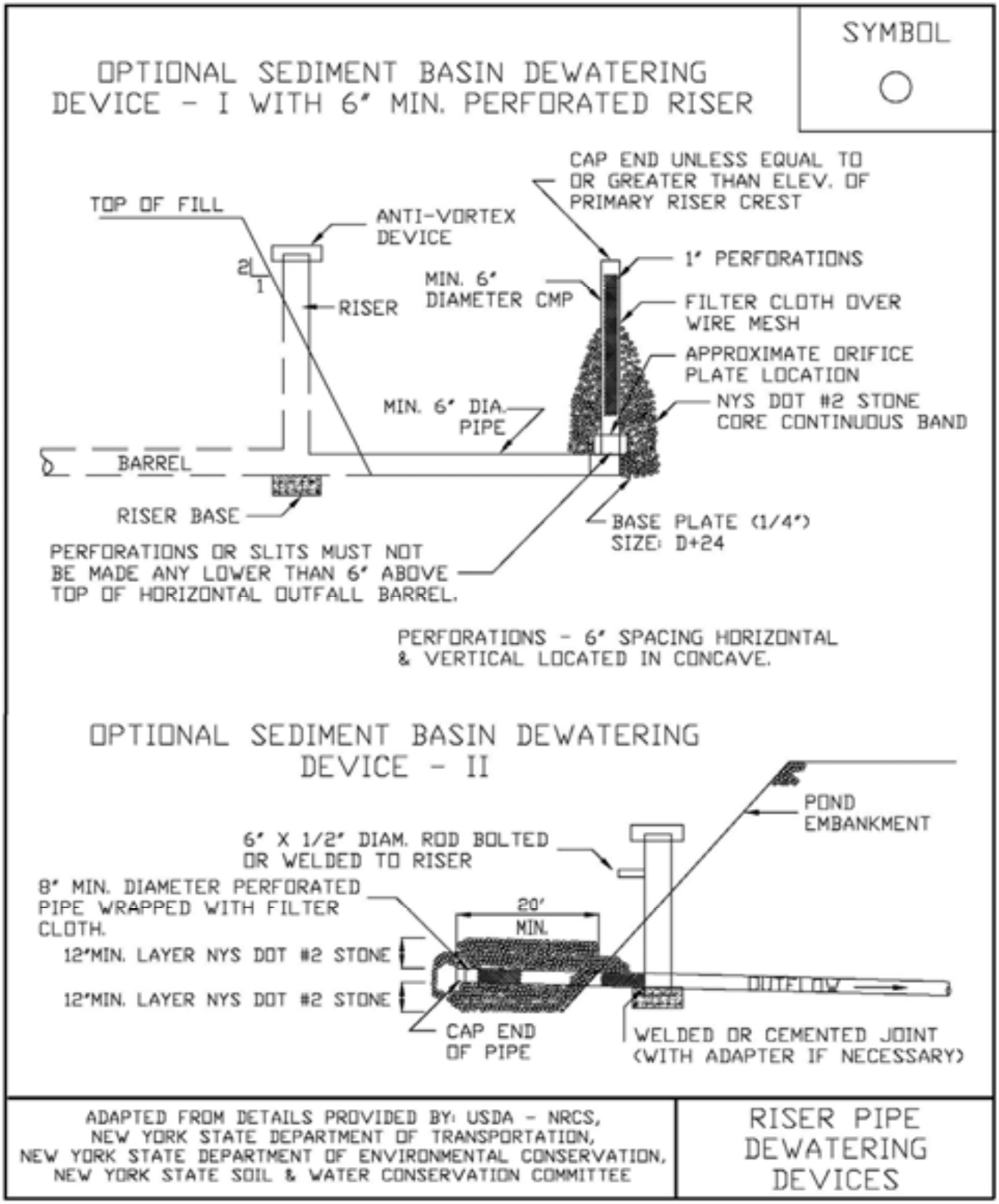


Figure 5.6
Riser Pipe Dewatering Device Construction Notes

Riser Pipe Construction Notes

1. Standpipe and connector pipe shall be a minimum of 6 inches diameter.

2. Metal pipe may be galvanized steel or aluminum; plastic pipe may be Schedule 40 PVC or HDPP.

3. Construction operations shall be carried out in such a manner that erosion and water pollution are minimized.

4. The structure shall only be removed when the contributing drainage area has been properly stabilized.

5. All pipe connections shall be watertight. The lower portion of the standpipe, at a point above the barrel connection, shall be fitted with an internal orifice plate sized to release the volume of the basin no sooner than 48 hours.

6. The top 2/3 of the standpipe shall be perforated with 1 inch diameter hole or slit spaced 6 inches vertically and horizontally and placed in the concave portion of the pipe. No holes will be allowed within 6 inches inches of the horizontal connector pipe.

7. The riser shall be wrapped with a Type GD-II geotextile fabric. The fabric shall extend 6inches above the highest hole and 6" below the lowest hole. Where ends of fabric come together, they shall be overlapped, folded and stapled to prevent bypass.

8. Straps or connecting bands shall be used to hold the fabric and wire mesh (as needed) in place. They shall be placed at the top and bottom of the cloth.

9. The standpipe shall be anchored with either concrete base or steel plate base to prevent flotation. Concrete bases shall be 12 inches thick with the standpipe embedded nine inches. Steel plate bases will be 1/4 inch minimum thickness attached to the standpipe by a continuous weld around the bottom to form a watertight connection. The plate shall have 2.5 feet of stone, gravel or tampered earth placed on it.

10. The perforated standpipe shall be surrounded by NYSDOT #1 or #2 stone or a blend of both to protect the filter fabric.

STANDARD AND SPECIFICATIONS FOR GEOTEXTILE FILTER BAG

Definition & Scope

A **temporary** portable device through which sediment laden water is pumped to trap and retain sediment prior to its discharge to drainageways or off-site.

Condition Where Practice Applies

On sites where space is limited such as urban construction or linear projects (e.g. roads and utility work) where rights-of-way are limited and larger de-silting practices are impractical.

Design Criteria

1. Location - The portable filter bag should be located to minimize interference with construction activities and pedestrian traffic. It should also be placed in a location that is vegetated, relatively level, and provides for ease of access by heavy equipment, cleanout, disposal of trapped sediment, and proper release of filtered water.

   The filter bag shall also be placed at least 50 feet from all wetlands, streams or other surface waters.

2. Size - Geotextile filter bag shall be sized in accordance with the manufacturers recommendations based on the pump discharge rate.

Materials and Installation

1. The geotextile material will have the following attributes:

Minimum Grab Tensile Strength	200 lbs.
Minimum Grab Tensile Elongation	50 %
Minimum Trapezoid Tear Strength	80 lbs.
Mullen Burst Strength	380 psi
Minimum Puncture Strength	130 lbs
Apparent Opening Size	40 - 80 US sieve
Minimum UV Resistance	70%
Minimum Flow Thru Rate	70 gpm/sq ft

2. The bag shall be sewn with a double needle machine using high strength thread, double stitched “Joe” type capable of minimum roll strength of 100 lbs/inch (ASTM D4884).

3. The geotextile filter bag shall have an opening large enough to accommodate a 4 inch diameter discharge hose with an attached strap to tie off the bag to the hose to prevent back flow.

4. The geotextile shall be placed on a gravel bed 2 inches thick, a straw mat 4 inches thick, or a vegetated filter strip to allow water to flow out of the bag in all directions.

Maintenance

1. The geotextile filter bag is considered full when remaining bag flow area has been reduced by 75%. At this point, it should be replaced with a new bag.

2. Disposal may be accomplished by removing the bag to an appropriate designated upland area, cut open, remove the geotextile for disposal, and spread sediment contents and seeded and mulched according to the vegetative plan.

STANDARD AND SPECIFICATIONS FOR SILT FENCE

Definition & Scope

A **temporary** barrier of geotextile fabric installed on the contours across a slope used to intercept sediment laden runoff from small drainage areas of disturbed soil by temporarily ponding the sediment laden runoff allowing settling to occur. The maximum period of use is limited by the ultraviolet stability of the fabric (approximately one year).

Conditions Where Practice Applies

A silt fence may be used subject to the following conditions:

1. Maximum allowable slope length and fence length will not exceed the limits shown in the Design Criteria for the specific type of silt fence used ; and
2. Maximum ponding depth of 1.5 feet behind the fence; and
3. Erosion would occur in the form of sheet erosion; and
4. There is no concentration of water flowing to the barrier; and
5. Soil conditions allow for proper keying of fabric, or other anchorage, to prevent blowouts.

Design Criteria

1. Design computations are not required for installations of 1 month or less. Longer installation periods should be designed for expected runoff.
2. All silt fences shall be placed as close to the disturbed area as possible, but at least 10 feet from the toe of a slope steeper than 3H:1V, to allow for maintenance and roll down. The area beyond the fence must be undisturbed or stabilized.
3. The type of silt fence specified for each location on the plan shall not exceed the maximum slope length and maximum fence length requirements shown in the following table:

		Slope Length/Fence Length (ft.)		
Slope	Steepness	Standard	Reinforced	Super
<2%	< 50:1	300/1500	N/A	N/A
2-10%	50:1 to 10:1	125/1000	250/2000	300/2500
10-20%	10:1 to 5:1	100/750	150/1000	200/1000
20-33%	5:1 to 3:1	60/500	80/750	100/1000
33-50%	3:1 to 2:1	40/250	70/350	100/500
>50%	> 2:1	20/125	30/175	50/250

Standard Silt Fence (SF) is fabric rolls stapled to wooden stakes driven 16 inches in the ground.
Reinforced Silt Fence (RSF) is fabric placed against welded wire fabric with anchored steel posts driven 16 inches in the ground.
Super Silt Fence (SSF) is fabric placed against chain link fence as support backing with posts driven 3 feet in the ground.

4. Silt fence shall be removed as soon as the disturbed area has achieved final stabilization.

The silt fence shall be installed in accordance with the appropriate details. Where ends of filter cloth come together, they shall be overlapped, folded and stapled to prevent sediment bypass. Butt joints are not acceptable. A detail of the silt fence shall be shown on the plan. See Figure 5.30 on page 5.56 for Reinforced Silt Fence as an example of details to be provided.

Criteria for Silt Fence Materials

1. Silt Fence Fabric: The fabric shall meet the following specifications unless otherwise approved by the appropriate erosion and sediment control plan approval authority. Such approval shall not constitute statewide acceptance.

Fabric Properties	Minimum Acceptable Value	Test Method
Grab Tensile Strength (lbs)	110	ASTM D 4632
Elongation at Failure (%)	20	ASTM D 4632
Mullen Burst Strength (PSI)	300	ASTM D 3786
Puncture Strength (lbs)	60	ASTM D 4833
Minimum Trapezoidal Tear Strength (lbs)	50	ASTM D 4533
Flow Through Rate (gal/ min/sf)	25	ASTM D 4491
Equivalent Opening Size	40-80	US Std Sieve ASTM D 4751
Minimum UV Residual (%)	70	ASTM D 4355

2. Fence Posts (for fabricated units): The length shall be a minimum of 36 inches long. Wood posts will be of sound quality hardwood with a minimum cross sectional area of 3.5 square inches. Steel posts will be standard T and U section weighing not less than 1.00 pound per linear foot. Posts for super silt fence shall be standard chain link fence posts.

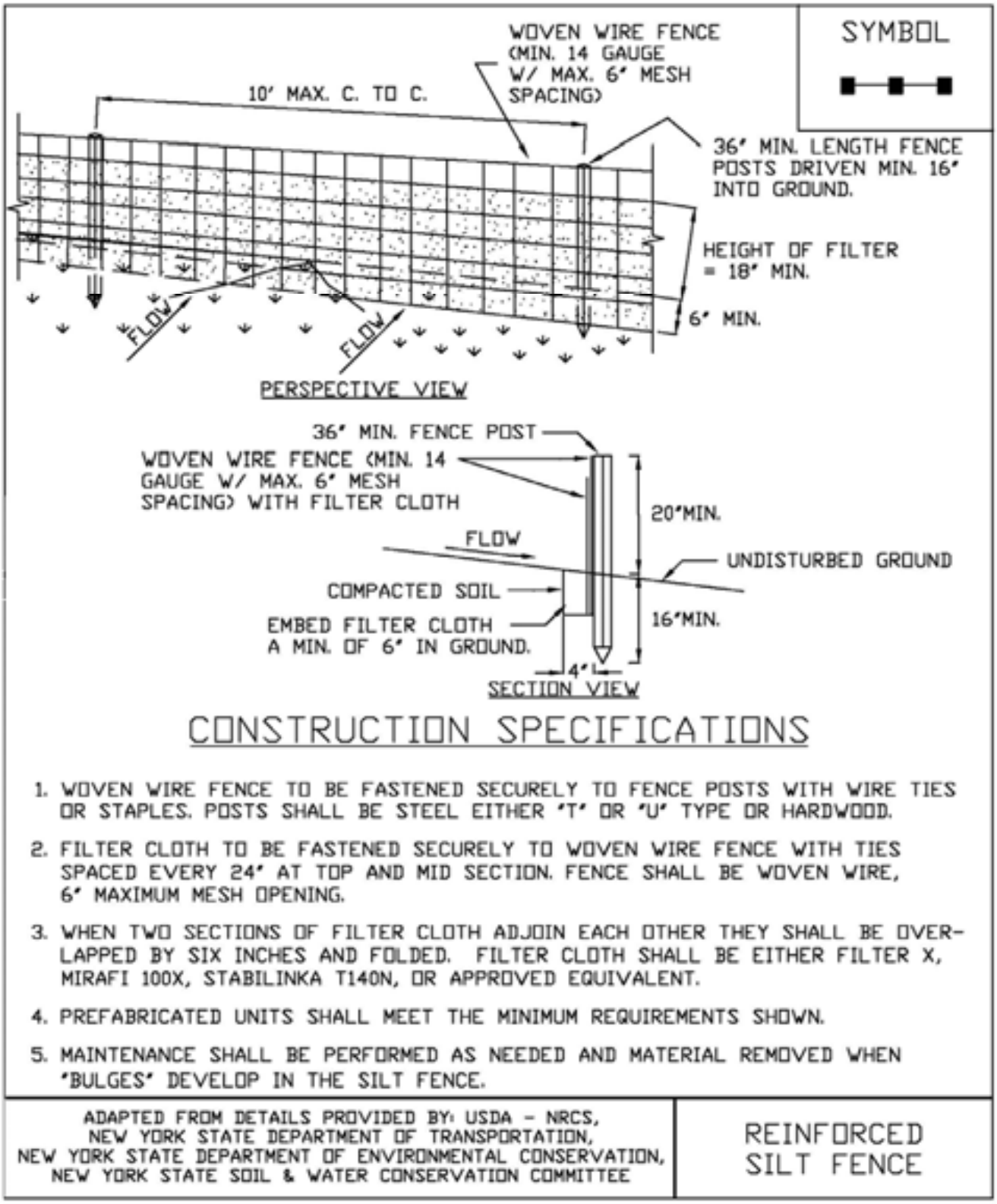
3. Wire Fence for reinforced silt fence: Wire fencing shall be a minimum 14 gage with a maximum 6 in. mesh opening, or as approved.

4. Prefabricated silt fence is acceptable as long as all material specifications are met.

Super Silt Fence

Reinforced Silt Fence

Figure 5.30
Reinforced Silt Fence



STANDARD AND SPECIFICATIONS FOR STORM DRAIN INLET PROTECTION

Definition & Scope

A **temporary** barrier with low permeability, installed around inlets in the form of a fence, berm or excavation around an opening, detaining water and thereby reducing the sediment content of sediment laden water by settling thus preventing heavily sediment laden water from entering a storm drain system.

Conditions Where Practice Applies

This practice shall be used where the drainage area to an inlet is disturbed, it is not possible to temporarily divert the storm drain outfall into a trapping device, and watertight blocking of inlets is not advisable. **It is not to be used in place of sediment trapping devices.** This practice shall be used with an upstream buffer strip if placed at a storm drain inlet on a paved surface. It may be used in conjunction with storm drain diversion to help prevent siltation of pipes installed with low slope angle.

Types of Storm Drain Inlet Practices

There are five (5) specific types of storm drain inlet protection practices that vary according to their function, location, drainage area, and availability of materials:

I. Excavated Drop Inlet Protection
II. Fabric Drop Inlet Protection
III. Stone & Block Drop Inlet Protection
IV. Paved Surface Inlet Protection
V. Manufactured Insert Inlet Protection

Design Criteria

Drainage Area – The drainage area for storm drain inlets shall not exceed one acre. Erosion control/temporary stabilization measures must be implemented on the disturbed drainage area tributary to the inlet. The crest elevations of these practices shall provide storage and minimize bypass flow.

Type I – Excavated Drop Inlet Protection

This practice is generally used during initial overlot grading after the storm drain trunk line is installed.

Limit the drainage area to the inlet device to 1 acre. Excavated side slopes shall be no steeper than 2:1. The minimum depth shall be 1 foot and the maximum depth 2 feet as measured from the crest of the inlet structure. Shape the excavated basin to fit conditions with the longest dimension oriented toward the longest inflow area to provide maximum trap efficiency. The capacity of the excavated basin should be established to contain 900 cubic feet per acre of disturbed area. Weep holes, protected by fabric and stone, should be provided for draining the temporary pool.

Inspect and clean the excavated basin after every storm. Sediment should be removed when 50 percent of the storage volume is achieved This material should be incorporated into the site in a stabilized manner.

Type II – Fabric Drop Inlet Protection

This practice is generally used during final elevation grading phases after the storm drain system is completed.

Limit the drainage area to 1 acre per inlet device. Land area slope immediately surrounding this device should not exceed 1 percent. The maximum height of the fabric above the inlet crest shall not exceed 1.5 feet unless reinforced.

The top of the barrier should be maintained to allow overflow to drop into the drop inlet and not bypass the inlet to

unprotected lower areas. Support stakes for fabric shall be a minimum of 3 feet long, spaced a maximum 3 feet apart. They should be driven close to the inlet so any overflow drops into the inlet and not on the unprotected soil. Improved performance and sediment storage volume can be obtained by excavating the area.

Inspect the fabric barrier after each rain event and make repairs as needed. Remove sediment from the pool area as necessary with care not to undercut or damage the filter fabric. Upon stabilization of the drainage area, remove all materials and unstable sediment and dispose of properly. Bring the adjacent area of the drop inlet to grade, smooth and compact and stabilize in the appropriate manner to the site.

Type III – Stone and Block Drop Inlet Protection

This practice is generally used during the initial and intermediate overlot grading of a construction site.

Limit the drainage area to 1 acre at the drop inlet. The stone barrier should have a minimum height of 1 foot and a maximum height of 2 feet. Do not use mortar. The height should be limited to prevent excess ponding and bypass flow.

Recess the first course of blocks at least 2 inches below the crest opening of the storm drain for lateral support. Subsequent courses can be supported laterally if needed by placing a 2x4 inch wood stud through the block openings perpendicular to the course. The bottom row should have a few blocks oriented so flow can drain through the block to dewater the basin area.

The stone should be placed just below the top of the blocks on slopes of 2:1 or flatter. Place hardware cloth of wire mesh with ½ inch openings over all block openings to hold stone in place.

As an optional design, the concrete blocks may be omitted and the entire structure constructed of stone, ringing the outlet (“doughnut”). The stone should be kept at a 3:1 slope toward the inlet to keep it from being washed into the inlet. A level area 1 foot wide and four inches below the crest will further prevent wash. Stone on the slope toward the inlet should be at least 3 inches in size for stability and 1 inch or smaller away from the inlet to control flow rate. The elevation of the top of the stone crest must be maintained 6 inches lower than the ground elevation down slope from the inlet to ensure that all storm flows pass over the stone into the storm drain and not past the structure. Temporary diking should be used as necessary to prevent bypass flow.

The barrier should be inspected after each rain event and repairs made where needed. Remove sediment as necessary to provide for accurate storage volume for subsequent rains. Upon stabilization of contributing drainage area, remove all materials and any unstable soil and dispose of properly.

Bring the disturbed area to proper grade, smooth, compact and stabilize in a manner appropriate to the site.

Type IV – Paved Surface Inlet Protection

This practice is generally used after pavement construction has been done while final grading and soil stabilization is occurring. These practices should be used with upstream buffer strips in linear construction applications, and with temporary surface stabilization for overlot areas, to reduce the sediment load at the practice. This practice includes sand bags, compost filter socks, geo-tubes filled with ballast, and manufactured surface barriers. Pea gravel can also be used in conjunction with these practices to improve performance. When the inlet is not at a low point, and is offset from the pavement or gutter line, protection should be selected and installed so that flows are not diverted around the inlet.

The drainage area should be limited to 1 acre at the drain inlet. All practices will be placed at the inlet perimeter or beyond to maximize the flow capacity of the inlet. Practices shall be weighted, braced, tied, or otherwise anchored to prevent movement or shifting of location on paved surfaces. Traffic safety shall be integrated with the use of this practice. All practices should be marked with traffic safety cones as appropriate. Structure height shall not cause flooding or by-pass flow that would cause additional erosion.

The structure should be inspected after every storm event. Any sediment should be removed and disposed of on the site. Any broken or damaged components should be replaced. Check all materials for proper anchorage and secure as necessary.

Type V - Manufactured Insert Inlet Protection

The drainage area shall be limited to 1 acre at the drain inlet. All inserts will be installed and anchored in accordance with the manufacturers recommendations and design details. The fabric portion of the structure will equal or exceed the performance standard for the silt fence fabric. The inserts will be installed to preserve a minimum of 50 percent of the open, unobstructed design flow area of the storm drain inlet opening to maintain capacity for storm events.

Figure 5.31
Excavated Drop Inlet Protection

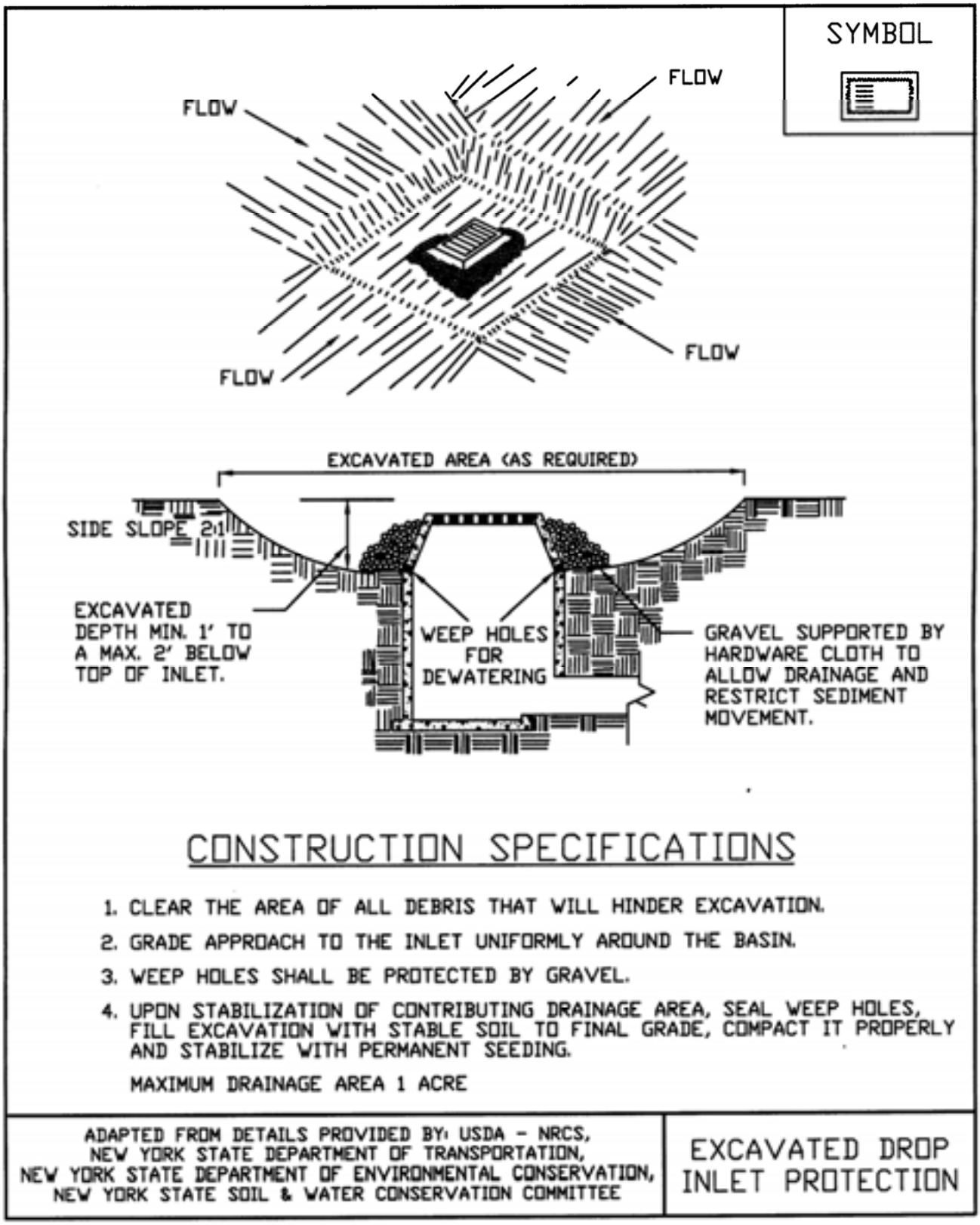


Figure 5.32
Fabric Drop Inlet Protection

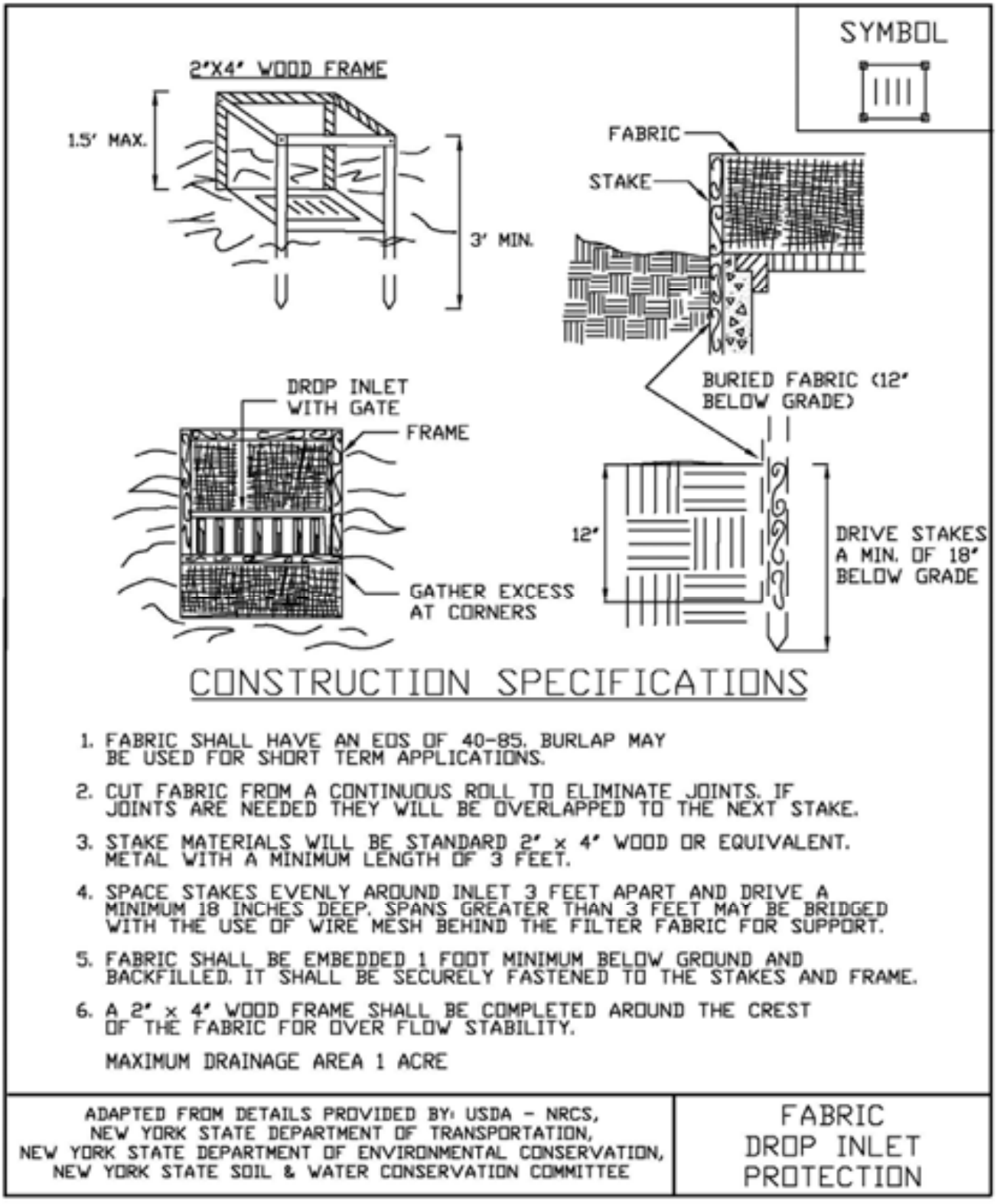
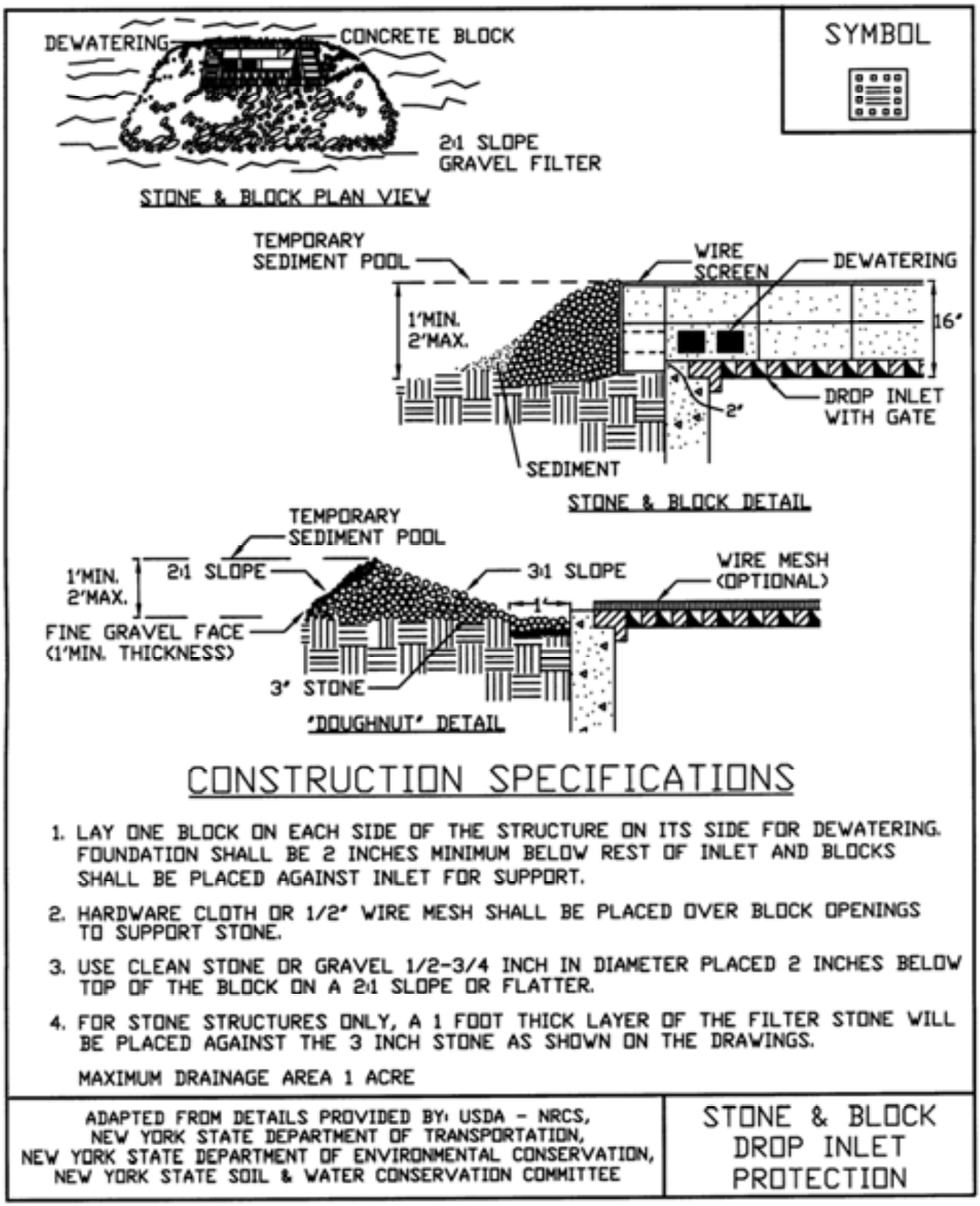


Figure 5.33
Stone & Block Drop Inlet Protection



CONSTRUCTION SPECIFICATIONS

1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2-3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS.

MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS,
NEW YORK STATE DEPARTMENT OF TRANSPORTATION,
NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION,
NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

STONE & BLOCK DROP INLET PROTECTION

McFarland Johnson
Innovative Solutions / Sustainable Results

2525 SR 332, Box 6, Suite 101 • Canandaigua, NY 14424
Phone: 585-905-0970 • Fax: 585-905-0882
www.mjinc.com

July 29, 2019

Deb Osterhoudt
Prime Companies
621 Columbia Street
Cohoes, NY 12047

RE: Durkee Street Mixed Use Development Project - Plattsburgh, New York
Traffic Generation Letter of Findings

Dear Ms. Osterhoudt,

McFarland Johnson, Inc. (MJ) has reviewed the vehicular traffic anticipated to be generated by the proposed Durkee Street Mixed Use Development Project in Plattsburgh, New York and respectively submits this Letter of Findings. The intent of this letter of findings is to assess the projected changes in vehicular traffic generated by the site from the existing conditions to the currently proposed development.

Existing Conditions
The existing site currently contains 289 parking spaces, of which, it was estimated that roughly 275 of those spaces are used on a daily basis according to the Parking Observations and Recommendations study completed by Carl Walker dated February 2018. The study also concluded that in general city wide the parking is roughly 85% occupied during the peak timeframe at noon on weekdays. Access to the current parking lot is provided from Durkee Street and Bridge Street via single unsignalized driveway curb cuts.

Proposed Conditions
The proposed site currently includes 114 residential units, 10,000 square feet of commercial space and an auxiliary 92 space parking lot. The project will have 35 spaces on a courtyard level with a driveway access to Durkee Street and 165 spaces on a lower level with access to Bridge Street; the 92-space auxiliary parking lot will have a separate entrance onto Durkee Street, for a total of 292 parking spaces provided by the project.

Proposed Traffic Generation
For analysis purposes, the peak hours site generated traffic was estimated using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 10th edition as shown in the table below. Although it was concluded that 275 parking spaces were occupied during the peak parking period for the existing lot, that does not necessarily mean all those vehicles entered/exited during a single hour. The ITE trip generation manual uses statistical data collected nationwide to determine an appropriate amount of traffic generated during the peak hour for use in traffic analysis. The proposed trip generation was conservatively calculated assuming that the entire 92 space auxiliary lot was fully occupied by vehicles not associated with the proposed residential and commercial spaces.

Shown in the table below, the resulting trip generation volumes were calculated for both the existing and proposed uses of the site.

TRIP GENERATION CALCULATION TABLE

ITE Trip Generation 10th Edition Manual Research Data:

Type of Land Use	ITE Code	Unit	Weekday Morning Peak			Weekday Evening Peak		
			Enter	Exit	Total	Enter	Exit	Total
Park and Ride Lot	90	275 Occupied Spaces	Generation Rate = 0.44			Generation Rate = 0.55		
			81%	19%	100%	25%	75%	100%
			98	23	121	38	113	151
Total Existing Trips			**98**	**23**	**121**	**38**	**113**	**151**
Shopping Center	820	10 KSF	Generation Rate = 3.00			Generation Rate = 4.21		
			54%	46%	100%	50%	50%	100%
			16	14	30	21	21	42
Multifamily Housing (Low-Rise)	220	114 Units	Generation Rate = 0.56			Generation Rate = 0.67		
			28%	72%	100%	59%	41%	100%
			18	46	64	45	31	76
Park and Ride Lot	90	92 Occupied Spaces	Generation Rate = 0.44			Generation Rate = 0.55		
			81%	19%	100%	25%	75%	100%
			33	8	40	13	38	51
Total Proposed Trips			**67**	**68**	**134**	**79**	**90**	**169**
Difference in Trips			**-31**	**45**	**13**	**41**	**-23**	**18**

* Trip generation rates is based on ITE Trip Generation Manual 10th Edition for Trips Generated during the anticipated morning and evening peak hours.

Based on the results from the trip generation calculations, it is estimated that the proposed development will generate roughly 13 more trips during the morning peak hour and 18 more trips during the evening peak hour. The origin and destination of these trips will change as a result of the project, with an increase in exiting trips in the morning and entering trips in the evening due to the proposed residential use. The proposed development will also distribute the traffic to three access points, while the current site utilizes two driveways.

The general industry practice for many urban municipalities is that an intersection should be analyzed for impact associated with a proposed development if 100 new trips are proposed through that intersection. Although the traffic patterns will likely be altered by the proposed development, we do not believe that the proposed development will increase the traffic volumes by 100 vehicles during the peak hour at any specific intersection; therefore, it is our opinion that no further traffic impact analysis is required as a result of traffic that would be generated by the proposed development.

Please do not hesitate to call should you require additional information or have any questions.
Sincerely yours,

McFARLAND-JOHNSON, INC.

Adam J. Frosino, PE, PTOE
Project Manager - Traffic

1
A5.1

WEST ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

MACKENZIE ARCHITECTS P.C.

162 Battery Street, Burlington, Vermont 05401 802.863.7177 (T) www.mackenziearchitects.com

Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
1/29/2020

A5.1

Ownership of Instruments of Service: All reports, drawings, specifications, computer files, field data, notes and other documents and instruments prepared by the Mackenzie Architects as instruments of service shall remain the property of the Mackenzie Architects. Mackenzie Architects shall retain all common law, statutory and other reserved rights, including the copyright thereto.

1
A5.2

EAST ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
1/29/2020

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1
A5.3

SOUTH ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
1/29/2020

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1
A5.4

NORTH ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
1/29/2020

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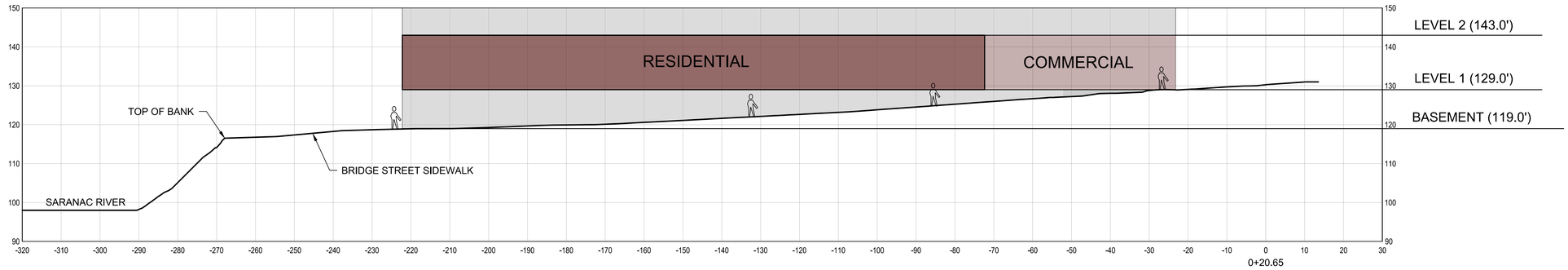
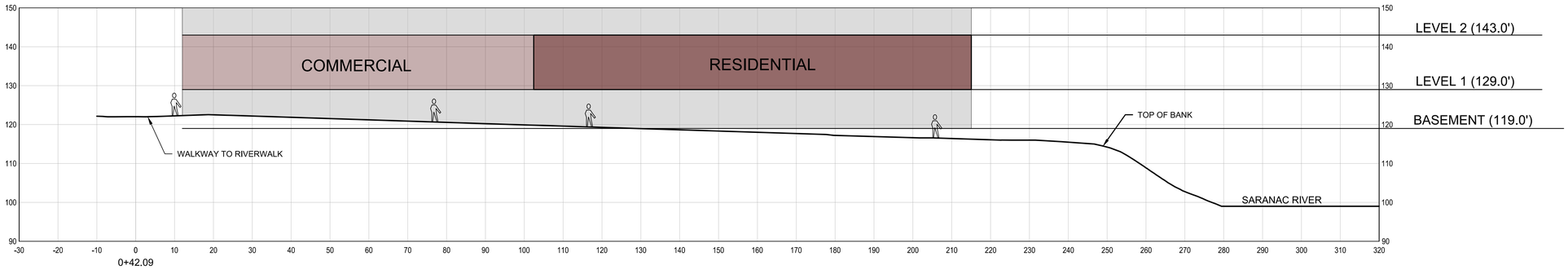
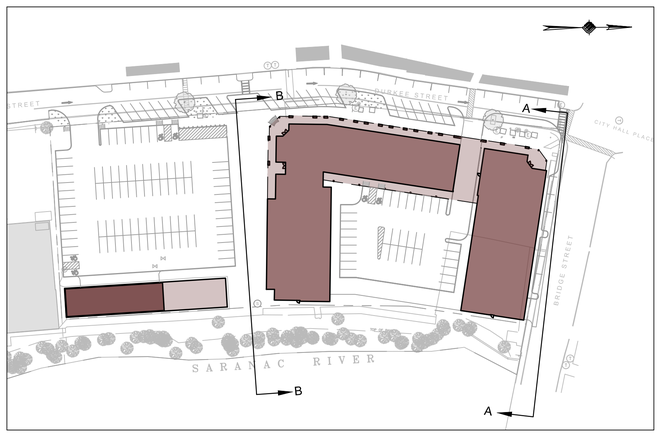


SECTION VIEW A - A



SECTION VIEW B - B



KEY MAP

0 15 30 45 FT

SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION

CLIENT: PRIME PLATTSBURGH, LLC

CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=15'
DATE	JANUARY 2020
PROJECT	18491.00

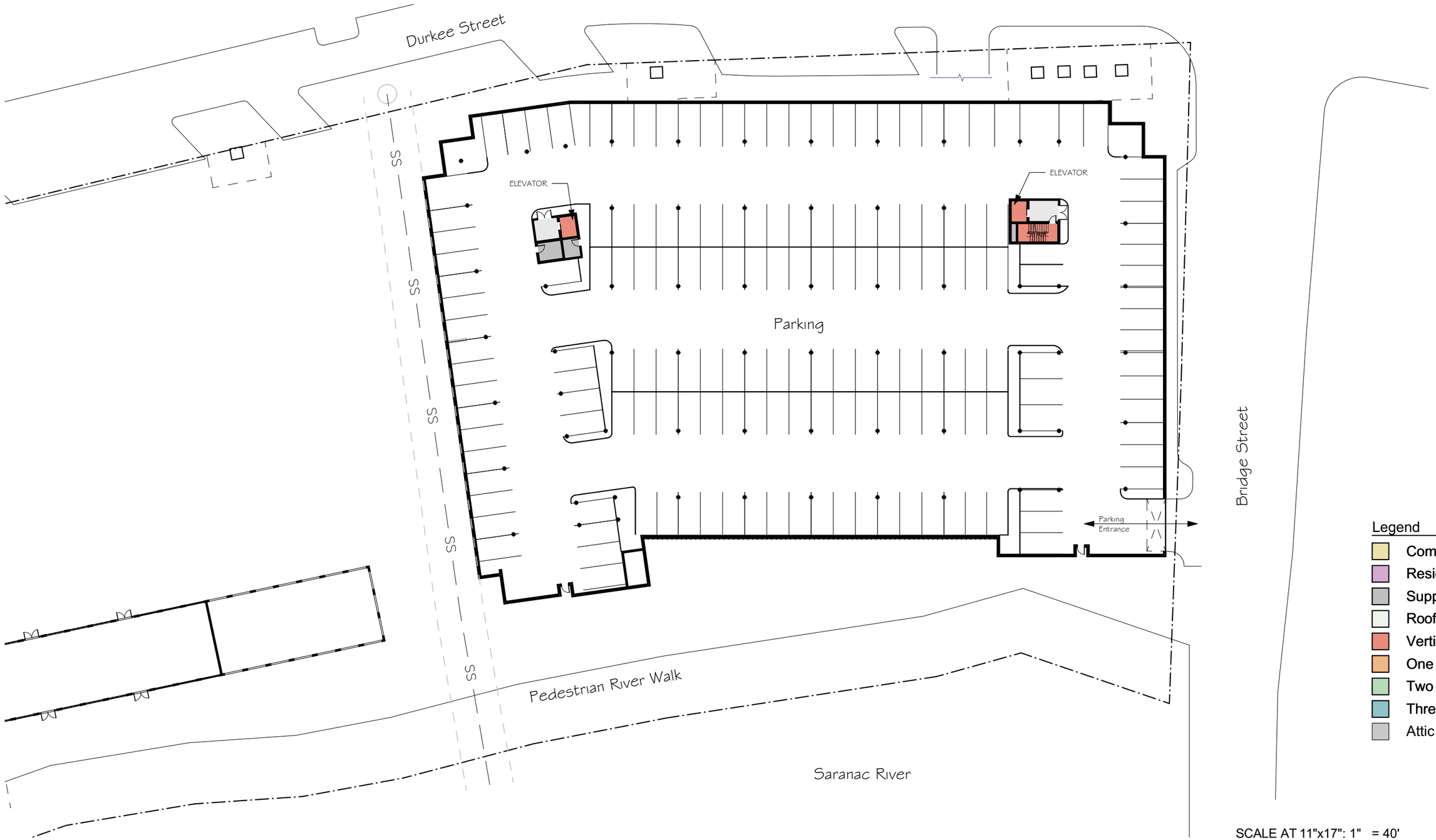
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE

SECTION VIEWS

DRAWING NUMBER

SV-01



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Plattsburgh Mixed Use Development

Basement Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.1

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Plattsburgh Mixed Use Development

Level One Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.2

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Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Two & Three Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.3

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Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Four Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.5

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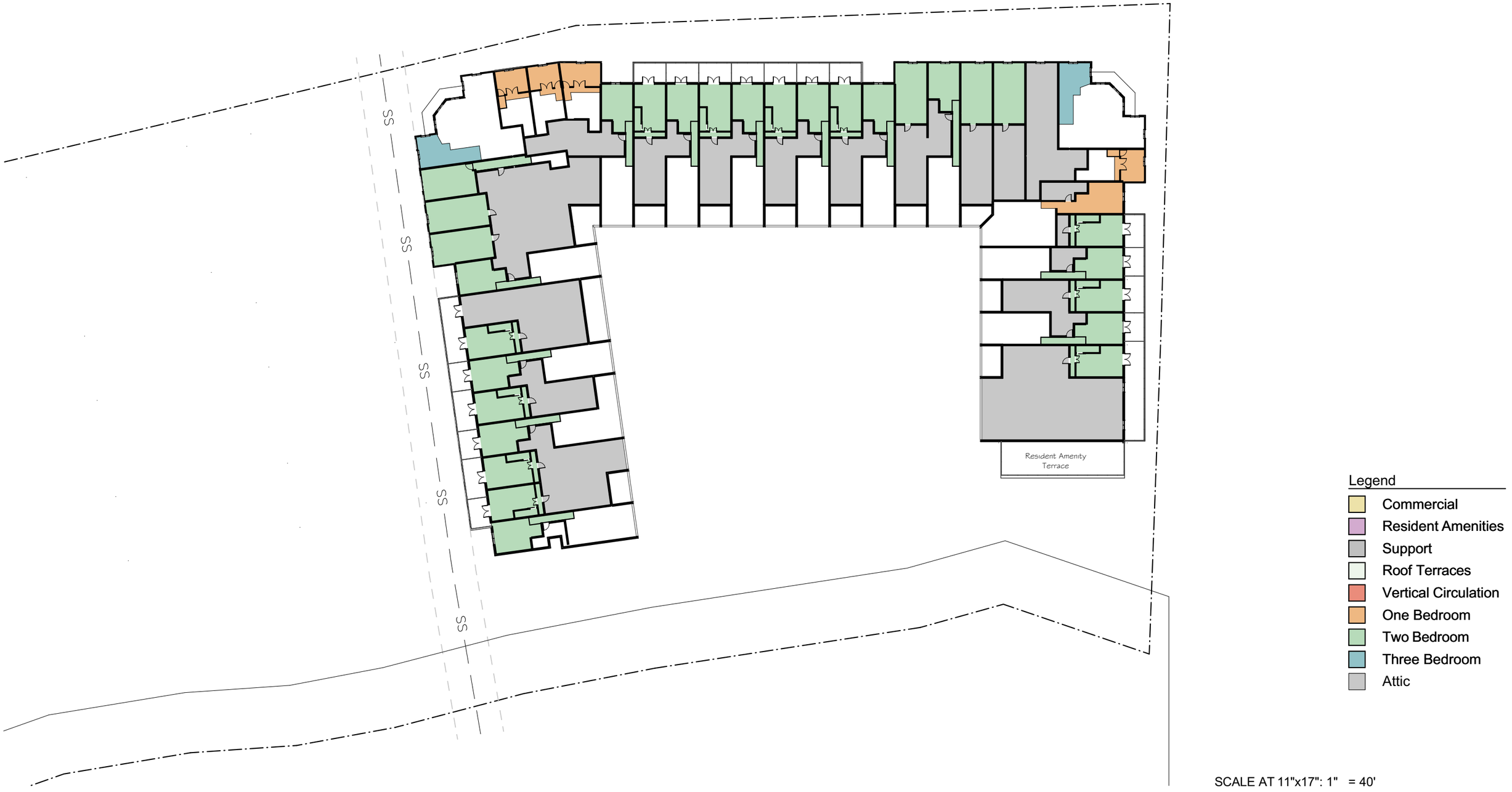

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Attic/Mezzanine Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.6

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Plattsburgh Mixed Use Development

View from Bridge St. & Durkee St.

The City of Plattsburgh
Plattsburgh, NY
1/24/2020

1

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Plattsburgh Mixed Use Development

View from Durkee St.

The City of Plattsburgh
Plattsburgh, NY
1/24/2020

2

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Plattsburgh Mixed Use Development

View from Bridge St.

The City of Plattsburgh
Plattsburgh, NY
1/24/2020

3

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Plattsburgh Mixed Use Development

View from Bridge St. 2

The City of Plattsburgh
Plattsburgh, NY
1/24/2020

4

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Plattsburgh, NewYork

Building and Zoning Department
41 City Hall Place
Plattsburgh, New York 12901
Ph: (518) 563-7707
Fax: (518) 563-6426

PROCEDURE IN APPEALING THE ZONING ORDINANCE
SPECIAL USE PERMIT

DEADLINE FOR FILING APPLICATION December 20, 2019

ZONING BOARD MEETING DATE January 20, 2020

The Zoning Board of Appeals has been empowered to hear and decide all appeals to the Zoning Ordinance and to do so the Board holds public meetings once a month.

The attached appeal application must be completely filled out and returned to the office for action by the Zoning Board of Appeals at their monthly meeting. The filing fee for said application is as follows:

One and Two-family dwellings -	$100.00
Multiple Dwellings	$150.00
Commercial Properties	$150.00

All checks should be made payable to the "City Clerk". In order for your appeal to be heard in the same month you apply, the appeal form and fee must be received by this office three weeks prior to the scheduled meeting of the Zoning Board of Appeals. All applicants or their representatives should attend the Zoning Board of Appeals Public Meeting of their appeal to answer any questions the Board may have regarding their request.

In filling out the form, please be specific and supply the Zoning Board of Appeals with all the necessary information requested on the form. If you are requesting a Variance from the Ordinance, you must detail why the literal enforcement of the ordinance will produce an undue hardship, while the variance requested will adhere to property is no proof of hardship within the purpose of zoning. In addition to the above, an applicant must submit adequate drawings and a site plan of all requests which will involve any construction, alterations, or physical change of their property. **THIRTEEN (13) copies of the application and THE ORIGINAL APPLICATION, of drawings and site plans are required** (we recommend the plans be approved before the THIRTEEN (13) copies are made).

Before the Zoning Board of Appeals may hear and decide your appeal, this office must first:

1. Publish the request in three successive issued of the Press-Republican newspaper not less than five nor more than ten (10) days before the hearings.
2. Notify, by letter, all property owners within 500 feet of the appeal property location of your request.

This office is responsible for implementing the above requirements.

If there are any questions, please feel free to contact this office.
Thank you for your cooperation.

Plattsburgh, NewYork

Building & Zoning Dept
41 City Hall Place
Plattsburgh, New York 12901
Ph: 518-563-7707
Fax: 518-563-6426

_____ USE — CLASS A VARIANCE
_____ AREA — CLASS B VARIANCE
✓ SUP — SPECIAL USE PERMIT

Date: 12/19/19 Appeal No.: _____

An application is hereby made to the Zoning Board of Appeals pursuant to the City of Plattsburgh Zoning Ordinance for a variance to allow the property use as herein described.

Applicant: City of Plattsburgh

Applicant's Address: 41 City Hall Place
Plattsburgh, NY 12901

Telephone No.: 518-536-7520

Parcel Identification: 207.20-7-15

Location of Request: Durkee St.

Property Owner: City of Plattsburgh

Request Description: Special Use Permit to amend boundaries of existing Planned Unit Development

Zoning District:

Section Appealed: 360-31 (Special Use Permits)

Previous Appeal: No.: _____ Date: _____

Identify Applicant's Right to Apply for Variance:

Ownership: ✓ Long Term Lease: _____ Contract To Purchase: _____

Other (Please Explain): _____

Applications for Zoning Variances must be accompanied by:
13 copies of existing and proposed site plan
13 copies of existing and proposed floor plan

The Zoning Board of Appeals may impose reasonable conditions and restrictions on the grant of area and use variances provided they are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

* _____
Signature (Owner/Applicant)
Mathew Miller
Print First and Last Name

Shelise A. Marbut
Notary Public
SHELISE A. MARBUT
NOTARY PUBLIC, STATE OF NEW YORK
NO. 01MA6365804
QUALIFIED IN CLINTON COUNTY
COMMISSION EXPIRES OCTOBER 16, 2021

***Signatures other than the Property Owner, require a Letter of Authorization to apply.**

Plattsburgh, NewYork

Building and Zoning Department
41 City Hall Place
Plattsburgh, New York 12901
Ph: (518) 563-7707
Fax: (518) 563-6426

PROCEDURE IN APPEALING THE ZONING ORDINANCE
SPECIAL USE PERMIT

DEADLINE FOR FILING APPLICATION December 20, 2019

ZONING BOARD MEETING DATE January 20, 2020

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Plattsburgh, NewYork

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✓ SUP — SPECIAL USE PERMIT

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Plattsburgh, NY 12901

Telephone No.: 518-536-7520

Parcel Identification: 207.20-7-15

Location of Request: Durkee St.

Property Owner: City of Plattsburgh

Request Description: Special Use Permit for use of apartments on the first floor of a multistory building within a Planned Unit Development

Zoning District: _____

Section Appealed: 360-31 (Special Use Permits)

Previous Appeal: No.: _____ Date: _____

Identify Applicant's Right to Apply for Variance:

Ownership: ✓ Long Term Lease: _____ Contract To Purchase: _____

Other (Please Explain): _____

Applications for Zoning Variances must be accompanied by:
13 copies of existing and proposed site plan
13 copies of existing and proposed floor plan

The Zoning Board of Appeals may impose reasonable conditions and restrictions on the grant of area and use variances provided they are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

* M Miller
Signature (Owner/Applicant)
Mathew Miller
Print First and Last Name

Shelise A. Marbut
Notary Public
SHELISE A. MARBUT
NOTARY PUBLIC, STATE OF NEW YORK
NO. 01MA6365804
QUALIFIED IN CLINTON COUNTY
COMMISSION EXPIRES OCTOBER 16, 2021

*Signatures other than the Property Owner, require a Letter of Authorization to apply.

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Durkee Street Mixed Use Development		
Project Location (describe, and attach a general location map): The Durkee Street Parking Lot, Plattsburgh, New York - Tax ID: 207.20-7-15		
Brief Description of Proposed Action (include purpose or need): The Durkee Street Mixed Use Development project consists of one five story building with below grade parking and the redevelopment of the 5,800 sf Farmers' Market building, which includes 3,400 sf of commercial/restaurant space and 2,400 sf of civic space (the "Project"). The five story building will have 115 residential units (52 one-bedroom, 59 two-bedroom, 4 three-bedroom). Within the lot, there will be 286 parking spaces (86 in the surface lot, 35 spaces in the courtyard, and 165 spaces in the below grade lot beneath the building). The Project site, tax lot 207.20-7-15, is currently owned by the City of Plattsburgh. To facilitate the Project, the City of Plattsburgh will also be seeking a minor subdivision and a Planned Unit Development ("PUD") subdivision pursuant to Zoning Code Section 360-21. Once subdivided, Prime will purchase from the City the lands that will comprise the Durkee Street Mixed Use Development, a portion of tax lot 207.20-7-15, which will be approximately 2.8-acres in downtown Plattsburgh, NY. The Project site is in the Commercial "C" zoning district and is currently within an existing PUD. As part of the Project, the City will be seeking the following special use permits from the City Zoning Board of Appeals ("ZBA"): 1) PUD amendment and 2) residential units on the first floor of a building within a PUD. In addition, the City will be seeking a minor subdivision and a PUD subdivision approval from the Planning Board, which will also request that certain zoning area and bulk deviations be made under the authority set forth in Zoning Code Section 360-21. Concurrently, Prime will be seeking site plan approval from the Planning Board for the specific Durkee Street Mixed Use Development project. The Project it bound by Durkee Street to the west, Bridge Street to the north, the Saranac River to the east, and an existing office building to the south. In addition to the buildings, the project will provide on-grade parking as well as an open space corridor to connect Durkee Street to a new pedestrian Riverwalk (by others). The site is being developed in response to an RFP from the City of Plattsburgh entitled "Mixed-Use Development Opportunity for the Durkee Street Site in Downtown Plattsburgh". The City has commenced the SEQRA process by requiring that a Generic Environmental Impact Statement be prepared to assess the potential impacts of the Project and related improvements.		
Name of Applicant/Sponsor: Prime Plattsburgh, LLC	Telephone: (518) 785-9000 ext. 126 E-Mail: tcurley@CBCPrime.net	
Address: 621 Columbia Street		
City/PO: Cohoes	State: New York	Zip Code: 12047
Project Contact (if not same as sponsor; give name and title/role): McFarland Johnson - Turner Bradford, PE (Agent for Applicant)	Telephone: (518) 580-9380 E-Mail: tbradford@mjinc.com	
Address: 60 Railroad Place, Suite 402		
City/PO: Saratoga Springs	State: New York	Zip Code: 12866
Property Owner (if not same as sponsor): City of Plattsburgh	Telephone: (518) 563-7702 E-Mail:	
Address: 41 City Hall Place		
City/PO: Plattsburgh	State: New York	Zip Code: 12901

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes☐No	City of Plattsburgh - SEQRA (GEIS), Termination of GML Redevelopment Plan, Disposition of City-owned property and related easements, Development Agreement	02/01/2019
b. City, Town or Village Planning Board or Commission ☑Yes☐No	City of Plattsburgh Applications - Minor Subdivision, PUD Amendments, Prime Applications - Site Plan	11/29/2019
c. City, Town or Village Zoning Board of Appeals ☑Yes☐No	City of Plattsburgh - Special Use Permit PUD, Special Use Permit - Residential on first floor	12/20/2019
d. Other local agencies ☐Yes☐No	City of Plattsburgh DPW - Highway Work Permit for Non-Utility Work, Highway Work Permit for Utility Work, Water, Electric, Sewer Connections	02/01/2019
e. County agencies ☑Yes☐No	Clinton County Planning Board - GML Referral, Clinton County Industrial Development Agency - Payment in Lieu of Taxes (PILOT) approval	Clinton County Planning Board - 11/29/2019 Clinton County IDA - 02/01/2019
f. Regional agencies ☐Yes☐No		
g. State agencies ☑Yes☐No	NYSDEC - SPDES General Permit GP-0-15-002 NYSOPRHP - Consultant pursuant to Section 14.09	02/01/2019
h. Federal agencies ☐Yes☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☐No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes☐No

If Yes, identify the plan(s):

Remediaton Sites:E510020

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☐No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
PUD - Planned Unit Development
C - Commercial

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Note: PUDs in the City of Plattsburgh are Special Use Permits not a typical zone change.

C.4. Existing community services.

a. In what school district is the project site located? Plattsburgh City School District

b. What police or other public protection forces serve the project site?
Plattsburgh City Police Department, Clinton County Sheriff, New York State Police

c. Which fire protection and emergency medical services serve the project site?
Plattsburgh City Fire Department

d. What parks serve the project site?
Plattsburgh City Parks

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Residential, Commercial, Retail, Restaurant, Civic

b. a. Total acreage of the site of the proposed action? 2.76 +/- acres
b. Total acreage to be physically disturbed? 2.76 +/- acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 4.66 +/- acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	0	0	0	0
At completion of all phases	0	0	0	1 building (115 total units)

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 2

ii. Dimensions (in feet) of largest proposed structure: 65 height; 210 width; and 315 length

iii. Approximate extent of building space to be heated or cooled: 193,150 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☐ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source. _____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☐ No

If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☐ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

i. Total anticipated water usage/demand per day: 29,640 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:

- Name of district or service area: City of Plattsburgh
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

i. Total anticipated liquid waste generation per day: 29,640 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Typical residential, commercial, retail, restaurant sanitary wastewater.

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No
If Yes:

- Name of wastewater treatment plant to be used: Plattsburgh Water Pollution Control Plant
- Name of district: City of Plattsburgh Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project? ☑Yes☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

61,420 Square feet or 1.41 acres (impervious surface)

43,995 Square feet or 1.01 acres (parcel size)

ii. Describe types of new point sources. Project will have permitted discharge points into the Saranac River. All existing discharge points from the current parking lot will be removed or abandoned as part of the project.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

The water from the site will discharge into the Saranac River, required water quality treatment will be provided.

- If to surface waters, identify receiving water bodies or wetlands: Saranac River
- Will stormwater runoff flow to adjacent properties? ☐Yes☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐Morning ☐Evening ☐Weekend
☐Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action:
390,000 kwh/year

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):
City of Plattsburgh Municipal Lighting Department

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7am - 7pm
- Saturday: 7am - 7pm
- Sunday: N/A
- Holidays: N/A

ii. During Operations:

- Monday - Friday: Consistent w/ proposed commercial uses
- Saturday: Consistent w/ proposed commercial uses
- Sunday: Consistent w/ proposed commercial uses
- Holidays: Consistent w/ proposed commercial uses

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Noise levels will temporarily increase during construction periods as a result of the construction equipment. Upon completion of construction, noise levels will not exceed normal levels as no noise generating features are proposed.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Area lights on poles and wall mounted light fixtures. Lights will be directed to parking areas and pedestrian access ways.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☐ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☐ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☐ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: TBD tons per TBD (unit of time)
- Operation : 3.1 tons per day (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recycling wood, paper, and cardboard
- Operation: Recycling paper, plastics, and cardboard

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: To be hauled off-site by a private hauler in a legal manner.
- Operation: To be hauled off-site by a private hauler in a legal manner.

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Municipal parking

ii. If mix of uses, generally describe:

The project is located in downtown Plattsburgh, an urban environment with commercial, retail, and residential uses around the site. There are also two municipal parks near the project site.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	2.76 +/-	2.76 +/-	-
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☐ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Stafford Middle School (Plattsburgh City School District), Saint Johns Academy (Pre-K through 6th grade Catholic School), YMCA Preschool, Plattsburgh State College Childcare

e. Does the project site contain an existing dam? ☐ Yes ☐ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____

☑ Yes – Environmental Site Remediation database — Provide DEC ID number(s): E510020

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): 510007, V00637, C510022, 510016, E510020

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

The groundwater on the site has been monitored over time and the DEC has deemed the site's groundwater no longer requires monitoring and the monitoring wells can be decommissioned.

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☐No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? +/- 25 feet

b. Are there bedrock outcroppings on the project site? ☐Yes ☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: Urban 100 %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: 20 feet

e. Drainage status of project site soils: ☐ Well Drained: ____% of site
☑ Moderately Well Drained: 50 % of site
☑ Poorly Drained 50 % of site

f. Approximate proportion of proposed action site with slopes: ☑ 0-10%: 100 % of site
☐ 10-15%: ____% of site
☐ 15% or greater: ____% of site

g. Are there any unique geologic features on the project site? ☐Yes ☑No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☑No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑Yes ☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑Yes ☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Saranac River Classification Class C
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☑No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes ☑No

j. Is the project site in the 100-year Floodplain? ☐Yes ☑No

k. Is the project site in the 500-year Floodplain? ☐Yes ☑No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑Yes ☐No
If Yes:

i. Name of aquifer: Principal Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:
Project Site is an urban parking lot and contains no predominant wildlife.

n. Does the project site contain a designated significant natural community? ☐Yes ☑No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑No
If Yes:
i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☑Yes ☐No
If Yes:
i. Species and listing: _____
Common Loon

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No
If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☑No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: Eligible property:3-story/brick/commercial w/storefront, Eligible property:NAT COMM BANK & TRUST, Eligible property:C...

iii. Brief description of attributes on which listing is based:

Downtown Plattsburgh Historic District (Eligible District)

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s):

ii. Basis for identification:

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: (1) Cumberland Bay State Park, (2) Samuel Champlain Monument Park

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): (1) State park with lake access for campers and day users; (2) City park with lake access and walking paths

iii. Distance between project and resource: (1) 4 miles; (2) 1 mile miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation:

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Natalie Olivieri for Turner Bradford Date 12/06/2019

Signature Title Junior Engineer

PRINT FORM

DISCOVER
Plattsburgh

Community Development Office
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901
Phone: 518-563-7642
cdo@cityofplattsburgh-ny.gov

February 21, 2020

Mr. Joe McMahon, Building Inspector
Mr. Ron Nolland, Chairman, Zoning Board of Appeals

Re: Plattsburgh Durkee Street Development

Dear Joe and Ron:

The City of Plattsburgh, as part of its Downtown Revitalization Initiative (DRI) award from the State of New York, is now moving forward with permitting for the redevelopment of the City owned Durkee Street lot bordered by Bridge, Durkee, and Broad Streets and the Saranac River. The redevelopment of the Durkee Street lot will involve approvals from both the City Planning Board and the City Zoning Board of Appeals (ZBA).

City Permitting

As part of this redevelopment, we have submitted several applications to the City Planning Board that include the following:

- *City Minor Subdivision application* – for a 2-lot subdivision that will formally separate the Broad Street parking lot from the rest of the Durkee Street site;
- *City Planned Unit Development (PUD) application* – for a 2-lot PUD; and
- *Prime Site Plan application* for Lot 2B within the PUD for the proposed Prime Plattsburgh Durkee Street Mixed-Use Development.

Additional supporting information for the Planning Board applications will be submitted for consideration at that board's March 2020 meeting.

The City has previously submitted Special Use Permit (SUP) applications along with supporting materials. In our current submission for consideration at the ZBA's March 2020 meeting,

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additional information in support of those SUP applications has been provided. These applications include the following:

- *SUP application* to replace the existing PUD with new PUD boundaries; and
- *SUP application* for the use of apartments on the first floor of a multistory building within a PUD. *See* Zoning Code – Schedule I, Schedule of Permitted Uses – Part B.

The City has submitted a single application packet to the ZBA for these two SUPs. Consideration of the PUD itself is the responsibility of the Planning Board. The ZBA is responsible only for reviewing the SUPs to replace the previously approved PUD (Zoning Code § 360-31).

SEQRA Process

The SEQRA process is being handled by the Common Council as lead agency. A Draft Generic Environmental Impact Statement (DGEIS) was prepared and deemed sufficient for public review and comment. A public hearing was conducted on December 9, 2019 and the public comment period for the DGEIS ended December 23, 2019. Following the close of the public comment period, all substantive comments received were addressed in a Final Generic Environmental Impact Statement (FGEIS) that was prepared and accepted as complete by the Common Council on January 30, 2020. A SEQRA Findings Statement was prepared and adopted by the Common Council on February 20, 2020.

Although a GEIS and related SEQRA Findings Statement have been issued, the Planning Board and the ZBA will need to make a SEQRA determination on the specific applications taking into consideration their involved agency status. These determinations should be made by the Planning Board for the Minor Subdivision action, the PUD Subdivision action, and for Prime's Site Plan and by the ZBA for the two SUPs. An Environmental Assessment Form ("EAF") and SEQRA narrative will accompany each application to guide the Board's review of each Project's potential environmental impacts and to utilize in its review and application of the Common Council's GEIS Findings Statement

In this instance, because of the comprehensive nature of the DGEIS, FGEIS, and Findings Statement, the Planning Board and ZBA may find that no further SEQRA review is required

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because the specific actions will be carried out in conformance with the conditions and thresholds established for such actions in the GEIS or its Findings Statement. In furtherance of the above, copies of the DGEIS, FGEIS, Findings Statement, and all other SEQRA materials have been submitted to the Planning Board and the ZBA for inclusion within their respective administrative records.

We look forward to working with you on the review of our applications to the ZBA.

Sincerely,

Matthew Miller
Director of Community Development

Attachments

CITY OF PLATTSBURGH
COMMUNITY DEVELOPMENT OFFICE

February 20, 2020

Ron Nolland
Zoning Board Chairman
City of Plattsburgh
41 City Hall Pl
Plattsburgh, NY 12901

Dear Mr. Nolland:

Please consider this letter to appoint McFarland Johnson, Inc. as an authorized representative of the City of Plattsburgh in relation to appeal number 2232 for a Special Use Permit before the Zoning Board of Appeals. This authorization permits McFarland Johnson to act for and on behalf of the City of Plattsburgh in responding to comments and questions regarding the proposed mixed-use development located at 22 Durkee Street as they relate to the Special Use Permit application.

The vast majority of comments and questions raised during the February 10th, 2020 public hearing for the application were in regard to the proposed mixed-use development to be located on the site. As the project engineer for Prime Plattsburgh, LLC, McFarland Johnson is the appropriate entity to respond to comments related to the specific project.

If the Zoning Board of Appeals has any concerns about the permission being granted by this letter, please contact me at MillerMa@cityofplattsburgh-ny.gov or the phone number listed below. Thank you for your attention to this notice.

Matthew Miller
Director of Community Development

(Encl.)

CC: Joseph McMahon, *Building Inspector*

MATTHEW MILLER, COMMUNITY DEVELOPMENT DIRECTOR
41 City Hall Place, Plattsburgh, NY 12901 · Phone: (518) 563-7642

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cdo@cityofplattsburgh-ny.gov

MEMORANDUM

To: Joe McMahon, Building Inspector
Ron Nolland, Chairman, Zoning Board of Appeals

From: Matthew Miller, City Director of Community Development
Gail Henderson-King, White + Burke

Re: City Application for Special Use Permits – Supplemental Materials
Durkee Lot Mixed Use Development (DLMUD)

Date: February 21, 2020

On behalf of the City of Plattsburgh, enclosed please find copies of the City's Special Use Permit applications and additional supporting materials for the Durkee Lot Mixed Use Development:

1. Special Use Permit application to replace the existing Durkee Street Planned Unit Development (PUD) with new PUD boundaries dated December 19, 2019.
2. Special Use Permit application for apartments on the first floor of a multistory building within the Durkee Street PUD dated December 19, 2019.
3. City's updated SUP application Project Narrative dated February 21, 2020 including letter from McFarland Johnson and associated documentation submitted in support of Prime Plattsburgh, LLC's request that an alternative method of calculating parking demand be utilized for the DLMUD dated February 4, 2020.
4. Prime Plattsburgh Development – SEQRA Involved Agency Narrative from Whiteman, Osterman & Hanna, LLP dated February 21, 2020.
5. City's updated PUD application Project Narrative dated February 3, 2020.
6. City's PUD permit application dated November 11, 2019.
7. Prime Plattsburgh, LLC Durkee Street Mixed Use Conceptual Site Plan and Basement Parking Plan C-01 prepared by McFarland Johnson dated November 2019.
8. Updated list of requested deviations from underlying zoning regulations within the proposed PUD dated February 3, 2020.

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9. Memorandum and associated documentation submitted in support of the City's overall parking plans for the downtown area dated February 20, 2020.
10. Draft floor plans for the DLMUD from Mackenzie Architects dated January 21, 2020.
11. Responses to public comments received during the SUP application public hearing held on February 10, 2020 from McFarland Johnson dated February 21, 2020. Associated documentation is also provided.
12. DLMUD Site Plan application and associated drawing set from McFarland Johnson dated February 3, 2020.

Please let us know if you need additional information.

Thank you.

City of Plattsburgh - Plattsburgh Durkee Street Development
City Application for Special Use Permits

Revised Project Narrative
February 21, 2020

This document reflects the changes that have been made to the original Special Use Permit narrative dated January 24, 2020 ("Supplemental SUP Narrative"). As discussed at the February 10, 2020 public hearing, the Project has undergone changes to its parking computation as a result of public input. Therefore, we have revised the Supplemental SUP Narrative's section related to "the provision for automobile parking or storage". Accordingly, the new section related to the provision for automobile parking or storage is noted below and further set forth in the public hearing comment response document at comment response #3.

III City Special Use Permit Review

The provision for automobile parking or storage

PUD Boundary SUP

Prime's Project would replace an auto-oriented use (a surface parking lot) with a pedestrian-oriented mixed-use development, which, in combination with the proposed improvements to the deteriorating riverwalk and adjacent Bridge and Durkee Streets, would bring more pedestrians to the site and to the waterfront. The proposed project will also include a 2,400-SF publicly-accessible civic space within an open-air pavilion with access from the new pedestrian walkway.

Per the City's Zoning Code, 317 spaces would need to be provided on-site for the residential and commercial components of the Project. However, in the DGEIS it is noted that the City's off-street parking requirements have not been updated in some time. Realizing that the City's off-street parking requirements do not currently reflect parking requirements in an urban setting, the City has the ability within the PUD regulations to deviate from the Zoning Code's parking requirements. Per City Code § 360-21, the Planning Board is authorized to allow deviations from parking requirements established in § 360-26 for a PUD where the applicant can demonstrate that another method of computation will adequately serve the proposed mixed or multiple use.

Such parking deviations may be based on support that examines a totality of the circumstance to ensure that the appropriate amount of off-street parking is provided in accordance with these findings. It has been noted in the SEQRA record that an abundance

of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas is an eyesore that can obstruct commercial tenants from bringing their business to a downtown area.

As part of the PUD, the Project will be requesting an alternate calculation for parking demand in accordance with the Zoning Code Section 360-21. The Project is requesting a parking demand that is based upon the approved, constructed, and occupied parking demand from its most similar project that it has recently constructed.

The deviation being requested is:

Zoning Requirement – 317 off-street parking spaces
Parking Demand Based on Similar Development – 226
Proposed public parking spaces – 50
Off-Street Parking Provided – 286 (include an additional 10 spaces for Prime's Project).

This deviation is based on a similar project known as "The Hamlet" in Saratoga Springs, NY. The Hamlet consists of three mixed use buildings surrounding a courtyard surface parking lot with residential basement parking beneath one of the buildings. It was approved with the following parking demand:

Use	Calculation
Residential	1.5 per unit
Commercial/Retail/Restaurant	1 per 300 sf
Employee Parking	½ per employee 1 employee per 900 sf of comm/retail/restaurant

The approved cover sheet and site plan are provided as an attachment. The Hamlet has been operating for more than four years with the following uses: more than 10,800 sf of restaurant space; more than 20,000 sf of retail/commercial space; a more than 20,000 sf market; and 145 residential units. Within that time the Hamlet has not experienced a parking deficiency. It should be noted that while the Hamlet's use and layout is very similar to the DLMUD, it should be noted that the Hamlet's location is different. The Hamlet is not within the urban core of Saratoga Springs. There is no additional parking off-site that can be accessed by Hamlet users; if you cannot park on-site you cannot use the Hamlet. In addition, the Hamlet is not connected to a walkable community; virtually everyone who accesses the Hamlet is using an automobile to access it. For these two reasons the DLMUD's parking demand is expected to be less than the Hamlet's. Based

upon the information above, the project is confident that the proposed parking calculation is adequate to serve the proposed uses.

Information related to the example provided to the ZBA is annexed hereto as Exhibit A, which demonstrates that this alternate parking computation has been successfully implemented in a similar development.

Please note that the City of Plattsburgh Building Inspector has reviewed this revised parking computation and stated that "[b]ased on my review of this documentation, I concur with Prime's assessment that the method used to calculate the off-street parking requirements for The Hamlet, a method which has been shown to work effectively during the years since it was originally approved, is adequate for use in calculating the off-street parking requirements for the DLMUD. Per this method, it is my opinion that the provision of 226 spaces on-site is adequate to meeting the parking demand for the proposed DLMUD." *See* Exhibit B.

This parking calculation indicates that the need for the Project is 226 parking spaces. Prime will be supplying an additional 10 spaces above this demand. In addition, the 50 public spaces are still proposed to be included on the Project Site, brining the total parking spaces on the Project Site to 286 parking spaces.

Notwithstanding, please note the other similarly situated municipalities and their downtown parking requirements, which would require even less parking on the Project Site.

	Residential	Restaurant	Retail	Office	Code Section
Albany, Mixed Use, Downtown	0	0	0	0	Unified Sustainable Development Ordinance § E (1)(c)(ii)
Port Chester-Commercial Districts	0	0	0	0	Zoning Code § 345-14 (A)(3)

The City of Albany is a similarly situated urban environment currently going through a revitalization process that resulted in the adoption of a Unified Sustainable Development Ordinance. Similarly, the Village of Port Chester (which is an urban environmental along the Byram River in Westchester County) eliminated parking requirements in their downtown core area to facilitate a walkable community and spark a less vehicle dependent downtown area. This has been successfully implemented in the City of Albany and the Village of Port Chester in attracting urban mixed use development.

The existing, publicly accessible parking spaces located on the site will be relocated to several nearby downtown lots and public streets. The City anticipates that the majority

of these parking spaces will be operational prior to the start of construction of the proposed development. The DGEIS outlines and documents the new locations of these publicly accessible spaces. The City is implementing this parking relocation process as part of their Public Parking Plan.

Globally, throughout the City, the future parking public parking supply within the SAD is expected to decrease by a total of 20 spaces to 800. This represents a 2% reduction in the total parking supply. Please note the following analysis that is being considered as part of the SEQRA process:

Existing and Future Publicly Accessible Parking Supply within SAD

	Existing Public Supply[1]	Future Public Supply	Change in Public Supply
DSMPL (existing) / DLMUD (future)	289	50	-239
BSMPL	59	80[2,3]	+21
APMPP	0	103[3]	+103
Westelcom Park[5]	4	0	-4
Clinton County Lot	0	69[2,4]	+69
Court Street Lot	44[7]	44[7]	0
City Hall Place Lot	17[7]	17[7]	0
Off-Street Totals	***413***	***363***	***-50***
Durkee Street (Broad St. to Bridge St.)	15	53	+38
Bridge Street (Durkee St. to Peru St.)	32	38	+6
Court Street (north side from Margaret St. to Oak St.)	28	19	-9
Margaret Street (west side from Brinkerhoff St. to Division St.)	9	4	-5
On-Street Totals (All Streets within SAD)	***407***	***437[6]***	***+30***
Total On- and Off- Street Spaces	***820***	***800***	***-20***

Notes:
[1] Based on a parking supply survey conducted by the City of Plattsburgh's Community Development Office.
[2] Includes one motorcycle space.
[3] Reflects revised plan.
[4] Reflects additional information provided by Clinton County subsequent to issuance of the DGEIS.
[5] The four existing off-street parking spaces at Westelcom Park will be eliminated as part of the WPI.
[6] The nine fewer spaces on the north side of Court Street between Margaret and Oak Streets are due to adjustments to the Clinton County Lot and the loss of five spaces on the west side of Margaret Street between Brinkerhoff and Division Streets is due to construction of the proposed APMPP.
[7] Parking numbers reflect existing supply and have been updated to correct errors contained in the DGEIS.

To address the fact that the total parking supply within the SAD is expected to slightly decrease, public parking demand within the district was assessed to determine whether there would be an adequate parking supply in the future with approval of the proposed action. To determine the existing parking demand within the SAD, the City's Community

Development Office conducted 89 separate off-street parking lot counts of the City-owned lots within the SAD and 32 separate on-street parking counts of the entire SAD. Of these, 43 off-street counts and 29 on-street counts were conducted during the work week over the course of 6 months at various times of the day. The remaining counts were conducted on weekends and the utilization rates observed during these weekend counts were considerably less than those observed during the week. Those weekend counts have not been included in this analysis. The results of these extensive parking counts indicate an existing peak public parking demand of 542 spaces (with 278 available spaces) during the weekday 1:00 – 2:00 p.m. peak demand period. With 820 existing parking spaces within the SAD, this represents an existing public parking utilization rate of 66.1% (see below table).

Existing and Future Parking Utilization

	Public Parking Supply	Peak Public Parking Demand	Available Public Parking Spaces	Public Parking Utilization
Existing	820	542	278	66.1%
Future	800	542	258	67.8%
Change	-20	No change[1]	-20	+1.7%

Notes:
[1] As indicated in the DGEIS, all the DLMUD's parking demand could be fully accommodated on-site.

As described above, future parking supply within the SAD is expected to decrease by 20 spaces in the future with approval of the proposed action. No changes in public parking demand are anticipated, as all of the Prime Project parking demand could be fully accommodated on-site. Therefore, as presented in the table above, the public parking utilization within the SAD is expected to increase by 1.7% to 67.8% with approval of the proposed action, and there would continue to be 258 available public parking spaces during the weekday 1:00 – 2:00 p.m. peak demand period, with more spaces available at other times of the day and on weekends.

An abundance of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas are an eyesore that can obstruct commercial tenants from bringing their business to a downtown area. Thus, the 67.8% parking utilization rate proposed as a result of the PUD SUP is adequate for the City's needs. It provides for appropriate parking, while not having an excess of vacant spaces.

As discussed in the DGEIS, the City caused a parking study to be conducted, which is part of the SEQRA process. In the fall of 2017, the City of Plattsburgh engaged Carl Walker Consulting ("Walker") to conduct a parking study ("Parking Study") for its downtown. During this study, an inventory and assessment of current parking conditions and an evaluation of current parking demand and patron service levels was completed.

As a component of the Parking Study, an evaluation of the potential impacts of displacing public parking as a result of a redevelopment of Prime's Project was conducted, and several parking management options were developed for the City to consider. The Parking Study explains that when parking use exceeds 90% is when users generally note limited availability of parking. Thus, because parking utilization rate as a result of the proposal is 67.8%, there is an adequate supply of parking provided.

Accordingly, the PUD SUP sought provides for the right amount of parking for the proposes uses. Please also note that the parking is being considered by the DGEIS, FGEIS and the Findings Statement, which will be incorporated into this application record.

Residential Units on First Floor SUP

The above analysis also demonstrated that the SUP for residential units on the first floor will have appropriate off-street parking. As noted above, in general, for all residential units Prime will be requesting from the Planning Board that 1.5 spaces per dwelling unit be provided. To this end, please note that Prime has 35 years of experience in the residential and hospitality industry including the management of over 2,000 residential units. Based upon a residential parking ratio of 1.5 spaces per 1 residential unit at a performing, comparable mixed-use building in a similar environment, Prime is confident it has the experience to project the needs and demand of its project.

Please also note that resident parking will be provided in the proposed underground garage, which will be completely secure from those not residing in the dwelling units.

Accordingly, the SUP for residential units on the first floor will not adversely impact off-street parking and not adverse impacts will result.

Exhibit A

Parking Request Information

McFarland Johnson
Innovative Solutions / Sustainable Results

60 Railroad Place • Suite 402 • Saratoga Springs, NY 12866
Phone: 518-580-9380 • Fax: 518-580-9383
www.mjinc.com

February 4, 2020

Joe McMahon
Building Inspector
City Hall - 1st Floor
41 City Hall Place
Plattsburgh, NY 12901

Re: Durkee Street Mixed Use Development (DSMUD): Parking Demand

Mr. McMahon,

In the DGEIS and FGEIS, it is noted that the City's off-street parking requirements have not been amended in some time. Therefore, as part of the above referenced project, pursuant to the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development, Prime is requesting an alternate method of calculating parking demand as part of the PUD. As a part of this PUD process, the project would like to respectfully request your concurrence with the parking demand calculations below, which better reflect modern off-street parking requirements that are designed to facilitate a walkable downtown core.

This same alternative parking method was proposed, approved, and constructed by Prime on a project in northern New York State, which project includes the same uses as the DSMUD. This project has been occupied and operated by Prime for multiple years and has never experienced a parking deficiency. The referenced project extremely similar to the proposed DSMUD; It is a mixed used residential, commercial, retail, and restaurant development in Saratoga Springs, NY called "The Hamlet". The project has three buildings surrounding a central surface parking lot. One of the buildings contains 54 residential units with basement parking; and the other two are mixed use commercial, retail, and restaurant. Included in the restaurant space is more than 10,800 square feet of restaurant space including Kru Coffee, Smashburger, Urban Roots, and Gennaro's Pizza. The Hamlet's square foot uses are listed below:

BUILDING 1	
The Fresh Market	20,105 square feet
BUILDING 2	
Kru Coffee (manufacturing and restaurant)	3,232 square feet
Bennington Mattress	2,582 square feet
Smashburger	3,252 square feet
Charles Schwab	1,600 square feet
Gennaro's Pizza	2,093 square feet
Urban Roots	2,285 square feet
The Curtain Exchange	2,700 square feet
Saratoga Springs Nails	1,980 square feet

BUILDING 3

Coldwell Banker	4,807 square feet
Spa Garment Care	1,120 square feet
Trinity Construction	3,801 square feet
Pure Barre	1,504 square feet

The Hamlet's parking demand was based upon the following demand:

Use	Calculation
Residential	1.5 per unit
Commercial/Retail/Restaurant	1 per 300 sf
Employee Parking	½ per employee 1 employee per 900 sf of comm/retail/restaurant

Based upon this demand, the DSMUD will have the following parking calculation:

	Parking Demand Per PUD	
Use	Calculation	No. of Spaces
Residential	(1.5 per unit) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
	Total Demand	**226**

This would be compared to the project's parking demand calculated per the City's Zoning Code as follows:

	Parking Demand Per City Code	
Use	Calculation	No. of Spaces
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant - Customer area	(1 per 50 sf) x 3,690 sf	74
Restaurant - Other Area	(1 per 250 sf) x 2,460 sf	10
	Total Demand	**317**

It should be noted that, aside from limited on street parking available, there is no additional off-site parking near the Hamlet to meet any demand beyond what the site is able to provide. In short, if a visitor cannot park on-site at the Hamlet, they will not be able to park. With this condition, over the course of more than four years, the Hamlet has not had a parking deficiency. This proposed alternative parking

method would meet the suggested parking utilization rate that is discussed in the DGEIS and FGEIS and therefore would not result in any adverse off-street parking impacts.

As part of this request it should be noted that the DSMUD is part of a New York State Downtown Revitalization Initiative (DRI) grant. The purpose of DRI grants in general, the City of Plattsburgh DRI grant, and the DSMUD specifically is to enhance the downtown urban core of the City by promoting modern walkable development that does not revolve around the automobile. To this end, please note that the proposed DSMUD project site is within the City of Plattsburgh's downtown core. Thus, residents and visitors will not be vehicle dependent and will utilize the development and related commercial amenities without vehicle travel. Compare the Hamlet in Saratoga Springs, which was developed outside of the City of Saratoga's downtown core (approximately .7 miles) and is therefore more of a vehicle dependent development. Thus, while the same parking method would be implemented for the DSMUD, because the DSMUD is located in the downtown core and therefore less vehicle dependent than the Hamlet, it can be expected that this parking method will provide more than enough parking for the DSMUD project, without creating unnecessary parking that wastes valuable space in the downtown core.

Based on the above, the proposed parking demand of 226 spaces is sufficient to meet the project's uses. If there is any additional information you need to assess this request, please let us know.

Sincerely,

Turner Bradford, PE
Project Engineer

encl:

cc: Matt Miller – Plattsburgh Community Development

The Hamlet at Saratoga Springs Development

Excelsior Avenue Mixed Use Development

Amended Site Plan Application

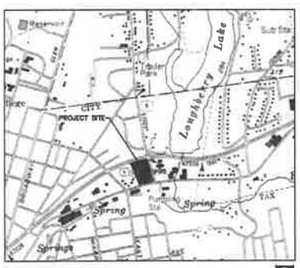
46, 52, 56 Marion Avenue

Saratoga Springs, New York

October 3, 2013
Revised: November 15, 2013
Revised: September 18, 2014

Vicinity Map:

SCALE: NTS



Project Location Map:

SCALE: NTS

SITE STATISTICS

PROPOSED USE:	COMMERCIAL UPPER LEVEL (MARION) LOWER LEVEL (EXCELSIOR) RESIDENTIAL APARTMENTS: 54 UNITS
PARCEL SIZE:	4.46 ACRES
TAX MAP PARCEL NUMBER:	(166.30-2-1) - (166.30-2-11)
EXISTING ZONING:	I-5 NEIGHBORHOOD CENTER
FRONTAGE BUILD-OUT:	(MINIMUM 70%) 93% PROPOSED
BUILD-TO LINE ALL BUILDINGS FROM FRONTAGE LINE:	0 FT. TO 12 FT
SIDE SETBACK BUILDING 3:	0 FT MINIMUM
BUILDING HEIGHT:	50 FT MAX. HEIGHT 50 FT PROPOSED (BUILDING 3)

PARKING DEMAND

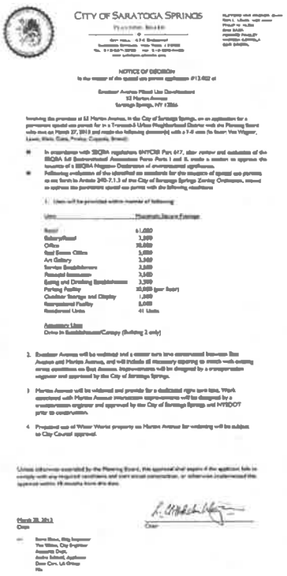
			APPROVED		PROPOSED AMENDED	
AREA/USE	#UNITS/SEATS	REQUIREMENTS/ZONING	# REQUIRED	# PROVIDED	#UNITS/SEATS (REVISED 10/3/2013)	#REQUIRED (REVISED 10/3/2013)	#PROVIDED (REVISED 10/3/2013)
APARTMENTS	41 UNITS	1.5/UNIT	62		54 UNITS	81	
COMMERCIAL BUILDING 1&2	40,000 SF	1/300 SF	134		40,000 SF	134	
BUILDING 3	13,707 SF	1/300 SF	46		14,287 SF	48	
EMPLOYEES	60±	1/2 EMPLOYEES	30		60±	30	
TOTAL REQUIRED			272			293	
TOTAL ON-SITE				275			286
TOTAL STREET PARKING				11			11
TOTAL PROVIDED				286			297

CITY OF SARATOGA SPRINGS STANDARD NOTES

1. All work must conform to all Federal, State and City Codes, specifications, ordinances, rules and regulations.
2. The elevation base for the contours and benchmarks are based on the National Geodetic Vertical Datum, 1929.
3. All refuse, debris and miscellaneous items to be removed shall be legally disposed of off-site by the Contractor to a location approved by the City Engineer.
4. The Contractor must set up a pre-construction meeting with the City Engineer prior to any construction. Construction inspections by the Design Professional or a designated representative are required. The cost of the construction inspections is the responsibility of the Applicant/Developer. An escrow account to cover the cost of the proposed sitework must be established with the city prior to any construction.
5. The contractor must obtain a blasting permit from the Building Inspector if any blasting is required for the project.
6. The contractor must obtain a street opening permit issued by the Department of Public Works for any work in the street or right-of-way of any city street, road or alley.
7. All points of construction ingress or egress shall be maintained to prevent tracking or flowing of sediment or debris onto a public road.
8. No Certificate of Occupancy will be issued until all site work has been completed in accordance with the approved plans, and an as-built drawing has been prepared in accordance with the requirements of the City Engineer.
9. The applicant must verify that the proposed project can accommodate the turning movements of any fire truck that the fire department so designates.

SHEET INDEX:

	COVER SHEET
SU-1	EXISTING CONDITIONS SURVEY
SU-2	LOT LINE ADJUSTMENT MAP
L-1	SITE DEMOLITION & PREPARATION PLAN
L-2	SITE LAYOUT PLAN
L-3	SITE GRADING AND DRAINAGE PLAN
L-4	EROSION AND SEDIMENT CONTROL PLAN (BLDG 1&2)
L-4.1	EROSION AND SEDIMENT CONTROL PLAN (BLDG 3)
L-5	SITE UTILITIES PLAN
L-6	SITE LANDSCAPING PLAN
L-7	SITE LIGHTING PLAN
L-8	SITE DETAILS
L-9	SITE DETAILS
L-10	SITE DETAILS
L-11	UTILITY DETAILS
L-12	STORMWATER DETAILS
L-13	STORMWATER DETAILS


CITY OF SARATOGA SPRINGS

NOTICE OF DECISION

Excelsior Avenue Mixed Use Development
52 Marion Avenue
Saratoga Springs, NY 12866

March 20, 2014
Date

Chair

Approved Project
Planning Board # 13.006.1

Assessor

Approved under authority of a resolution adopted _____
by the Planning Board of the City of Saratoga Springs.
_____ Chairperson

Date Signed _____

Applicant/Owner:

Prime Beechwood, LLC
621 Columbia Street
Cohoes, NY 12047

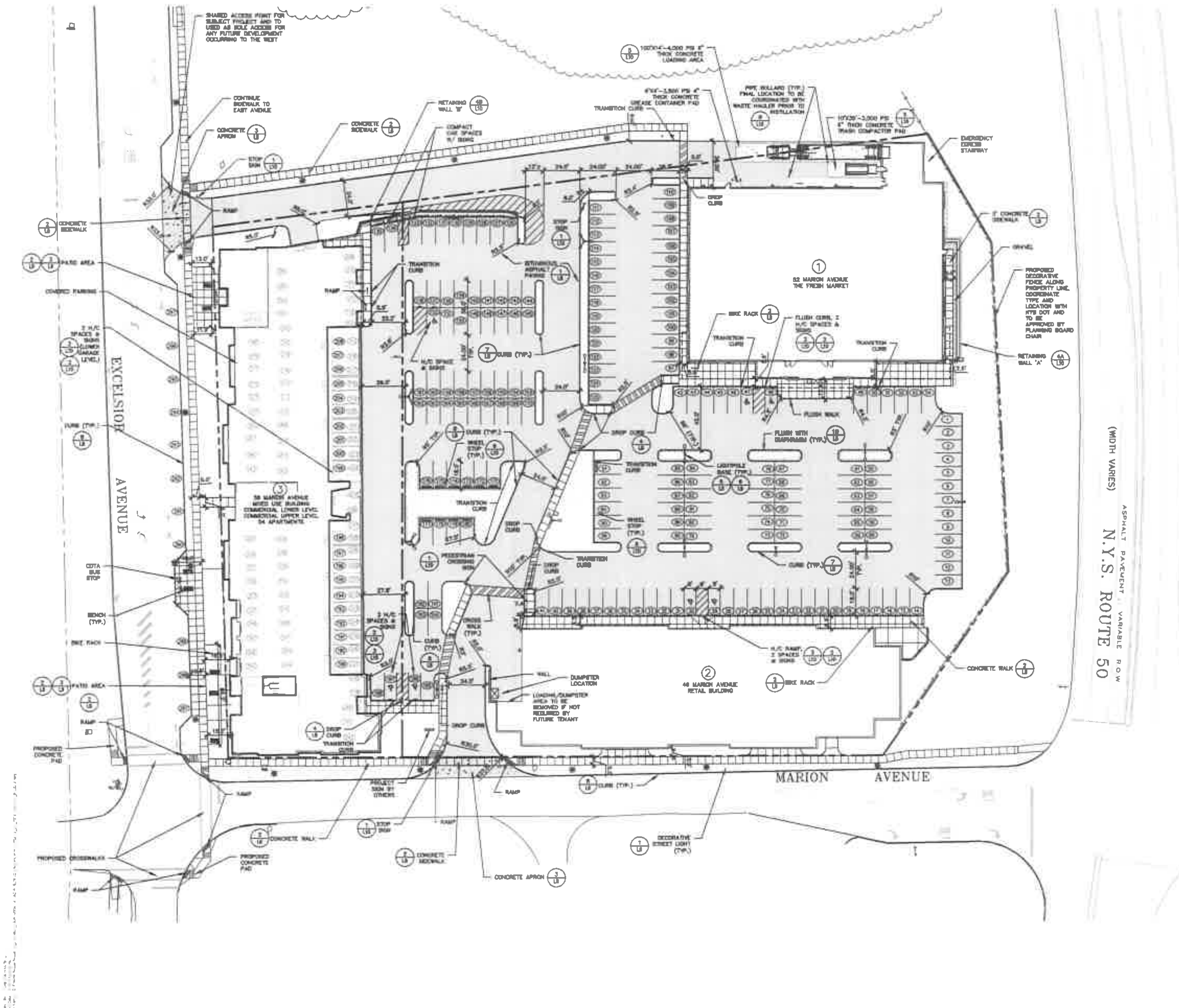
Prepared By:

the LA group
Landscape Architecture and Engineering, P.C.
49 Long Alley
Saratoga Springs
New York 12866
518/581-1630
Telefax 518/581-1220

Architect:

balzer tuck architecture pllc
468 broadway
Saratoga Springs, NY 12866
p 518-580-8818

Schopfer Architects, LLP
1111 James Street
Syracuse, NY 13203
P: 315-474-6501
F: 315-474-1922



LAYOUT NOTES

1. ALL LINES AND DIMENSIONS ARE PARALLEL OR PERPENDICULAR TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE INDICATED.
2. ALL LINE AND GRADE PER DRAWINGS SHALL BE LAID OUT BY A NEW YORK STATE REGISTERED CIVIL ENGINEER OR SURVEYOR ENGAGED BY THE CONTRACTOR. ALL STAKED LAYOUTS OF PAVEMENTS AND SITE IMPROVEMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
3. STORAGE AREAS FOR CONTRACTOR'S EQUIPMENT AND MATERIALS SHALL BE ON AND WITHIN PARCEL AS SHOWN ON SHEET L-4 AND AS APPROVED BY THE OWNERS REPRESENTATIVE.
4. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES IN THE SITE SURVEY TO THE OWNERS REPRESENTATIVE PRIOR TO STARTING WORK.
5. AT ALL LOCATIONS WHERE EXISTING CURBING, BITUMINOUS CONCRETE ROADWAY OR CONCRETE SIDEWALK ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. PROVIDE PAVEMENT KEY AS DETAILED. TACK COAT EXPOSED EDGES OF EXISTING BITUMINOUS CONCRETE PRIOR TO PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT.
6. BITUMINOUS PAVEMENT SHALL NOT BE LAID WHEN GROUND TEMPERATURE IS LESS THAN 40 F. AND AIR TEMPERATURE IS LESS THAN 50 F.
7. ALL LIGHT STANDARDS SHALL BE LOCATED AT A MINIMUM OF TWO FEET SIX INCHES (2'-6") FROM BACK OF EOP; VERIFY WITH THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
8. DIMENSIONS ON PARKING LOTS AND ROADWAYS ARE FROM FACE OR BOTTOM OF CURB TO FACE OR BOTTOM OF CURB.
9. ALL NEW WORK SHALL BE STAKED-OUT PRIOR TO CONSTRUCTION. THE OWNERS REPRESENTATIVE SHALL BE NOTIFIED OF ANY DISCREPANCIES.
10. FIELD ADJUSTMENTS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE AND APPROPRIATE MUNICIPAL OFFICIALS PRIOR TO CONSTRUCTION.
11. ALL EXISTING UTILITIES SHOWN IN THEIR RELATIVE POSITION. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE VERTICAL AND HORIZONTAL POSITION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
12. WORK ASSOCIATED WITH THE WIDENING OF EXCELSIOR AVENUE AND MARION AVENUE WILL BE DESIGNED BY A TRANSPORTATION ENGINEER AND APPROVED BY THE CITY OF SARATOGA SPRINGS PRIOR TO CONSTRUCTION OF WORK IN THE RIGHT-OF-WAY.

LEGEND

- CONCRETE WALK (2/L8)
- BITUMINOUS ASPHALT PAVING (1/L8)
- CONCRETE APRON (3/L8)
- CONCRETE PAD (5/L10)
- PARKING SPACE NUMBERS
- DECORATIVE STREET LIGHT TYP. (1/L9)
- SIGN
- PROPERTY LINE
- BOLLARD (6/L10)
- TYPE 1 CURB (7/L8) (8/L8)
- FLUSH CURB (9/L8)
- FLUSH CURB WITH STONE DIAPHRAGM (10/L8)
- PROJECT LIMITS

Planning Board # 13.006.1

Approval
Approved under authority of a resolution adopted ______
by the Planning Board of the City of Saratoga Springs.
______ Chairperson
Date Signed ______

GRAPHIC SCALE
1 inch = 30 feet

the LA group
Landscape Architecture and Engineering, P.C.

Design DRC
Drawn CUM
Checked DRC

PREPARED FOR
Prime Beechwood, LLC
621 Columbia Street
Cohoes, NY 12047

EXCELSIOR AVENUE MIXED USE DEVELOPMENT
MARION AND EXCELSIOR AVENUE
SARATOGA SPRINGS, NY 12866
SITE LAYOUT PLAN

Revisions
PER CITY COMMENTS
FINAL MYLARS

Drawing
L-2

Exhibit B
City Building Inspector Letter

Building and Zoning Department
41 City Hall Place
Plattsburgh, NY 12901
Ph: 518-563-7707
Fax: 518-563-6426

February 10, 2020

Mr. Jim Abdallah, Chairman, Planning Board
Mr. Ron Nolland, Chairman, Zoning Board of Appeals

Re: Durkee Lot Mixed Use Development (DLMUD) Parking Requirements

Dear Jim and Ron,

McFarland Johnson, on behalf of Prime Plattsburgh, LLC (Prime), has asked the Building Inspector's Office to review Prime's request that an alternative method of calculating the off-street parking requirements for the proposed DLMUD be utilized by the City's Planning Board and Zoning Board of Appeals during their review of the DLMUD. My office has been provided with documentation in support of Prime's request. As currently proposed and per the City's Zoning Code, the DLMUD would normally be required to provide 317 parking spaces on-site. The proposed DLMUD provides a total of 286 spaces on site. However, the Zoning Code permits the Planning Board to accept an alternative method of calculating a mixed use project's off-street parking requirements within a Planned Unit Development (PUD). The relevant ordinance is found in Section § 360-21(D)(5)(d)(5) and is included in its entirety below:

> Mixed or multiple uses. In the case of mixed or multiple uses within a single structure or building or in the use of land, the amount of off-street parking required shall be determined by the sum of the requirements of the various uses computed separately in accordance with § 360-26 of this chapter, except where the applicant can demonstrate to the satisfaction of the Planning Board that another method of computation will adequately serve the proposed mixed or multiple use.

As stated above, Prime has provided detailed information from a mixed use development they have recently constructed and continue to operate in Saratoga Springs, New York known as "The Hamlet". This documentation included that project's approved site plan application, the approved parking calculations based upon the proposed uses, the square footage breakdowns for those uses, a description of the area surrounding The Hamlet, and an analysis of how those surroundings contrast with those of the proposed DLMUD.

Based upon my review of this documentation, I concur with Prime's assessment that the method used to calculate the off-street parking requirements for The Hamlet, a method which has been shown to work effectively during the years since it was originally approved, is adequate for use in calculating the off-

street parking requirements for the DLMUD. Per this method, it is my opinion that the provision of 226 spaces on-site is adequate to meet the parking demand of the proposed DLMUD.

Please distribute this letter to the membership of your respective boards for their consideration.

Thank you,

Joseph McMahon
Building Inspector
City of Plattsburgh

WHITEMAN
OSTERMAN
& HANNA LLP

Attorneys at Law
www.woh.com

Charles J. Gottlieb
Associate
518.487.7612 phone
cgottlieb@woh.com

One Commerce Plaza
Albany, NY 12260
518.487.7600 phone
518.487.7777 fax

TO: **City of Plattsburgh Zoning Board of Appeals**
41 City Hall Place
Plattsburgh, NY 12901

RE: **Prime Plattsburgh Development - State Environmental Quality Review Act**
Involved Agency Narrative

DATE: **February 21, 2020**

New York State Environmental Quality review Act Review Process

The City of Plattsburgh Common Council (the "Common Council") is the Lead Agency for the Generic Environmental Impact Statement ("GEIS") process being done pursuant to the New York State Environmental Quality Review Act ("SEQRA"). This SEQRA process is being conducted in connection with a number of projects that are the result of New York State Downtown Revitalization Initiative ("DRI") funding provided to the City, which DRI funds are intended to improve the vitality of urban centers throughout the State.

In connection with the DRI, the City of Plattsburgh is undertaking a series of revitalization efforts that are collectively described as the Downtown Area Improvement Projects ("DAIP"). One of the DAIP projects considered in the GEIS process is the Durkee Lot Mixed-Use Development ("DLMUD" or the "Project"), which is being developed by Prime Plattsburgh, LLC (the "Developer" or "Prime").

As stated in the Common Council's SEQRA Findings Statement, which was adopted by the Common Council on February 21, 2020 (the "Common Council's Findings Statement"), the Common Council has reviewed a Draft GEIS ("DGEIS"), a Final GEIS ("FGEIS") and the related environmental studies and public comment. This resulted in the Common Council making their Findings Statement on the DAIP.

We respectfully submit that this narrative will demonstrate to the City of Plattsburgh Zoning Board of Appeals ("ZBA") that the GEIS and related Common Council Findings Statement properly addresses all potential environmental impacts related to the Project and special use permits currently before the ZBA for the Project. Thus, the ZBA should issue findings consistent the with Lead Agency's SEQRA record and Findings Statement.

SEQRA Actions of the Involved Agencies

The ZBA is an involved agency to the Common Council's SEQRA. As an involved agency, the ZBA must make their own Findings Statement for the Project related to the approvals before them. However, the Findings Statement of the involved agencies must be based on the SEQRA environmental review record and be based on substantial evidence in the record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015) (holding that "the Supreme Court properly annulled the Board's findings statement as unsupported by the evidence. The Board was required to render its conclusions regarding the sufficiency of mitigation measures, the propriety of permit approvals, and a balancing of considerations, based on the evidence contained in the environmental review. The Board's conclusions in the findings statement were based, at least in part, on factual findings which were contradicted by the scientific and technical analyses included in the FEIS and not otherwise supported by empirical evidence in the record.). The Findings of an involved agency cannot be an unsupported act to prohibit development outside of the environmental review. *See Orchards Assocs. v. Planning Bd. of Town of N. Salem*, 114 A.D.2d 850, 853 (2d Dep't 1985) (holding, in part, that "[t]e provisions of SEQRA are not to be used as a subterfuge through which commercial development may be totally prohibited.").

Accordingly, as demonstrated herein, we respectfully submit that all potential environmental impacts associated with the Project and the ZBA applications have been assessed during the Common Council's GEIS process and therefore the ZBA should make their findings consistent with the Common Council's Findings Statement and associated environmental record, to which they were a part of as an involved agency.

Project Description

The Applicant has proposed a five-story, approximately 200,000 square foot (SF) mixed-use development including approximately 115 apartments, approximately 10,000 SF of commercial space, a surface parking lot including approximately 50 spaces to be made available for use by the public, and an underground parking garage for tenants only. Additionally, the project proposes the rehabilitation of the existing Plattsburgh Farmers' and Crafters' Market ("PFCM") building for use as a commercial space and a publicly-accessible civic space in an open-air pavilion with access from the new pedestrian walkway to be constructed as part of the DLMUD.

The DLMUD would replace the Durkee Street Municipal Parking Lot ("DSMPL)". The site encompasses approximately 2.8 acres and is located on a portion of tax parcel 207.20-7-15. A second tax parcel, 207.20-7-14, was recently merged with parcel 207.20-7-15 and the proposed project will occupy a portion of the former footprint of tax parcel 207.20-7-14 as well (the "Project Site").

The DLMUD will require two Special Use Permits from the City's Zoning Board of Appeals (ZBA): 1) to amend boundaries of and replace an existing Planned Unit Development (PUD) with new PUD boundaries and 2) to allow apartments on the first floor of a multistory building within a PUD. The project will also require Planning Board approval for a minor subdivision to subdivide the site from the Broad Street Municipal Parking Lot; for internal subdivision of and amendments to the existing PUD boundaries; and for Site Plan Approval.

The SEQRA and Generic Environmental Impact Statement Process

The City/Prime has submitted an Environmental Assessment Form ("EAF"), as well as other information to the ZBA that will support the below (e.g. project narratives, site plans, renderings, reports and studies.). As noted below, many of these materials were included in the DGEIS and FGEIS and incorporated into the ZBA applications because of their involved agency status.

Accordingly, based on the Project as described herein and as submitted to the ZBA, we submit the following assessment of the potential significant environmental impacts:

1) Project Purpose and Need

The Project's purpose and need was appropriately reviewed as a part of the Common Council's SEQRA review and related Findings Statement. *See* Common Council Findings Statement Section 2.6; FGEIS Section 2.5.4. Since the FGEIS and Common Council Findings Statement, there have been no substantial changes in the Project's purpose and need presented to the ZBA during the consideration of the special use permit applications. To this end, note that the Project, which is the subject of the ZBA special use permit requests, is a component of the DAIP that is being undertaken to support downtown revitalization in the City and was specifically addressed in the FGEIS and Common Council Findings Statement.

The DAIP are expected to bring in temporary and permanent jobs, downtown revenue, and improve the City's fiscal status. As a result of these projects, parking resources will be spread out more evenly throughout the downtown and will allow easier access for a variety of users. The City's public-private partnership with Prime to develop the DLMUD will spur economic development on the underutilized property and is consistent with objectives outlined in various public policies of the City. By replacing a parking lot with mixed-use development, the DLMUD will increase visibility and economic activity in this area of the downtown and bring attention to other riverfront resources like the Saranac River Trail Greenway.

We respectfully submit that the environmental record supports the above conclusions and circumstances have not changed and new information not provided that would alter this analysis.

2) Findings Concerning Environmental Impacts

a. Land Use, Community Character, Zoning and Public Policy

The DGEIS, FGEIS and Common Council Findings Statement has addressed the potential impacts to land use, community character, zoning and public policy related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.1; FGEIS Section 2.5.1; DGEIS Section 3.1.

As discussed below, the information submitted as a part of the ZBA application package is consistent with the SEQRA environmental record noted above and the Common Council's Findings Statement. The Project has not significantly changed as contemplated in the DGEIS, FGEIS and Common Council Findings Statement and new substantial information has not been provided that would alter this analysis. The City of Plattsburgh has not amended their Zoning Code and/or public policies. Also, the character of the City's downtown core has not drastically changed since the SEQRA process commenced in a manner that would invalidate the lead agency's review. To this end, we submit that the Project is consistent with the findings made by the Lead Agency and the environmental record. Therefore, the ZBA should issues findings

consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Land Use

For the below reasons, the Project will not have an adverse impact on land use within the City of Plattsburgh:

1) The land use patterns in the City of Plattsburgh and adjacent the Project Site have not changed since the SEQRA environmental record was developed and associated findings made. *See* Common Council Findings Statement Section 2.1; FGEIS Section 2.511; DGEIS Section 3.1; *See also,* City of Plattsburgh Planning Board Submission dated February 3, 2020, which was forwarded to the ZBA on February 21, 2020 (the "Planning Board Submission").

2) The proposed PUD boundaries allow for the redevelopment of the Project Site with an infill building bordering the roadways and sidewalks that have been contextually designed to define the streetscape and fit into the general character of the surrounding area. *See* Planning Board Submission, Site Plan; *See* Project Renderings prepared by Mackenzie Architects dated January 24, 2020 ("Project Renderings"); Public Comment Responses prepared by McFarland Johns and dated February 21, 2020 ("Public Comment responses") #13, 22; Special Use Permit Project Narrative ("SUP Project Narrative") dated January 24, 2020 and revised February 21, 2020; Common Council's Findings Statement Section 2.1; DGEIS Section 3.1 et. seq.

3) The Project Site is within the City's downtown core area, which is comprised of an urban environment that includes a diverse mix of land uses (commercial, municipal, institutional, civic and religious uses with some mixed-use residential and commercial buildings). The proposed land uses of the Project are consistent with this downtown core because it includes 115 residential units above commercial uses that are typically found within downtown area and all permitted within the underlining C zoning district (e.g. retail, personal services, restaurant). *See* SUP Project Narrative; Public Comment Response #13; Common Council's Findings Statement Section 2.1; DGEIS Section 3.1 et. seq.

4) Due to the topography on the Project Site, the residential uses appear aligned with the building's second floor as the grade is much lower nearer to the River. *See* FGEIS Section Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020); SUP Project Narrative.

5) As such, the typical concerns with a first-floor dwelling unit, such as privacy and security will not apply. The interior of the first-floor units will not be visible or accessible from the adjacent exterior. *See* FGEIS Section page 46 – Response 3.7; See FGEIS Section Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020); SUP Project Narrative.

6) The ZBA application has demonstrated that all special use permit criteria has been satisfied and therefore the Project and related special use permits are in harmony with the general zoning plan and will not adversely affect the neighborhood. *See* SUP Project Narrative. [1]

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on land uses in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Community Character

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's community character:

1) The existing condition of the Project Site is out of character with the surrounding built context, as the Project Site is an open surface parking lot in a suburban form that disrupts the urban context. Thus, the Project and related ZBA applications are an environmental benefit. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1; SUP Project Narrative; Public Comment responses #13, 44, 58, PCC Response #1, and related exhibits; SUP Project Narrative.

2) Pedestrian paths have been incorporated in the Project design, including a pathway that separates the proposed building from the proposed 86-space surface parking lot and is buffered on both sides by landscaping. The pedestrian pathway will connect with the proposed improved riverwalk and the proposed improved Westelcom Park. *See* Common Council Findings Statement Section 2.1; Planning Board Submission, Site Plan.

3) Building material and colors have been chosen to be consistent with the characteristics of the surrounding neighborhood to the greatest extent possible. The buildings are proposed to feature a mix of materials, including stone, cement board and plank, frieze and cornice detailing with contrasting metal detailing to mark fenestration and other fine details. Landscaping will be provided around the perimeter of the building and within the parking areas and pedestrian walkway. *See* SUP Project Narrative; Public Comment Response #13, 44, 45; Common Council Findings Statement Section 2.1; Project Renderings; DGEIS Section 3.1, et. seq.

4) The proposed project was reviewed by New York State Office of Parks, Recreation, and Historical Preservation ("NYSOPRHP"), including a review of the proposed site plan along with building elevations and any available renderings of the proposed new construction. In a letter dated

[1] *See N. Shore Steak House, Inc. v. Bd. of Appeals of Inc. Vill. of Thomaston*, 30 N.Y.2d 238, 243 (1972) (holding that "[t]he inclusion of the permitted use in the ordinance is tantamount to a legislative finding that the permitted use is in harmony with the general zoning plan and will not adversely affect the neighborhood."); *see also C & A Carbone, Inc. v. Holbrook*, 188 A.D.2d 599, 600, 591 N.Y.S.2d 493, 495 (1992) (holding that "once the petitioner shows that the contemplated use is in conformance with the conditions imposed, the special permit must be granted unless there are reasonable grounds for denying it that are supported by substantial evidence.").

December 23, 2019, NYSOPRHP concluded that the proposed project would result in no adverse effects to historic properties, including archaeological and/or historic resources. Accordingly, Prime's Project will be consistent with the general character of this downtown area of the City and will revitalize the downtown core. *See* FGEIS 2.5.5.

5) The proposed building height will be 65 feet tall with 5 stories (one level underground, four stories above ground, and a mezzanine level). *See* Planning Board Submission, Project Elevations. This is similar to heights of other buildings within the Central Business/Commercial Zoning District in the surrounding area. *See* Public Comment Response #32, 39, 43, 58, Exhibit D. For instance, the Ashley building reaches a height of almost 60 feet. Compare that to a proposed development within the C zoning district, which is permitted at a building height of 12 stories. *See* Public Comment Response #32, 39, 43, 58, Exhibit D; DGEIS Table 12.

6) The proposed uses within the PUD are all uses that would typically be found in a downtown environment (multifamily, restaurant, retail, personal service). *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1; SUP Project Narrative.

7) The apartments on the first floor will be consistent with and not adversely impact general character, height and uses within this downtown area. Due to the elevation change, the units will appear allgned with the building's second floor as the grade is much lower nearer to the River. *See* FGEIS at Appendix C – Section Views by McFarland Johnson and dated January 2020 (also submitted to the ZBA on January 24, 2020).

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on community character in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Zoning

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's zoning:

1) The Zoning Code has not been changed or amended since the SEQRA environmental record and related findings were issued.

2) The City of Plattsburgh Zoning Ordinance allows for the creation of PUDs in §360-21. The purpose of a PUD is to enable and encourage flexibility in the design of a project so as to preserve the natural and scenic qualities of open lands.

3) The DLMUD will require some deviations from the underlying C Zoning District requirements, which act as guidelines for the design of a PUD. The Planning Board is authorized to vary these guidelines in pursuit of a desirable project. The deviations affect bulk (setbacks, height, and maximum lot dimension) and parking and site access guidelines and reflect the unique circumstances of the Project Site, which is partially developed and borders public land on the waterfront. The City has provided the Planning Board with the required information

demonstrating that these deviations are warranted. *See* City Planned Unit Development (PUD) Subdivision Permit Application – Supplemental Project Narrative dated February 3, 2020. Despite this submission of Planning Board materials, granting the requested deviations are not within the jurisdiction of the ZBA. *See* SUP Project Narrative; Public Comment Responses #37.

4) A development compliant with the regulations within the C zoning district would result in a 12 story building with multiple levels of parking garages. Thus, it is obvious that a zoning compliant development would be much more detrimental than the placement of a PUD, which is designed to mitigate these impacts resulting from a zoning compliant plan. *See* Public Comment Response #37.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on zoning in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

Public Policy

For the below reasons, the Project will not have an adverse impact on the City of Plattsburgh's public policy:

1) The City's public policy documents have not changed or been amended since the SEQRA environmental record and related findings were issued.

2) The 1999 Comprehensive Plan called out the need for 'intense development' for revitalization of the Downtown Area. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

3) The 2016 Local Waterfront Revitalization Plan (LWRP) places a strong emphasis on economic development and downtown revitalization. Durkee Street and the surrounding downtown sub-area is sited as "a gateway to the downtown and a focal area in linking the downtown to the waterfront at Dock Street". The area is recognized by the LWRP as a prime location for mixed-use development, parking, and river access. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

4) In 2010 the City of Plattsburgh produced a Brownfield Opportunity Area (BOA) Pre-Nomination Study (the "BOA study") in response to an economic revival following the redevelopment and repurposing of the Plattsburgh Air Force Base, which included the DSMPL as Site 22 amongst other sites that could be redeveloped to create visual and physical connections between the Downtown and the waterfront and could serve as housing opportunities available near the Downtown where brownfield sites could be re-used or developed. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

5) In 2003, the Plattsburgh Downtown/Waterfront – Economic Enhancement Strategy was developed to guide and spur redevelopment in Downtown through the establishment of zones

and districts, including Arts and Entertainment, Government, and Waterfront. The Arts and Entertainment District (containing many of the DAIP) Economic Enhancement Strategy placed specific emphasis on Bridge Street, from Margaret Street to the Saranac River; and Durkee Street, from Bridge Street to Broad Street and recommended a diverse set of retail, office and residential uses to complement and enhance the downtown, with infill development of the DSMPL. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

6) The Economic Enhancement Strategy for the Lakefront District, within which the PFCM would be relocated, states that all development in the Lakefront District should place an emphasis on the creation of an attractive and vibrant waterfront community. The Plan recommends prepared food uses, marine-oriented entertainment, convenience retail, and housing and other uses. *See* Common Council Findings Statement Section 2.1; DGEIS Section 3.1.1.3.

The Project will result in the development of an existing parking lot into residential units and commercial space, which will facilitate a walkable community and spur economic development in the downtown care in accordance with the above.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on public policy in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issue findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

b. Aquatic and Natural Resources

The DGEIS, FGEIS and Common Council Findings Statement has addressed the potential impacts to aquatic and natural resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.2; FGEIS Section 2.5.2; DGEIS Section 3.2. This information is consistent with the EAF submitted by the Applicant for the ZBA applications. The Project and the required special use permits have not been altered in a manner that would make these GEIS findings inapplicable to the Project.

The Project will not have an adverse impact on aquatic and/or natural resources for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the aquatic and natural resources analysis provided in the SEQRA environmental record.

2) The Project Site and the PUD area do not contain any mapped NYSDEC regulated wetlands or adjacent areas or significant natural communities. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

3) The Saranac River is a NYSDEC-regulated Class C stream (Regulation 830-54.1), which has a standard identification of C(TS) for waters supporting fisheries and suitable for non-contact activities and with the ability to support trout spawning. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

4) The US Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI) mapper also identifies the Saranac River as a riverine (R2UBH) resource. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

5) Prime will obtain a Protections of Water Article 15 permit from the NYSDEC for work related to stormwater discharges adjacent the Saranac River in compliance with all NYSDEC regulations.

6) The Saranac River is identified as a regulatory floodway by the Federal Emergency Management Agency (FEMA). Riverbank areas adjoining the Saranac are identified as being within the 100- and 500-year floodplains or having a one percent or 0.2 percent annual flood risk, respectively. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

7) The planned Riverwalk is located at an elevation of approximately 115 – 119 feet above the base flood elevation (or 100-year flood level) established at 105 – 108 feet. Therefore, no adverse impacts will result. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

8) The DLMUD will be designed in conformance with the NYSDEC's Stormwater Management Design Manual and Standards and Specifications for Erosion and Sediment Control. As such, it will contain water quality and erosion control measures and will obtain a State Pollution Discharge Elimination System (SPDES) Permit. In order to obtain this permit, the Project has developed a full Stormwater Pollution Prevention Plan ("SWPPP") which will include measures to mitigate pollution both during construction and throughout the life of the project with a maintenance program for all water quality features. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2 et. seq.

9) Blasting is not anticipated at this time. If blasting is required, it will be performed in accordance with New York State Department of Transportation (NYSDOT) Geotechnical Engineering Manual #22 "Procedures for Blasting" latest edition. *See* Common Council Findings Statement Section 2.2.

10) The NYSDEC reports there are no known occurrences of endangered, threatened, or rare species or a Significant Natural Community on or in the vicinity of any of the Project Sites. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2.1.2.

11) The NYSDEC indicates that there are known occurrences of the Common Loon, a Species of Special Concern, on or in the vicinity of the DLMUD Project Site, the Riverwalk project site, and the relocation site for the PFCM (Building 4 at 26 Green Street). NYS does not regulate species that are not listed as endangered or threatened. *See* Common Council Findings Statement Section 2.2; FGEIS 2.5.2; DGEIS Section 3.2.1.2.

12) There is potential for the Northern Long-eared Bat (threatened) on or in the vicinity of each of the project sites. It is recommended that no tree clearing occur between March 31st and October 31st to avoid potential take of the Northern Long-eared Bat. Here, substantial tree clearing is not

proposed and therefore no adverse impacts will result. *See* Common Council Findings Statement Section 2.2; FGEIS at Section 2.5.2; DGEIS Section 3.2.1.2.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on aquatic and natural resources in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

c. Municipal Utilities

Stormwater and Drainage

The SEQRA environmental record evaluates and assess stormwater and drainage related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) Since the development of the Lead Agency's SEQRA record, the Prime has prepared a SWPPP and has designed stormwater control measures that are consistent with the NYSDEC regulations to ensure that adverse environmental impacts do not result from stormwater run-off. *See* Planning Board Submission, SWPPP.

2) At the Project Site, stormwater runoff flows directly into the Saranac River via a drainage pipe and sheet flow. As a result of the SWPPP and stormwater controls to be implemented, the stormwater run-off control and drainage on the Project Site will be improved as a result of the Project. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1.

Water Supply and Sanitary Sewer

The SEQRA environmental record evaluates and assess water supply and sanitary sewer related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the water supply and sanitary sewer analysis provided in the SEQRA environmental record.

2) The Project Site and the PUD areas are located within the City of Plattsburgh Water and Sewer service areas, which are maintained by the Department of Public Works (DPW). *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

3) The DLMUD is expected to generate 29,355 gallons per day (gpd) of domestic water demand and corresponding sanitary flow. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

4) The DLMUD will connect to the existing municipal water line and the existing municipal sewer manhole located just west of the site in Durkee Street. An additional sewer line will be constructed

to provide an overflow line for the siphon manhole located on the east side of the project site. This overflow line will be connected to a separate connection system's existing manhole in Bridge Street. *See* Common Council Findings Statement Section 2.3; See DGEIS Section 3.3.1/2.

5) The City's Department of Public Works has confirmed the City has adequate water and sewer capacity to serve the DLMUD and other proposed projects. *See Common Council Findings Statement Section 2.3; FGEIS – Appendix D.*

Accordingly, no adverse impact to water supply or sanitary sewer from the Project is anticipated.

Solid Waste

The SEQRA environmental record evaluates and assesses solid waste related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the solid waste analysis provided in the SEQRA environmental record.

2) Solid waste generated from the Project will be accepted by Clinton County Landfill (the "Landfill") located on Sand Road in the Town of Schuyler Falls. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

3) The Project is anticipated to generate 3.1 ± tons of solid waste per day, or 95.5 ± tons per month. The waste generated is assumed to be typical municipal solid waste, as well as recyclable materials. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

4) Prime will contract with a licensed hauler who will transport the waste/recyclables to the Landfill. Construction and demolition waste will be sorted so that materials can be salvaged as desired. Materials that are not salvageable will be transported off-site to the Landfill.

5) The Clinton County Landfill has adequate capacity to accommodate solid waste generated from the Project and the other DAIP projects. *See* Common Council Findings Statement Section 2.3; DGEIS Section 3.3.3.1/2.

Accordingly, no adverse impact on solid waste disposal is anticipated from the DAIP.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on municipal utilities in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

d. Traffic and Transportation

The SEQRA environmental record evaluates and assesses traffic and transportation related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4, et.

seq. To this end, as a part of the DGEIS and SEQRA environmental record and traffic study was conducted by Chazen Engineering, Land Surveying & Landscape Architecture Co., D.P.C. and dated October 18, 2019, which is the basis for the Lead Agency's SEQRA review and related findings. The Project has not been changed or revised as compared to the SEQRA review that was conducted. Therefore, the Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the traffic and transportation analysis provided in the SEQRA environmental record.

2) The Project will be relocating two existing curb cuts; one along Durkee Street and one along Bridge Street; and adding one new curb cut along Durkee Street. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2 et. seq; Planning Board Submission, Site Plan.

3) The three vehicles access points will be coordinated with the City of Plattsburgh DPW and require City Driveway Permits.

4) The southern Durkee Street access drive will enter into the at-grade 86 car parking lot. This entrance will be access controlled for parking revenue collection. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2.

5) The northern Durkee Street access drive will enter into the courtyard parking lot and will also be access controlled. The access drive along Bridge Street will enter into the basement of the building and will be accessed controlled for private use by building tenants. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2.

6) Pedestrian access is provided along the west, north, and east perimeters of the site by public walkways including street-side sidewalks and the City's DRI Riverwalk project. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2; Planning Board Submission, Site Plan.

7) The building entrances and site in general will be ADA accessible with transversable sidewalks or access ramps to all entrances. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.1/2; Planning Board Submission, Site Plan; Public Comment Responses #19, 26, 27, 29, 47, 49, 54.

8) A Trip Generation Assessment was prepared for Prime's Project based on the proposed project's 115 residential units, 7,250 SF of retail use, 6,150 SF of restaurant use, and 50 parking spaces to be made available for use by the public. *See* DGEIS Section 3.4.1/2.

9) The analysis provided in the DGEIS, FGEIS and Common Council Findings Statement notes that with the expected trips from the project and the expected on-street parking spaces, the levels of services will remain consistent and only minor delays (approximately 5 seconds). *See DGEIS Section page 150.*

10) The SEQRA record demonstrates that the traffic analysis shows that the proposed improvements will have a minimal impact on traffic and that no mitigation is necessary. *See* Common Council Findings Statement Section 2.4; DGEIS Section 3.4.3. There have been no Project changes or additional information submitted that would alter this assessment.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on traffic and transportation in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

e. Parking

The SEQRA environmental record evaluates and assesses parking related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.5; FGEIS Section 2.5.3; DGEIS Section 3.5, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) The proposed off-street parking demand for the Project has been adjusted based on public comment and input from the respective City of Plattsburgh land use boards. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

2) This parking computation alteration reflects comments designed to ensure that the 50 parking spaces proposed to be open to the public are not double counted in Prime's parking demand for the Project. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

3) This alternate parking computation calculates a parking demand for the Project at 226 spaces. Despite this demand, Prime is providing 236 spaces for its Project in addition to the 50 spaces remaining open for the public (residential and commercial). *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

4) As noted below, this alternate parking computation is permitted by the Zoning Code and remains within the thresholds examined by Common Council as Leady Agency and set forth in their Findings Statement as well as the SEQRA environmental record.

5) The SEQRA record and the Common Council Findings Statement states that "the City's off-street parking requirements have not been amended in some time." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; Public Comment Responses #3.

6) Per City Code § 360-21, the Planning Board is authorized to allow deviations from parking requirements established in § 360-26 for a PUD where the applicant can demonstrate that another method of computation will adequately serve the proposed mixed or multiple use. *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; Public Comment Responses #3.

7) The Common Council found, and the SEQRA record reflects that "parking deviations may be based on support that examines a totality of the circumstance to ensure that the appropriate amount of off-street parking is provided in accordance with these findings. The City Council finds that an abundance of vacant parking areas within an urban setting can disrupt achieving a walkable community and commercial development in a downtown core. Furthermore, vacant parking areas is an eyesore that can obstruct commercial tenants from bringing their business to a downtown area." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

8) The Common Council also found, and the SEQRA record reflects that "depending on the proposed uses in such a mixed use development, among other factors that may be considered, support shall be provided for each development project to demonstrate that the proposed alternate parking computation would be in accordance with these Findings (e.g. reliance on the Parking Study, the industry's generally accepted parking standards (ITE Standards), similar development examples, etc.)...proposed off-street parking shall avoid an abundance of vacant parking areas, which can disrupt the purpose of this downtown revitalization to achieve a walkable community and commercial development in Plattsburgh's downtown core." *See* Common Council Findings Statement Section 2.5; DGEIS Section 3.5.3; SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

9) In accordance with the above, and in response to public input, the Project proposes the following off-street parking, which has been based on similar developments previously constructed by Prime:

   Zoning Requirement – 317 off-street parking spaces

   Parking Demand Based on Similar Development – 226

   Proposed public parking spaces – 50

   Off-Street Parking Provided – 286 (include an additional 10 spaces for Prime's Project).

   See SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

10) Prime has provided the ZBA with data from a prior development and utilized an identical parking computation, which has been operating for approximately 4 years without any parking issues. The example utilized is from the Hamlet development in the City of Saratoga Springs and is further from the City's downtown core and therefore more vehicle dependent than the proposed DLMUD. Thus, the parking computation provided, noted a demand of 226 parking spaces, is a conservative approach. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

11) Notwithstanding, Prime is providing an additional 10 spaces above this determined parking demand to ensure appropriate parking is provided. *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3; Planning Board Submission, Site Plan.

12) 165 parking spaces will be provided in an underground garage which will be well lit and secured for use by residents only. *See* Planning Board Submission, Basement Plan.

13) In addition, we note that providing more parking than noted herein would be a detriment to the City because it would disrupt the ability for the City to develop a walkable downtown core.

14) To support this revised parking plan, the City of Plattsburgh Building Inspector has submitted an opinion that "it is my opinion that the provision of 226 spaces on-site is adequate to meet the parking demand of the proposed DLMUD." Further, the City's parking consultant provided a letter stating "the parking occupancy data collected by the City supports the conclusion that there will be adequate public parking capacity during construction and after all the proposed projects have been completed." *See* SUP Project Narrative (as revised on February 21, 2020); Public Comment Responses #3.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on parking in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

f. Fiscal and Economic Conditions

The SEQRA environmental record evaluates and assesses fiscal and economic conditions related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.6; FGEIS Section 2.5.4; DGEIS Section 3.6, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the fiscal and economic conditions analysis provided in the SEQRA environmental record.

2) While this potential impact is not relevant for purposes of the ZBA's special use permit applications, we note that the Project Site is owned by the City of Plattsburgh and it currently exempt from taxation. *See* Common Council Findings Statement 2.6; FGEIS Section 2.5.4; DGEIS Section 3.6, et. seq.

3) The transfer of the Project Site to a private developer will result in the Project Site being added onto the tax rolls and will result in financial benefits to the City. *See* Common Council Findings Statement 2.6; FGEIS Section 2.5.4.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on fiscal and economic conditions in the City of Plattsburgh and are consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

g. Historic and Cultural Resources

The SEQRA environmental record evaluates and assesses historic and cultural resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes in the ZBA applications that would disrupt this historic and cultural resources analysis provided in the SEQRA environmental record.

2) The SEQRA record includes a Phase 1A Archaeological Survey (A Literature Search and Sensitivity Study or Phase 1A) was completed for the DLMUD and Riverwalk in June 2019. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 58.

3) NYSOPRHP provided a December 23, 2019 response letter indicating "Based upon our review the reports prepared by Curtin Archaeological Consulting, Inc (Curtin & Dymond, June 2019) and Hudson Valley Cultural Resource Consultants (Selig, October 2019) and the response to our request for additional information/clarifications about the project, it is the opinion of the New York SHPO that this undertaking will result in No Adverse Effect to historic properties, including archaeological and /or historic resources." *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 58.

4) The project design for the DLMUD is consistent with the Secretary of Interior's Standards for Rehabilitation, which encourages contemporary design for additions to existing properties, rather than engaging in repetition of the past. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; DGEIS Section 3.7; Public Comment Responses #13, 44, 58.

5) The Project design does not seek to replicate any of the surrounding architectural styles but intentionally incorporates contemporary elements that reflect the neighborhood's existing character to accomplish an interesting urban dynamic. *See* Common Council Findings Statement Section 2.7; FGEIS Section 2.5.5; FGEIS Section page 41 – Response 3.2; DGEIS Section 3.7.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on historic and cultural resources in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

h. Environmental Contamination

The SEQRA environmental record evaluates and assesses environmental contamination related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.8; DGEIS Section 3.8, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the environmental contamination analysis provided in the SEQRA environmental record.

2) In March 2007, NYSDEC issued a Record of Decision (ROD) for the restoration of the Plattsburgh Gateway Project/Durkee Street Site identified as being located at 14 Bridge Street and that occupies part of the DLMUD project site. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

3) Remediation of the site was completed, and a Certificate of Completion was issued by NYSDEC on September 13, 2016 documenting this milestone and requiring the City to implement a Site Management Plan (SMP). The SMP stipulates the future use of the property is subject to institutional and engineering controls including an environmental easement. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

4) The environmental easement was executed on November 9, 2011 by the NYSDEC for 1) 14 Durkee Street, 207.20-7-15 (4.38 acres) and 2) Broad Street (0.72 acres) to ensure protection of human health and to achieve the requirements for remediation. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

5) According to the easement, the property may be used for Restricted Residential as described in 6 NYCRR Part 375-1.8(g)(2)(ii) , Commercial as described in 6 NYCRR Part 375-1.8(g)(2)(iii) , and Industrial as described in 6 NYCRR Part 375-I.8(g)(2)(iv). *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

6) The Engineering /Institutional Controls affecting the DLMUD site are summarized below:
   a. The use and development of the property are limited to restricted residential, commercial, or industrial use, as described in 6 NYCRR Part 375-I.8(g)(2).
   b. Compliance with the approved SMP is required.
   c. The use of groundwater as a source of potable or process water is not allowed, without necessary water quality treatment as determined by NYSDOH.
   d. The property owner must submit a periodic certification of institutional and engineering controls to the NYSDEC.
   e. The NYSDEC must be notified of any ground intrusive work or change in use and the proposed management of the final cover system, which will be required to restrict excavation below the pavement layer, or buildings.
   f. Any excavated topsoil is required to be tested and properly handled to protect the health and safety of workers and the nearby community and managed in a manner acceptable to the NYSDEC.
   g. An evaluation of the potential for vapor intrusion for any buildings developed on the project site is required, including provision of mitigation of any impacts identified.
   h. Monitoring of groundwater is required.
   i. Monitoring of the installed sub-slab vapor mitigation system in the existing office building (the Gateway Complex) presently under construction is required.

See Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

7) The redevelopment of the DLMUD will require a Change of Use notification and ongoing coordination with the NYSDEC to ensure the proposed project design and construction will not adversely affect the health and safety of local residents, workers, visitors, or construction workers. A Health and Safety Plan is required to be implemented during construction. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

8) The current and future owners of the property are required to comply with the terms and conditions of the SMP. As indicated above, these include measures related to the excavation and handling of soils during construction, and installation of a sub-slab vapor barrier system. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

9) According to NYSDEC, there are no public exposure risks at the project site. Future exposure risks are limited to construction workers performing ground intrusive work at the site. Construction work must be conducted using a Health and Safety Plan to minimize exposures. *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

10) In a December 10, 2018 letter, the NYSDEC stated, "no further groundwater monitoring is necessary at the location; site groundwater contaminants show a decreasing contaminant trend and are just slightly above groundwater standards, groundwater is not utilized in the area, and the monitoring wells are becoming aged and in disrepair. Proper decommissioning of all monitoring wells is required, and a monitor well decommissioning report must be submitted to the Department. This work can occur in 2019 with the return of warmer weather." *See* Common Council Findings Statement Section 2.7; DGEIS Section 3.8.

11) The developer will comply with all NYSDEC requirements.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on environmental contamination in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015

i. **Recreation and Open Space**

The SEQRA environmental record evaluates and assesses recreation and open space related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9, et. seq. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes as a result of the ZBA applications that would disrupt the recreation and open space analysis provided in the SEQRA environmental record.

2) The Project will include certain amenities for the private use of residents including outdoor recreation (provided within the courtyard), office, and gym space. It is anticipated that new residents will primarily utilize existing facilities in the downtown and within walking distance to

Durkee Street. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 46.

3) Pursuant to the definition section of the Zoning Code, parking lots are not considered open space. *See* City of Plattsburgh Zoning Code ("Zoning Code") § 360-5.

4) The proposed PUD and related Prime Project will result in 18% (22,135 SF) of the lot being open space where 18% is required under the Zoning Code. Calculations for the entire PUD include providing 22% (45,185 SF) open space, where 15% is required. The proposed open spaces are as follows:

   a. Along the Saranac River, an identified top priority for the City, to be designed as a riverfront walk with site furnishings and landscape plantings that will connect Broad, Durkee, and Bridge Streets to the riverfront;
   b. Bordering the riverfront walk and the surface parking lot;
   c. Walkway and landscape plantings from Durkee Street to the riverfront walk;
   d. Walkways along Durkee and Bridge Streets; and
   e. Walkways and amenities in the courtyard of the building. These open spaces will include sidewalks, boardwalks, landscape plantings, and site furnishings all consistent with downtown amenities.

   See Public Comment Responses; Planning Board Submission, Site Plan; Public Comment Responses #12, 22, 46.

5) The PUD SUP and the resulting development will allow for the revitalization of the riverwalk along the Saranac River. Currently, the existing riverfront on the Durkee Street Lot is underutilized and in need of repair. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 46, 47, 48.

6) The PUD will allow for the riverwalk to be improved and access will be provided, in part, through a pedestrian walkway through Prime's Project from Durkee Street to the Saranac River. This will enhance the open space areas and provide more opportunities for residents and visitors. *See* Common Council Findings Statement Section 2.9; DGEIS Section 3.9; Planning Board Submission, Site Plan; SUP Project Narrative; Public Comment Responses #12, 22, 42, 46, 47, 48.

7) The City of Plattsburgh has confirmed that the proposed Riverwalk, being adjacent to Prime's Project will not result in a danger of safety risk. *See* Public Comment Responses

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on recreation and open space in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

j. Visual Resources

The SEQRA environmental record evaluates and assesses visual resources related to the Project and the ZBA applications. *See* Common Council Findings Statement Section 2.10; FGEIS in Table 13, and page 35; DGEIS Section 3.10, et. seq.. The Project is consistent with this SEQRA environmental record and will not have a significant adverse impact for the following reasons:

1) There have been no changes in the ZBA applications that would disrupt the visual resources analysis provided in the SEQRA environmental record.

2) As a part of the ZBA applications, the City and Prime have submitted to the ZBA updated Project renderings, Project elevations, and cross section analysis that confirm no impacts to the City visual resources (e.g. the Saranac River is currently cannot be seen from Durkee Street). *See* Planning Board Submission.

3) The Project will be developed to incorporate compatibility with visual resources, including enhancing the overall fabric of the downtown through restoration of the street edges along Durkee and Bridge Streets; and maintaining sensitivity to the Durkee and Bridge Street contexts in terms of scale, building character, materials, color, fenestration, and detailing. With regard to the downtown fabric, the new DLMUD building will reestablish street edges and maintain setback lines similar to existing buildings to the west and north. Less attractive parking uses are concealed by placing them either below the building or within the interior courtyard. The entire eastern edge of the basement parking deck will be enclosed and screened by a heavily landscaped base, with a landscaped buffer that will blend with the Riverwalk treatment. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

4) With regard to design sensitivity, the primary massing scale is similar in height to the existing four, three, and two-story buildings to the west. The strong cornice lines Section the corners and along both streets reinforces the relationship. The mid-block and end sections of the building will step back above the fourth level to reduce the visual scale along both streets and the Riverwalk. The north side of the building will step down another level at the northeast corner to parallel the street slope and further reduce its visual impact. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

5) The DLMUD building will employ a variety of visual elements sympathetic to many other downtown buildings, including a mix of building materials, punched openings, stone sill and lintel aesthetic, opening proportions similar in scale, larger ground level glazing for commercial uses, and strong cornice expression. *See* Common Council Findings Statement Section 2.10; DGEIS Section 3.10; Public Comment Responses #39, 44, 58; SUP Project Narrative.

6) The DLMUD will not impact or obstruct views of the Saranac River and lighting will be installed consistent with City code and addressed during site plan review.

7) The proposed DLMUD building is an improvement compared to the existing parking lot.

For the reasons stated above, the Project and related special use permits will not have a significant adverse impact on recreation and open space in the City of Plattsburgh and is consistent with the DGEIS, FGEIS and Common Council Findings Statement. Therefore, the ZBA should issues findings consistent with the Lead Agency's SEQRA review and related environmental record. *See Falcon Grp. Ltd. Liab. Co. v. Town/Vill. of Harrison Planning Bd.*, 131 A.D.3d 1237, 1240 (2d Dep't 2015).

City of Plattsburgh - Plattsburgh Durkee Street Development

City Planned Unit Development (PUD) Subdivision Permit Application

Supplemental Project Narrative

February 3, 2020

I. Overview and Background

The City of Plattsburgh (City) is working with Prime Plattsburgh, LLC. (Prime) on a public-private partnership for the redevelopment of the Durkee Street lot. The State of New York (NYS) identified the Durkee Street Site as the centerpiece of Plattsburgh's Downtown Revitalization Initiative (DRI) award. Consistent with the City's October 17, 2018 Request for Proposals, Prime is proposing a mixed-use development consisting of approximately 115 residential units, 10,000 square feet of commercial space, 5,800 square feet of renovated farmers market building space for commercial and civic use, parking, and open space (Prime's Project).

The Durkee Street lot fronts on Durkee Street and is bordered by Broad Street to the south, Bridge Street to the north, and the Saranac River to the east. It currently includes the Gateway building and associated parking leased to Investors Corporation of Vermont (ICV), a municipal parking lot, a farmers' market structure, the remediated site of a former gas and service station (Highway Oil site), and a path along the Saranac River riverfront.

The Durkee Street lot is in an existing PUD within the C- Central Business/Commercial Zoning District and has several previous approvals from the Planning Board.

- January 5, 2004 – Planning Board approved the Durkee Street Parking Lot Planned Unit Development (PUD).
- February 28, 2005 – City's Planning Board approved the PUD site plan for the Durkee Street Redevelopment, specifically the site plan for the proposed Gateway building and parking garage. The site plan, proposed structures, uses and all other aspects of the previously approved PUD did not change.
- September 26, 2005 – Planning Board approved the amended PUD that removed the requirement for ICV to build a second parking structure on the Broad Street lot and adjusted parking expectations accordingly.
- May 22, 2006 – Planning Board approved an amended PUD that reflects the changes in the amended redevelopment plan.

This application seeks to amend the existing PUD boundaries and related area and bulk zoning requirements. In addition to PUD permitting before the Planning Board (e.g. the PUD 2-lot

Subdivision), the City will be seeking two special use permits before the City's Zoning Board of Appeals ("ZBA"). Pursuant to the City's Zoning Code, PUDs are permitting by a special use permit issued by the ZBA, which the City is concurrently seeking. In addition, the City will be requesting a second special use permit from the ZBA for residential units on the first floor of the development.

Related to all applications, the Common Council, acting as Lead Agency, has commenced the New York State Environmental Quality Review Act ("SEQRA") process for the City's Downtown Revitalization Initiative projects.

The City Council approved the Final Generic Environmental Impacts Statement ("FGEIS") that was prepared to assess the potential significant adverse environmental impacts related to the downtown area improvement projects at their January 30, 2020 meeting. Importantly, the creation of the PUD (including the related special use permits being sought) was one of the downtown area improvements projects assessed in the Final GEIS and related SEQRA Findings Statement. The City Planning Board and the ZBA are listed as Involved agencies for this GEIS process. Throughout the course of this application, the City will demonstrate that the GEIS and related Findings Statement have assessed the potential significant adverse impacts related to the Project and therefore no further SEQRA review is required.

Along with this project narrative, we have included for the Planning Board's review the Revised Conceptual Site Plan prepared by McFarland Johnson (the "Site Plan"), which have been changed to reflect comments received from the City's Planning Board at its December 23, 2019 meeting, and an updated List of Deviations spreadsheet. Additional materials are also included in the Prime's Durkee Street Development Project ("Prime's Project") Site Plan application for Planning Board review.

II. PUD Subdivision Permit Application

The City is proposing to amend the PUD approval to establish 2 lots. The 2 lot PUD has been revised from the August 2019 application that the City submitted to the City Planning Board. It includes the following:

- Boundary of the PUD: Currently, the existing PUD includes the Durkee Street lot bordered by Bridge Street to the north, Durkee Street to the west, Broad Street to the south, and the Saranac River to the east; the Broad Street parking lot; and the footprint

of Broad Street between Durkee Street and the Broad Street bridge. It does not include the former Highway Oil lot. The total land area of the existing PUD is 5.3 acres.

The proposed adjusted boundary of the PUD is to include lands bordered by Bridge Street to the north, Durkee Street to the west, Broad Street to the south, and the Saranac River to the east. This includes the Durkee Street lot with the Gateway building and the former Highway Oil lot. The total land area of the proposed PUD boundary is 4.66 acres. The Broad Street parking lot, the footprint of Broad Street between Durkee Street and the Broad Street bridge will no longer be included in the PUD.

The proposed boundary of the PUD meets the minimum land area requirements of 3 acres as outlined in Section 360-21, C (9) of the City Zoning Regulations for the C-Commercial Zoning District. The boundary of the PUD is before the Zoning Board for approval as part of the SUP applications submitted by the City.

- Proposed PUD Subdivision: The proposal includes the creation of a 2 lots within the PUD.

  Lot 2A (1.9 acres) will include the existing Gateway lot with the ICV building and parking structure, and the land bordering the Saranac River extending from Broad Street to Bridge Street that will be for the Riverwalk improvements. Lot 2A (2.76 acres) will include a portion of the former Highway Oil lot. Lot 2B is the Durkee Street Development project that includes the existing municipal parking lot and a portion of the former Highway Oil lot.

The Durkee Street Development is a mixed use project. It consists of an approximately 200,000 gross sq. ft. of space, 65-foot-tall, five story building with underground parking, open space and two surface parking lots. The building will have approximately 10,000 sq. ft. of commercial space on the first floor along Durkee Street. The remainder of the first floor and the upper floors will have approximately 115 one, two and three bedroom residential units. There will be approximately 286 total parking spaces with 86 spaces in a surface lot adjacent to the south side of the building, 35 spaces in the surface lot within the building courtyard, 165 spaces beneath the building, and a loading berth space. The project also proposes rehabilitation of the existing Farmer's Market building for a 3,400 sq. ft. commercial space and a 2,400 sq. ft. publicly-accessible civic space within an open-air pavilion with access from the new pedestrian walkway. An outdoor amenities area is provided within the courtyard for residents. Open space consists of a pedestrian corridor connecting Durkee Street and the Arts Park to a new pedestrian riverfront walkway, which is being designed by Saratoga Associates and will be constructed by the City.

- Proposed Uses within the PUD Boundaries: The Zoning Code § 360-21(C)(7) states that "[a] planned unit development may include any mixture of uses, permitted as of right or by special use permit that are permitted within the zoning district." The proposed uses within Prime's Project will potentially include retail businesses and commercial uses, personal and business service establishments, residential apartments, and parking and loading areas, all of which are permitted in the C Zoning District.

III. City PUD Development Review

In what follows we have provided information on the Project that addresses the review criteria in conformance with PUD requirements as described in *Section 360-21 Planned Unit Developments* in the City's Zoning Ordinance. Some of these items will be addressed in more detail as part of the GEIS that the City is undertaking for this project and others related NYS DRI award projects.

The City of Plattsburgh Zoning Regulations allow for the creation of PUDs in Section 360-21. The purpose of a PUD is to enable and encourage flexibility in the design of a project as to preserve the natural and scenic qualities of open lands. PUDs are designed to allow "*…A subdivision plat or plats, approved pursuant to City Code Chapter 300, Subdivision of Land, in which the minimum lot size requirements, minimum yard requirements, and minimum open space requirements as specified in Schedule II16 of this chapter of the City Code, and in which the maximum number of structures and dwelling units on a lot as specified in § 360-18 of this chapter of the City Code, and any amendments thereto, may be varied to provide an alternative permitted method for the layout, configuration and design of lots, buildings and structures, roads, utility lines and other infrastructure, parks and landscaping in order to preserve the natural and scenic qualities of open lands.*"
The existing Gateway building and parking structure on Lot 2A within the proposed PUD was previously approved by the Planning Board. Lot 2A also includes the land bordering the Saranac River.

The proposed Durkee Street development project on Lot 2B within the proposed PUD has been designed to revitalize an underutilized parcel in the downtown with a mixed-use development. It will help redefine the streetscape with a building edge along Durkee and Bridge Streets, is designed to fit into the existing fabric of the downtown and provide an open space pedestrian corridor connection from the proposed Arts Park (Westelcom Park) to the Saranac River Riverfront walkway. The emphasis of this project has been on balancing the mixed-use development with parking needs and open space connections within the PUD.

The attached updated List of Deviations for PUD Subdivision table outlines the existing and proposed deviations for Lots 2A and 2B in the PUD and are summarized below.

Section 360-21, C Grant of authority and general conditions

(1) This procedure may be followed at the discretion of the Planning Board if, in said Board's judgment, its application would benefit the City.

The proposed PUD Subdivision will benefit the City by redeveloping an underutilized lot within the downtown core with an infill building bordering the roadways and sidewalks that have been contextually designed to define the streetscape and fit into the general character of the surrounding area. Prime's Project is an infill project within the downtown fabric of the city. Many years ago, there were buildings on the project site, but have since been removed.

As noted in the FGEIS, "*The planned addition of market rate housing and restaurant/retail uses will have positive benefits to the Downtown by providing additional retail and restaurant options, expanding and improving housing opportunities. The DLMUD is a project that is fulfilling public policy objectives as stated in the City's Comprehensive Plan. The planned DLMUD is located on a surface parking lot which contributes very little to the elements that make Downtown Plattsburgh unique. The loss of surface parking may have a positive impact on community character.*"

This proposed PUD will allow the flexibility to have buildings close to the sidewalks, which resembles an urban environment and facilitates a walkable community. As a result of the amended PUD, Prime's Project will be developed in a manner that is consistent with the downtown urban setting and will facilitate a walkable downtown community. Prime's Project will add residents to the downtown area, who will utilize the downtown area and related commercial uses. The uses that will result from the PUD and Prime's Project include residential apartments, retail businesses and commercial uses, personal and business service establishments, residential apartments, and parking and loading areas. It will provide improved access between the downtown and the Saranac River riverfront with enhanced connections to nearby green spaces - the improved Arts Park and the Saranac River trail. There will be economic benefits to the City in new tax revenue, new jobs, and new residents who are anticipated to frequent downtown businesses. Not only are all of these consistent with its urban setting, they are permitted uses within the C Zoning District and therefore have been deemed to be in harmony with the neighborhood.

(2) A planned unit development shall result in a permitted number of building lots or dwelling units which shall in no case exceed the number which could be permitted, in the Planning Board's judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of Chapter 360 applicable to the district or districts in which such land is situated and conforming to all other applicable requirements.

The proposed PUD will not exceed the number of building lots or dwelling units that could be permitted if the land was subdivided conventionally. According to Section 360 Attachment 2, Schedule III, C-Central Business District, High-rise building, the maximum number of dwelling units is 276 and proposed is 115 units. The minimum lot size is 50,000 sq. ft. Both proposed lots exceed this.

(3) The Planning Board as a condition of plat approval may establish such conditions on the ownership, use, and maintenance of such open lands shown on the plat as it deems necessary to ensure the preservation of the natural and scenic qualities of such open lands. The Planning Board shall consider the goals, objectives and recommendations contained in the City of Plattsburgh Comprehensive Plan, the City of Plattsburgh Local Waterfront Revitalization Plan, and the Re-Use Plan for the former Plattsburgh Air Force Base before approving such plan.

The proposed open lands within the PUD that will be maintained for public use include the Riverfront walk and the walkway connection to this walk from Durkee Street opposite the Arts Park. The Riverfront walk will remain in City ownership and there will be an easement agreement between Prime Plattsburgh, LLC and the City for the walkway connection to ensure its public access and will define maintenance responsibilities.

In the *City of Plattsburgh Comprehensive Plan – 1999*, the Central Business District has defined land use as "…predominately commercial, retail and office use." The Plan recommends these mix of uses including service, parking and residential uses be allowed in the Central Business District. Several of the goals and objectives that are relevant to the Durkee Street Development include "…actively support intensified development in the area to the greatest extent feasible, allow compatible residential uses in the upper levels of structures to provide for more intense development and use of the area. The range of upper floor housing types and costs should be broadened." In the Recreation and Related uses section, a goal is to address tourism to maximize recreational and public access to the Saranac River.

In the *City of Plattsburgh Local Waterfront Revitalization Plan (LWRP)*, it states that economic development and downtown revitalization are a significant component of the LWRP and Durkee Street and the surrounding downtown sub-area is sited as "a gateway to the downtown and a focal area in linking the downtown to the waterfront at Dock Street". The area is recognized by the LWRP as a prime location for mixed-use development, parking, and river access. Durkee Street is also specifically cited in Policy 1 of the program which is to "Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development". The program states that Durkee Street has excellent potential for waterfront revitalization projects that highlight existing resources, meet community and regional needs, make beneficial use of a waterfront location, and incorporate recreation, public access, open space, and amenities. The program also recommends that proposed projects for this area should have a complete streets approach, accommodating both bicycles and pedestrians to enhance connectivity to the Downtown Area. The LWRP also references potential opportunities in the creation of an Arts District Corridor between Durkee Street and Brinkerhoff/Court Street. The LWRP recommends that as Durkee Street is developed as urban space, pedestrian and streetscape improvements should extend westward towards the park space between Durkee and Margaret Streets.

The proposed PUD is a crucial part of downtown revitalization that will support economic development along with taking advantage of the Saranac Riverfront for enhanced public access and use.

(4) The minimum percentage of open space contained in the entire PUD shall be the minimum percentage required by Schedule II for the zoning district in which the PUD is located. In calculating the area of required open space, § 360-17B of this chapter shall apply.

The minimum percentage of open space proposed in the entire PUD exceeds the minimum percentage of required open space. The minimum open space calculated based on Schedule II for the C – Central Business district, which is 100% of required setbacks, is 15%. The minimum open space proposed in the PUD subdivision is 22%. This exceeds the minimum requirements for the entire PUD of 15% open space. The proposed open spaces are as follows:

- Along the Saranac River, an identified top priority for the City, to be designed as a riverfront walk with site furnishings and landscape plantings that will connect Broad, Durkee, and Bridge Streets to the riverfront;
- Bordering the riverfront walk and the surface parking lot;

- Walkway and landscape plantings from Durkee Street to the riverfront walk;
- Walkways along Durkee and Bridge Streets; and
- Walkways and amenities in the courtyard of the building. These open spaces will include sidewalks, boardwalks, landscape plantings, and site furnishings all consistent with downtown amenities.

Importantly, the PUD Subdivision and the resulting development will allow for the revitalization of the riverwalk along the Saranac River. Currently, the existing riverfront on the Durkee Street Lot is underutilized and in need of repair. The PUD Subdivision will allow for the riverwalk to be improved and access will be provided, in part, through a pedestrian walkway through Prime's Project. This will enhance the open space areas and provide more opportunities for residents and visitors.

(5) The plat showing such planned unit development may include areas within which structures may be located, the height and spacing of buildings, open spaces and their landscaping, off-street open and enclosed parking spaces, streets, driveways, and any other features required by the Planning Board.

The PUD plan includes the location of the structures, spacing of buildings, open spaces, parking – off street and enclosed, and driveways. The Prime Site Plan application shows more detail of the various features proposed for Lot 2B.

(6) Planned unit developments are permitted in all zoning districts except RH.

The PUD is proposed in the C – Central Business district, which is permitted in the Zoning Regulations.

(7) A planned unit development may include any mixture of uses, permitted as of right or by special use permit that are permitted within the zoning district.

The proposed uses within the PUD are a mixture of uses that are permitted as of right and by special use permit in the C – Central Business district. They include the following:

- *Permitted Principal Uses*: retail business and commercial uses, personal and business service establishments, eating and drinking establishments, parks and recreation facilities, apartments above the first floor.
- *Accessory Uses*: parking and loading areas.

- *Uses Requiring Special Use Permit*: PUDs, apartments on the first floor of a multistory building within a PUD.

As mentioned above, the City is applying for two Special Use Permit (SUP) requests for the proposed PUD boundary and the uses to include the PUD and apartments on the first floor of a multistory building within a PUD that are before the City Zoning Board of Appeals.

(8) In reviewing and approving all plans, the Planning Board, in addition to the standards set forth herein, may utilize the standards of the subdivision and site plan review requirements, as well as the opinions of the City Planner, other department heads and City consultants.

This PUD does have a connected Site Plan application for Lot 2B. The goal is for the Planning Board to review these applications simultaneously and utilize both the PUD, subdivision and site plan review requirements.

(9) No tract, parcel or lot or tracts, parcels or lots shall be developed as a planned unit development unless it shall contain an area of adjoining and contiguous land as specified in the following table and shall contain sufficient access to the public road system as designated on the Official Map of the City of Plattsburgh, as amended.

The PUD is proposed for the C – Central Business district which requires a minimum land area of 3 acres as specified in the table. The proposed PUD contains approximately 4.66 acres which meets this requirement.

Section 360-21, D. Guidelines for Review and Approval of Planned Unit Developments

The Planning Board shall consider the following guidelines in reviewing and approving planned unit developments. Notwithstanding the use of the word "shall," the Planning Board may vary the requirements of the guidelines upon a showing that standards for obtaining an area variance have been met.

In the following review, we have addressed the standards for obtaining an area variance related to deviations from the guidelines in accordance with Section 360-54 (D) (3) (b) Area variances. In considering the granting of the deviations the Planning Board should consider the standards set forth for area variances. Thus, the Planning Board shall consider whether the benefit to the applicant if the deviation is granted as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant.

In weighing the aforementioned balancing test, the law requires that the following considerations be made: (1) whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the deviation; (2) whether the benefit sought by the applicant can be achieved by some method, feasible to the applicant to pursue, other than the deviation; (3) whether the requested deviation is substantial; (4) whether the proposed deviation will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and (5) whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the board of appeals, but shall not necessarily preclude the granting of the deviation.

(1) Boundary line and internal street setback requirements

Lot 2A – Gateway Building (ICV)

The front yard setbacks, as determined in the underlying C - Central Business zoning district, are to be the height in stories times 3, which is 12 feet for the 4 story Gateway building. The front yard setbacks were previously approved for the Gateway building (ICV) by the Planning Board. The northern boundary line was approved by the Planning Board and is accounted for as a separate lot in the City tax database but was never formally subdivided as a separate lot. The side yard setback for the existing parking garage from the northern boundary line is 3 feet. This is a 9 foot deviation from the underlying C – Central Business zoning district requirements.

Lot 2B – Durkee Street development

The required front yard setback for the proposed building from Durkee and Bridge Streets is 15 feet. The proposed building is 9 feet from Durkee Street and 3 feet from Bridge Street. These front yard setbacks deviate from the underlying C - Central Business zoning district requirements by 6 feet and 12 feet respectively. The required side and rear yard setbacks are 15 feet. The proposed building is 2 feet from the Lot 2A property line and the existing farmers' market is 5 feet from the Lot 2A property line. These are measured from an existing farmers' market building that is being rehabilitated and deviate 13 feet and 10 feet respectively. The building height requirement is based on the number of stories times 12 feet. For a five story building (which is what's proposed), the building height requirement is 60 feet. The proposed building height is 65 feet, which is a deviation from the underlying C – Central Business zoning district requirement by 5 feet. These are requested deviations for Lot 2B and are outlined on the attached List of Deviations for PUD table. There are no proposed public or private streets within the PUD.

In support of this deviation request, we respectfully submit that the benefit to the applicant is granting the deviation clearly outweighs any detriment caused by such a grant. To this end, please note the following considerations:

(a) Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;

The above requested front, side and rear setback deviations will not create an undesirable change in the character of the neighborhood. The proposed building front setbacks will be greater than what exists for the surrounding buildings on Bridge and Durkee Streets which abut the municipal sidewalks. Existing buildings bordering sidewalks exists throughout the neighborhood and downtown which allows for pedestrians to easily stroll and access retail and commercial businesses. The proposed side building setback allows for more open space lands bordering the Saranac River for the Riverwalk improvements and public access. The proposed rear setback for the existing farmers' market building from Lot 2A exists based on the original approval of the Gateway complex. These side and rear setbacks allow for open space to remain along the Saranac River and for a broader area for the Riverfront improvements.

(b) Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance;

To have the proposed building and development fit into the context of the neighborhood and be part of the streetscape fabric and a walkable downtown, there is not another option. Please also note that the range of appropriate alternatives is limited by two standards: First, the alternative must still provide the benefit sought by the applicant and, second, it must be feasible for the applicant to pursue. The Board may not consider an alternative design that is a "profound departure" from, or substantially more costly than, the design proposed in the variance.

(c) Whether the requested area variance is substantial;

The requested setback deviations are not substantial because they are consistent with the character of the physical buildings and streetscape fabric of the neighborhood and downtown.

(d) Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district;

The proposed setback deviations will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood. The Durkee Street reconfiguration/streetscape and Bridge Street streetscape improvements will be coordinated with the PUD and will create a more consistent street wall and allow for more pedestrian friendly sidewalks, increased on street parking, and additional landscape plantings. In addition, improved green space and pedestrian access to the Saranac River and improved pedestrian facilities will be beneficial to the neighborhood and downtown.

(e) Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not necessarily preclude the granting of the area variance.

The setback deviations would be considered self-created. However, as stated above, the proposed building will be placed to be consistent with and in character with the surrounding neighborhood and the downtown. Notwithstanding, the fact that an area variance is self-created "shall not necessarily preclude the granting of the area variance".

(2) Building height.

The maximum allowable building height in stories is determined by the lot area times 0.0001. For Lot 2A, the maximum building height is 5 stories. The existing ICV building is 4 stories.

For Lot 2B, the maximum allowable building height in stories is 14. The proposed building is 5 stories tall and meets this requirement. The proposed height in feet for a building in this district is the number of stories times 12, which equates to 60 feet for a 5 story building. The proposed building is 65' tall. This is a requested deviation for Lot 2B as outlined in the attached List of Deviations for PUD table.

In accordance with Section 360-54 (D) (3) (b) Area variances determination, the Planning Board shall consider the following:

(a) Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;

The proposed building height of 5 feet above the required 60 foot story height for a 5 story building is similar to and consistent with building heights within the surrounding area.

(b) Whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance;

The five story building (one level underground, four stories above ground, and a mezzanine level) is designed to accommodate underground parking. Due to the site sloping down towards the Saranac River, there is not a feasible option to adjust to this grade difference. As noted above, alternatives that are profound departures or cost prohibitive shall not be considered.

(c) Whether the requested area variance is substantial;

The building height deviation is not substantial. The Zoning Regulations do allow for a building height of 14 stories in this C - Central Business District, which equates to 168 feet tall. The 65 feet height of the proposed building is considerably less than this.

(d) Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district;

There will not be any adverse impacts on the physical or environmental conditions in the neighborhood as a result of this height deviation. The proposed building structure is consistent with what is typically found in downtown Plattsburgh and is conceptually designed to have similar architectural details that exist in surrounding buildings to blend in with the character of the neighborhood.

(e) Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the Board of Appeals but shall not necessarily preclude the granting of the area variance.

The difficulty of maintaining the height of the building is impacted by the physical challenges of the sloping site. Notwithstanding, the fact that an area variance is self-created "shall not necessarily preclude the granting of the area variance.

(3) Distance between buildings.
The buildings (Gateway building and parking garage) on Lot 2A were previously approved by the Planning Board. There is only one building proposed on Lot 2B. The distance between buildings on Lot 2A and Lot 2B is approximately 235 feet. The farmers' market building is existing.

(4) Land use density.

Each lot within the PUD and the entire PUD development meets the land use density (maximum building coverage, minimum area, area per dwelling unit, and minimum open space) requirements for the C – Central Business zoning district. The entire PUD development also meets the land use density requirements for the C – Central Business zoning district as follows:

	Underlying Zoning District	Proposed
Maximum Building Coverage	85%	39%
Minimum Area	50,000 sq. ft.	82,965 sq. ft.
Maximum # of Dwelling Units	276	115
Minimum Open Space	15%	22%

(5) Open space.

(a) Required percentage of site and (b) Computation

As noted above, the entire PUD development and the individual lots meet the required percentage of open space. The proposed open space for the PUD includes easements for the pedestrian connection from Durkee Street to the Riverwalk and utility easements for water, sewer and stormwater. Lot 2B minimum open space meets the requirements of 360-17(B).

(b) Modification

The proposed open space for the PUD includes easements for public use for the Riverfront walkway, pedestrian connection from Durkee Street to the Saranac River Riverfront walkway, and utility easements for water, sewer and stormwater.

(c) Circulation and off street parking

Lot 2A was previously approved for off-street parking for the Gateway building.

Lot 2B has proposed 286 parking spaces for its project. The Zoning Regulations off street parking demand requires 317 parking spaces.

In the DGEIS and FGEIS, it is noted that the City's off-street parking requirements have not been amended in some time. An alternative source for parking generation data is the Institute of Transportation Engineers (ITE) "Parking Generation" (5th Edition, 2019) manual that includes parking demand data for over 100 different land uses. The ITE Parking Generation Manual shows a total demand of 272 parking spaces for the Durkee

Street Development residential and commercial components, which is 45 spaces less than the City's Parking Standard.

The existing 289 publicly accessible parking spaces located on the site will be relocated and replaced in several nearby downtown lots. The FGEIS outlines and documents these replacement publicly accessible parking spaces.

The proposed 9 feet by 18 feet parking spaces conform to the required dimensions. The proposed 24 foot aisle within the parking areas is less than the 26 foot aisle width required in the Zoning Regulations resulting in a 2 foot deviation. The proposed access driveways are in excess of the required 50 feet from street intersections. The northern access driveway on Durkee Street is approximately 170 feet from the Durkee and Bridge Street intersection; the southern access driveway on Durkee Street is approximately 270 feet from the Durkee and Broad Street intersection; and the driveway access on Bridge Street is approximately 380 feet from the Durkee and Bridge Street intersection.

As allowed by the City's Zoning Section 360-21 (D)(5)(d)(5) Planned Unit Development Prime is requesting an alternate method of calculating the parking demand for the project. It states "*Mixed or multiple uses. In the case of mixed or multiple uses within a single structure or building or in the use of land, the amount of off-street parking required shall be determined by the sum of the requirements of the various uses computed separately in accordance with § 360-26 of this chapter, except where the applicant can demonstrate to the satisfaction of the Planning Board that another method of computation will adequately serve the proposed mixed or multiple use.*"

The following are the project's parking demands calculated per the City's Zoning Code and per the requested PUD Subdivision.

	Parking Demand Per City Zoning Code	
Use	**Calculation**	**No. of Spaces**
Residential	(2 per DU for first 10) x 10 + (1.75 per DU over 10) x 105	204
Commercial	(1 Space per 250 sf) x 7,250 sf	29
Restaurant		
Customer area	(1 per 50 sf) x 3,690 sf	74
Other Area	(1 per 250 sf) x 2,460 sf	10
Public Parking for City Use	-	50
	Total Demand	**367**

	Parking Demand Per PUD	
Use	**Calculation**	**No. of Spaces**
Residential	(1.5 per DU) x 115	173
Commercial	(1 Space per 300 sf) x 13,400 sf	45
Employee Parking	(1/2 Space per employee) x 15	8
Public Parking for City Use	-	50
	Total Demand	**276**

Total Required (per PUD)	276
Total Provided	286

The Durkee Street Mixed Use Development will provide sufficient parking to meet all of the proposed demand from its site. As part of the PUD Subdivision Approval process, the applicant will request an alternative calculation for the residential parking demand, as stipulated in Section 360-21.-D-5-d-5 of the City Zoning Code. The Planning Board has the authority to approve an alternate method of parking calculation if the applicant can provide sufficient justification for the calculation. Instead of the methods stipulated in Section 360-26, the applicant is requesting the demand calculations shown above. The applicant has based this demand on another similarly sized project in the region that they have constructed and operated for multiple years with similar uses, layout, and construction. The applicant has operated without any parking issues.

(6) Off-street loading requirements.

The required off street loading berth is based on 1 space per 10,000 to 25,000 sq. ft. of floor area. This pertains to the commercial space and 1 off street loading berth is provided.

(7) Streets.

There are no proposed internal streets for the PUD. Therefore, this is not applicable.

(8) Other improvements.

All proposed utility improvements: water, sewer, and stormwater, will be designed in accordance with City, County and State regulations.

CITY OF PLATTSBURGH APPLICATION TO PLANNING BOARD FOR:

PLANNED UNIT DEVELOPMENT	**PRELIMINARY SUBMITTAL:**	Date: 11/26/19
SITE PLAN REVIEW	**FINAL SUBMITTAL:**	Date:

NAME OF PROPOSED DEVELOPMENT: Durkee Street PUD Subdivision

Applicant:
Name City of Plattsburgh
Address 41 City Hall Place
City Plattsburgh
State NY Zip 12901
Telephone#: 518-536-7520
Fax #:

Plans prepared by:
Name Robert M. Sutherland P.C.
Address 11 MacDonough St.
City Plattsburgh
State NY Zip: 12901
Telephone(518) 561-6145
Fax #:

Owner (if different) ((if more than one owner, provide info. for each)

Name City of Plattsburgh
Address 41 City Hall Place
City Plattsburgh
State NY Zip 12901
Telephone

Purchase Option:

Location of site: Durkee Street between Bridge Street and Broad Street.

Property description/class: Municipal Paved Parking Lot & Leased ICV Site

Parcel ID No.: 207.20-7-15 **Lot Size:** 4.66 acres

Current Zoning District: C (existing PUD)

Variance #: (if any) Approved: Yes No

City, State and Federal permits needed: Development Agreement (City), Site Plan Approval (City PB), Special Use Permit (City ZBA), Creation of a PUD (City PB), Water, Sewer, Electric Connections (City), NYSDEC SPDES (State)

Proposed uses(s) of site: Mixed Use Commercial and Residential Development & Existing ICV Site.

Total site area(square feet or acres): 4.66 acres

Anticipated construction time: 18 months (for mixed use) (days, months, years)

Will development be Phased: No

Current land use of site(agriculture,commercial, undeveloped,):
Municipal Paved Parking Lot, Farmers' Market structure, 4-story commercial building w/ associated parking garage.

Current conditions of site(buildings, brush, etc.):
Asphalt paving, concrete curbing, a metal sided building with an adjacent pavilion, 4-story commercial building w/ associated parking garage. Trees and brush along bank of Saranac River.

Character of surrounding lands(suburban,agriculture,wetlands,etc.):

The site is in an urban, mixed-use, downtown environment with the Saranac River on the eastern boundary.

Estimated cost of proposed improvement: $ 25,000,000

Anticipated increase in number of residents, shoppers, employees:
Approximately 236 new residents, approximately 25-30 new shoppers per hour during the peak hour, and approximately 4 new full-time employees. See associated mixed-use site plan for more information.

Describe proposed use, including primary and secondary uses; ground floor area; height; and number of stories for each building:

- for residential buildings include number of dwellings units by size(efficiency, one-bedroom, two-bedroom,three or more bedrooms) and number of parking spaces to be provided.
- for nonresidential buildings, include total floor area and total sales area; number of automobile and truck parking spaces.
- other proposal structures

The proposed PUD would include an approx. 200,000 gross SF, five-story building with approximately 10,000 SF of commercial space on the first floor along Durkee Street. The remainder of the first floor and floors 2-5 will have approximately 115 residential units. There will be approximately 286 parking spaces (86 spaces in a surface lot, 35 spaces in a courtyard, 165 spaces in an underground garage beneath the building) and a loading space. There will be an open space pedestrian corridor connecting Durkee St. to a new pedestrian riverwalk (by others). Also proposed is the rehabilitation of the existing farmers' market building for a 3,400 SF commercial space and a 2,400 SF, publicly accessible civic space. The PUD would also include the existing 4-story Gateway building with approximately 45,000 sf of commercial space and 165 parking spaces (146 in two story garage and 19 surface spots).

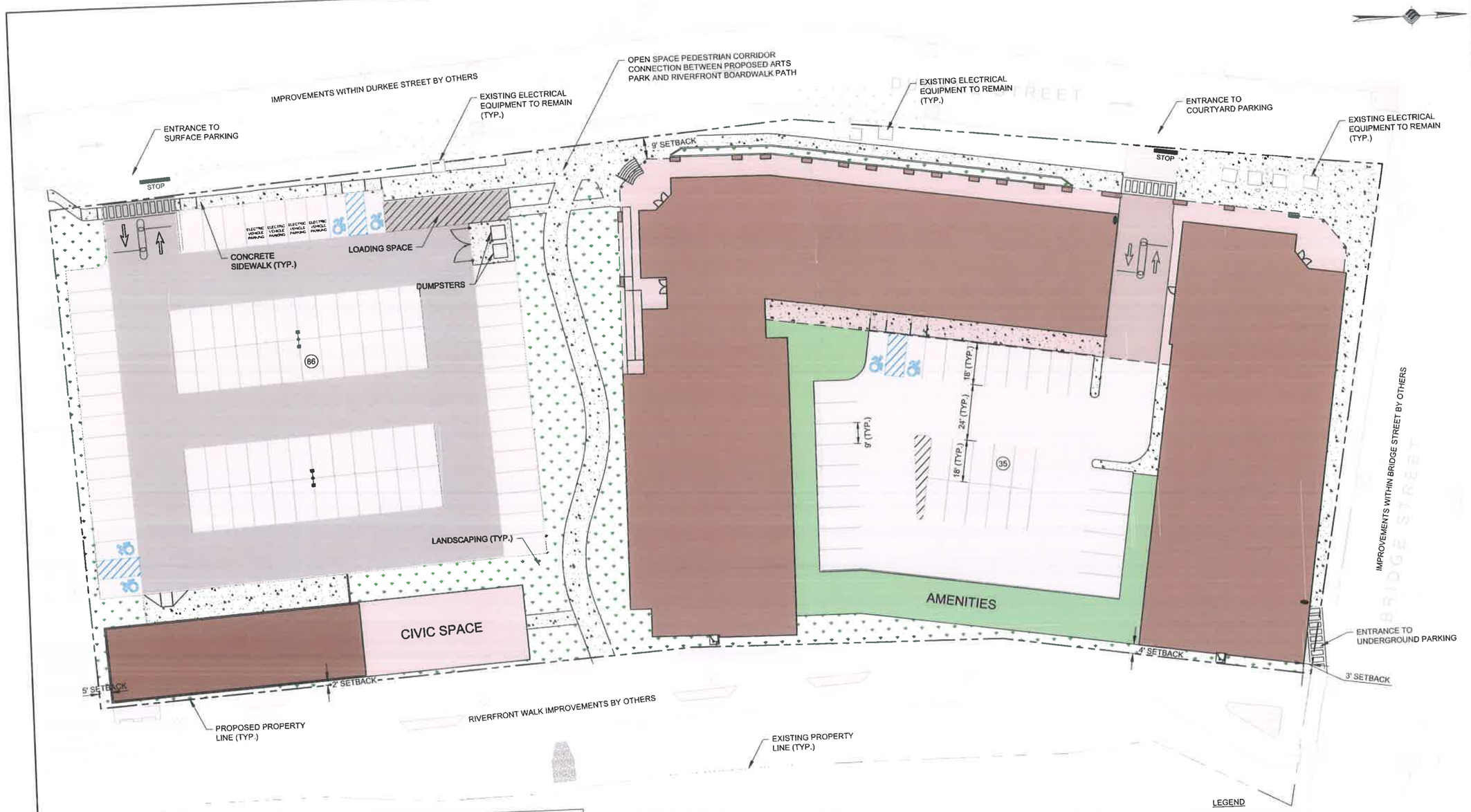
INSTRUCTIONS FOR SUBMITTAL:

1. Type or print neatly. Complete all blanks.
2. Submit completed application and one location map, survey, detailed site plan, typical floor plans, SEQR, and building elevations (indicating finished materials) as required by the Zoning Ordinance Section 270-35. After review and acceptance of the above submittal by the Building Inspector and Engineering and Planning Dept., the approved application will be returned and the applicant is to submit **15 sets** of the approved application, SEQR, and drawings to:

Engineering and Planning Dept.
41 City Hall Place
Plattsburgh, N.Y. 12901

(518) 563-7730

NOTE: A site plan review request can not be placed on the Planning Board agenda until the Engineering and Planning Dept. certifies the submittal is complete and contains all information as required.



PROJECT DATA:

1. APPLICANT:
   PRIME PLATTSBURGH, LLC
   621 COLUMBIA STREET
   COHOES, NY 12047
2. EXISTING ZONING: COMMERCIAL/PLANNED UNIT DEVELOPMENT
3. LOT AREA: 2.76 ACRES (120,120 SF)

ZONING:

	TAX ACC. NO.	LOT SIZE	ZONING
EXISTING:	207.20-7-15	±4.66 ACRES	COMM/PUD
PROPOSED:	XXX.XX-X-XX	±2.76 ACRES	PUD

GROSS COMMERCIAL AREA:	7,250 SF
GROSS RESTAURANT AREA:	6,150 SF
60% CUSTOMER AREA:	3,690 SF
40% OTHER AREA:	2,460 SF
TOTAL APARTMENT UNITS:	115

PARKING DEMAND PER CITY CODE		
USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(2 PER DU FOR FIRST 10) x 10 + (1.75 PER DU OVER 10) x 105	204
COMMERCIAL	(1 SPACE PER 250 SF)	29
RESTAURANT		
CUSTOMER AREA	(1 PER 50 SF) x 3,690 SF	74
OTHER AREA	(1 PER 250 SF) x 2,460 SF	10
PUBLIC PARKING FOR CITY USE		50
TOTAL DEMAND	-	367

PARKING DEMAND PER PUD		
USE	CALCULATION	NO. OF SPACES
RESIDENTIAL	(1.5 PER DU) x 115	173
COMMERCIAL	(1 SPACE PER 300 SF)	45
EMPLOYEE PARKING	(⅕ SPACE PER EMPLOYEE) x 15	8
PUBLIC PARKING FOR CITY USE	-	50
TOTAL DEMAND	-	276

PARKING PROVIDED	
LOCATION	NO. OF SPACES
SURFACE PARKING LOT	86
COURTYARD PARKING LOT	35
UNDERGROUND PARKING LOT	165
TOTAL PARKING PROVIDED	286

*PARKING SPACES WILL BE STRIPED TO INDICATE SPACE AVAILABLE FOR PUBLIC USE

ADA PARKING:
PER NYS 2016 UNIFORM CODE SUPPLEMENT

ACCESSIBLE SPACES REQUIRED:	
SUFACE PARKING	4 SPACES
COURTYARD PARKING	2 SPACES
UNDERGROUND PARKING	6 SPACES
ACCESSIBLE SPACES PROVIDED:	
SUFACE PARKING	4 SPACES
COURTYARD PARKING	2 SPACES
UNDERGROUND PARKING	6 SPACES

FEATURES	CALCULATION	UNDERLYING CITY ZONING	PROPOSED
PARCEL SIZE	CHAPTER 360 SCHEDULE III	50,000 SF	120,120 SF
MIN. LOT DIMENSION	SQUARE ROOT OF LOT AREA X 0.67	232'	216'
MAX. HEIGHT IN STORIES	LOT AREA X 0.0001	14	5
MAX. BLDG HEIGHT	STORIES X 12	60'	65'
MINIMUM BUILDING SETBACKS	STORIES X 3	15'	3' NORTH 2' EAST (EXISTING) 9' WEST 5' SOUTH (EXISTING)
MAX. BLDG COVERAGE	LOT SIZE - SETBACK AREA	82%	32%
MIN. OPEN SPACE	SETBACK AREA	22,105 SF	22,135 SF

LEGEND

- CONCRETE SIDEWALK
- LANDSCAPING
- AMENITY SPACE
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- BUILDING
- BUILDING OVERHANG
- STONE RIP-RAP
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- BUILDING OVERHANG

0 20 40 60 FT
SCALE

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE
CONCEPT UPDATE

NO.	DATE	DESCRIPTION
1	02/04/2020	PARKING UPDATE

CLIENT:
PRIME PLATTSBURGH, LLC
PLATTSBURGH, NEW YORK

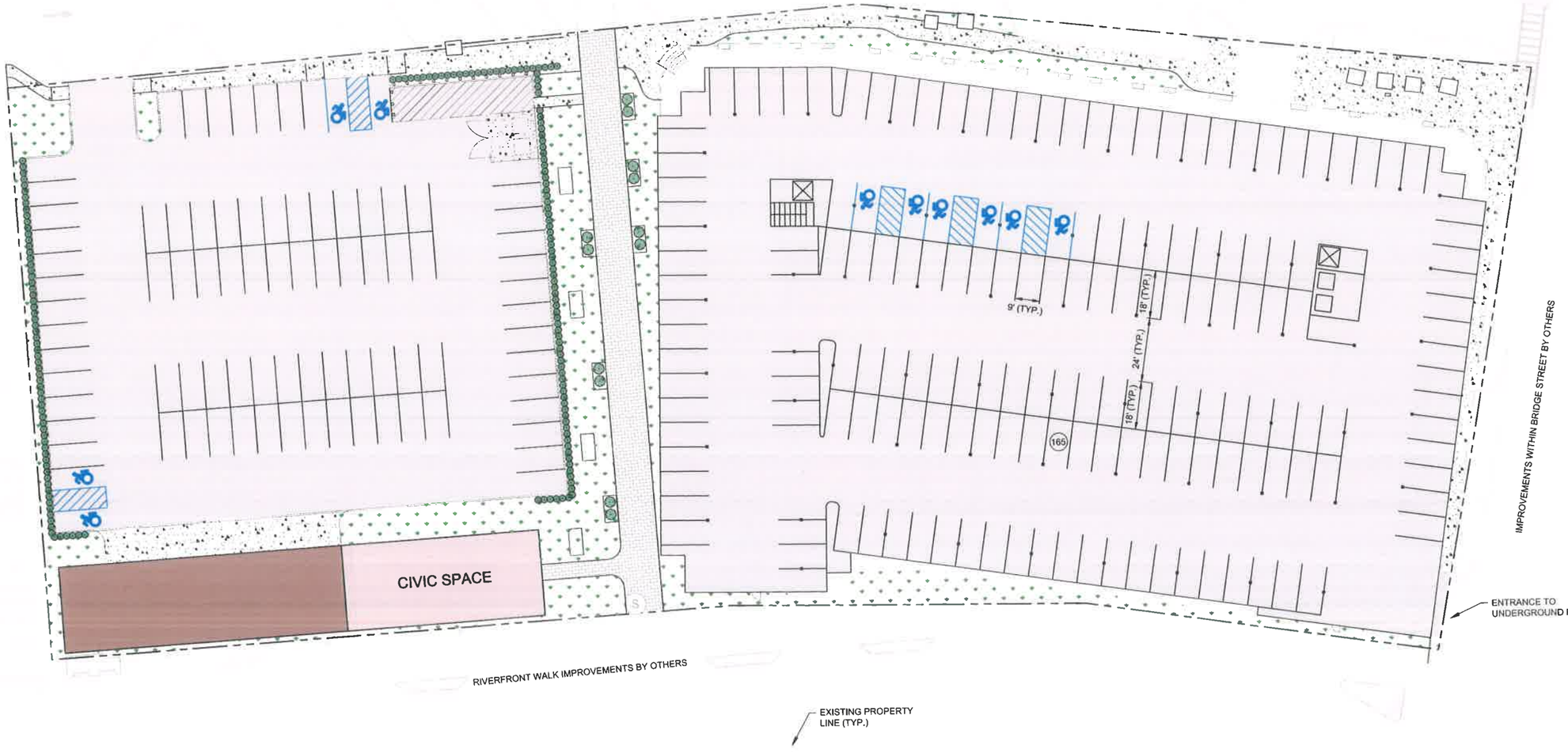
PROJECT:
DURKEE STREET MIXED USE

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	NOVEMBER 2019
PROJECT	18491.00

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE
CONCEPTUAL SITE PLAN

DRAWING NUMBER
C-01
01 OF 01



LEGEND

- CONCRETE SIDEWALK
- STAMPED CONCRETE
- LANDSCAPING
- AMENITY SPACE
- ASPHALT PAVEMENT
- BUILDING
- BUILDING OVERHANG
- PROPOSED PROPERTY LINE
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PROJECT MILESTONE
CONCEPT UPDATE

NO.	DATE	DESCRIPTION

CLIENT:
PRIME PLATTSBURGH, LLC

PLATTSBURGH, NEW YORK

PROJECT:
DURKEE STREET MIXED USE

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	NOVEMBER 2019
PROJECT	18491.00

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DRAWING TITLE
BASEMENT PARKING PLAN

DRAWING NUMBER
C-01

01 OF 01

Plattsburgh Durkee Street Project
List of Deviations for PUD Subdivision - UPDATED
February 3, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Lot Area	50,000 sq. ft.		82,965 sq. ft.	Not applicable	120,119 sq. ft.	Not applicable
Minimum Land Area	Not applicable	3 acres for entire PUD area	1.9 acres (totals 4.66 acres with Lot 2)	Not applicable	2.76 acres (totals 4.66 acres with Lot 1)	Not applicable
Minimum Lot Dimension	202 FT for Lot 2A 233 FT for Lot 2B		Previously approved	No	573 FT	No
Width	70 FT for Lot 2A 70 FT for Lot 2B		Previously approved	No	> 500 FT	No
Depth	100 FT for Lot 2A 100 for Lot 2B		Previously approved	No	265 FT	No
Front Setback (Durkee and Bridge Streets)	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	9 FT Durkee Street 3 FT Bridge Street	Yes
Side Setback	12 FT for Lot 2A 15 FT for Lot 2B		3 FT (north)	Yes	2 FT (east)	Yes
Rear Setback	12 FT for Lot 2A 15 FT for Lot 2B		Previously approved	No	5 FT (south)	Yes
Height (FT)	48 FT for Lot 2A 60 FT for Lot 2B		Previously approved	No	65 FT	Yes
Height (Stories)	5 stories for Lot 2A 14 stories for Lot 2B		Previously approved	No	5 stories	No
Minimum Distance Between Buildings		The minimum distance between any two buildings, other than buildings containing common walls, shall be not less than as computed under the following formula: S=(LA+LB+2(HA+HB))/6 Where: S = Required minimum horizontal distance between any wall of Building A at any given level and any wall of Building B at any given level or the vertical prolongation of either; LA = Total length of Building A. Building A shall be that structure which is of equal or greater length of the two buildings selected; LB = Length of Building B; HA = Height of Building A. The height of Building A is the average height above the finished grade of the structure; HB = Height of Building B.	Previously approved	No	Minimum distance between buildings is as follows: LA = 305 ft, LB = 106 ft, HA = 65 ft, HB = 18 ft, S = 96 ft Actual Distance: 120 FT	No
Maximum Building Coverage	Previously approved for Lot 2A 84% for Lot 2B		Previously approved	No	32%	No
Minimum Open Space	Previously approved for Lot 2A 16% for Lot 2B		Previously approved	No	22,135 SF or 18%	No

Plattsburgh Durkee Street Project
List of Deviations for PUD Subdivision - UPDATED
February 3, 2020

Requirement	Central Business Zoning District - High Rise	PUD Requirement	Lot 2A: City Owned (Gateway Complex)	Deviation Requested per § 360-21(D)	Lot 2B: Prime Lot	Deviation Requested per § 360-21(D)
Minimum Number of Parking Spaces	See City parking requirements In Notes below	The Planning Board can approve an alternative calculation for parking demand, as stipulated in Section 360-21.-D-5-d-5 of the City Zoning Code. The Planning Board has the authority to approve an alternate method of parking calculation if the applicant can provide sufficient justification for the calculation. Instead of the methods stipulated in Section 360-26, the applicant is requesting an alternative method for calculating the residential/commercial/restaurant parking demand. The applicant has based this demand on another similarly sized project in the region that they have constructed and operated for multiple years with similar uses, layout, and construction. The project has operated without any parking issues.	Previously approved	No	*Residential*: 1.5 / dwelling unit x 115 units (173 spaces) *Commercial/Retail/Restaurant*: 1 / 300 sf x 13,400 sf (45 spaces) *Employee*: 1/2 space per employee x 15 (8 spaces) *Public Parking for City Use*: 50 spaces (50 spaces) *Total 276 spaces*	Yes

City Parking Requirements Notes:

Residential:
2 / dwelling unit for first 10 units x 10 units (Lot 2B - 20 spaces)
1.75 / dwelling unit over 10 x 105 units (Lot 2B - 184 spaces)
+1 for each adult occupying the unit over 2 (0 spaces)

Commercial:
1 / 250 sf x 7250 sf (Lot 2B - 29 spaces)

Restaurant:
1 / 50 sf customer area x 3690 sf (Lot 2B - 74 spaces)
1 / 250 sf other area x 2460 sf (Lot 2B - 10 spaces)

Total 317 spaces

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Community Development Office
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901
Phone: 518-563-7642
cdo@cityofplattsburgh-ny.gov

MEMORANDUM

From: Matthew Miller, Director of Community Development

To: Ron Nolland, Chairman, Zoning Board of Appeals

James Abdallah, Chairman, Planning Board

Subject: City Downtown Parking Plans

Date: February 20, 2020

Additional information has been requested by both the City's Zoning Board of Appeals and Planning Board regarding the City's plans for downtown parking so that they may properly evaluate the various applications currently before the boards relating to the Durkee Lot Mixed Use Development. The following table appears on page 11 of the Final GEIS and shows the anticipated changes in the downtown parking supply that will occur as a result of the GEIS projects:

Table 3: Existing and Future Publicly Accessible Parking Supply within SAD

	Existing Public Supply[1]	Future Public Supply	Change in Public Supply
DSMPL (existing) / DLMUD (future)	289	50	-239
BSMPL	59	80[2,3]	+21
APMPP	0	103[3]	+103
Westelcom Park[5]	4	0	-4
Clinton County Lot	0	69[2,4]	+69
Court Street Lot	44[7]	44[7]	0
City Hall Place Lot	17[7]	17[7]	0
Off-Street Totals	***413***	***363***	***-50***
Durkee Street (Broad St. to Bridge St.)	15	53	+38
Bridge Street (Durkee St. to Peru St.)	32	38	+6
Court Street (north side from Margaret St. to Oak St.)	28	19	-9
Margaret Street (west side from Brinkerhoff St. to Division St.)	9	4	-5
On-Street Totals (All Streets within SAD)	***407***	***437***[6]	***+30***
Total On- and Off- Street Spaces	***820***	***800***	***-20***

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Notes: [1] Based on a parking supply survey conducted by the City of Plattsburgh's Community Development Office. [2] Includes one motorcycle space. [3] Reflects revised plan. [4] Reflects additional information provided by Clinton County subsequent to issuance of the DGEIS. [5] The four existing off-street parking spaces at Westelcom Park will be eliminated as part of the WPI. [6] The nine fewer spaces on the north side of Court Street between Margaret and Oak Streets are due to adjustments to the Clinton County Lot and the loss of five spaces on the west side of Margaret Street between Brinkerhoff and Division Streets is due to construction of the proposed APMPP. [7] Parking numbers reflect existing supply and have been updated to correct errors contained in the DGEIS.

The Community Development Office offers the following additional documentation for reference by your boards when evaluating the Durkee applications:

1. The Carl Walker study "Parking Observations and Recommendations" completed on behalf of the City in February of 2018. The study includes several recommendations for managing the City's downtown parking assets and replacing the capacity of the Durkee Street Municipal Parking Lot.

2. A February 19, 2020 memo from WGI, Inc. (formerly Carl Walker), the consultants who completed the City's 2018 downtown parking study, concluding that, in their view, the City's overall parking plan for downtown will provide adequate public parking capacity both during construction and after all the proposed GEIS projects have been completed.

3. An overview map showing the physical location of the proposed replacement parking capacity projects in the downtown area.

4. August 2018 memo from the Plattsburgh Parking Advisory Committee to the Common outlining its parking recommendations and a proposed timeline of implementation. These recommendations were arrived at after 8 months of PPAC meetings and input from numerous community stakeholders. The memo includes several recommendations regarding management of the City's new parking system.

   As yet, the Council has made no final decisions on any of these recommendations save for their endorsement of the continuation of the existing City policy on the use of outdoor 'parklets' during the summer season by downtown restaurants. The recommendation of IPS as the City's preferred kiosk vendor was made after an exhaustive process in which the City initially released an RFP, evaluated the 3 proposals received and then invited all 3 vendors for on-site interviews and a demonstration of their proposed kiosk units. Ultimately the PPAC's review committee decided unanimously to recommend IPS Group.

5. The construction site plan for the 103 space Arnie Pavone Memorial Parking Plaza which will be built on the current site of the Glens Falls National Bank Building on Margaret

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St. The City recently purchased the lot and will complete asbestos abatement and demolish the building pending completion of the GEIS with lot construction to commence immediately following demolition. Division St. will be abandoned and its former footprint incorporated into the new lot.

Cooperation from the adjacent property owners, Community Bank and St. John's Catholic Church, has been sought, agreements in principle have been reached with both parties, and the necessary access/construction easements are currently being negotiated for the portions of the construction required to take place on their properties. A preliminary rendering is included as well. Minor changes to the design have been implemented since this rendering was completed. A brief project narrative is also included. The new lot will be completed prior to groundbreaking on the Durkee lot development.

6. The construction site plan for the expanded Broad Street lot. This is a simpler project than the Pavone lot and will involve the addition of 21 parking spaces by expanding the lot toward the Saranac River. A preliminary rendering and project narrative are also included. The expanded lot will be completed prior to groundbreaking on the Durkee lot development.

7. Site plan for the reconfiguration of the Clinton County Government Center Parking Lot. In exchange for the City contributing to the construction cost of this reconfiguration, the County agreed to open the 69 spaces in the newly expanded public parking area to any public purpose whereas, prior to the lot's reconfiguration, only those on County business were permitted to park in that area.

8. Sketch site plan showing proposed improvements to Durkee Street which involve the conversion of that street to one-way, northbound traffic and the addition of new on-street parking capacity on the reconfigured street. Design work for this project is ongoing and it is anticipated that construction will begin roughly 6 months after construction of the Durkee lot development commences.

9. Draft proposals for a temporary construction parking plan to be implemented while construction of the DLMUD, Durkee Street improvements, and Bridge Street improvements are ongoing. These projects account for roughly 100 of the compensatory parking spaces included in the City's replacement plan and will not be available until construction is complete. The plan calls for, among other measures, the temporary designation of certain on-street areas within and adjacent to the SAD as long term parking.

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Phone: 518-563-7642
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10. The traffic study completed as part of the GEIS process that analyzed the effects of all the proposed parking improvements on downtown traffic flow. The study concluded that, even with the conversion of Durkee Street to one-way traffic, traffic impacts would be minimal and of those expected increases in wait times at the various evaluated intersections, none was greater than 5 seconds.

The following is a list of documentation related to the City's parking plan that has been included in previous SUP application submission materials to the ZBA:

1. A memo from the Community Development Office to the Common Council, dated January 24, 2020 addressing public comments regarding parking that were submitted by the public in response to the Draft GEIS. NYS regulations require the Common Council, as lead agency for the environmental review, to respond to all substantive comments submitted by the public. Several comments questioned the manner in which the City was accounting for the number of spaces in its compensatory parking plan.

   Rather than debate the merits of these assertions, the City decided to show that, even if those assertions were utilized to calculate the number of compensatory parking spaces, that the SAD contains more than enough excess parking capacity to absorb any perceived deficit without approaching the peak parking utilization threshold of 85% that would normally require the City to start planning for additional parking. To do this, we used the results of over 100 SAD-wide parking counts conducted by members of the PPAC and the Community Development Office over the course of 2019. We felt it was more appropriate to use these results rather than those of the Carl Walker study as the demand observed in the 2018 study was based on observations prior to the City's resumption of active enforcement of its downtown parking regulations.

2. Current site plan for the Durkee Lot Mixed Use Development with anticipated parking demand included at bottom. A large underground parking deck and two surface parking lots are included in the plan. It is expected that the development will contain enough parking for its own needs and an additional 50 spaces that will be made available for use by the public. The City also plans to implement an additional 6 parallel, on-street parking spaces adjacent to the development on the south side of Bridge Street which can be seen on the right side of the site plan.

RECOMMENDATIONS

1. **Considering the impending development of the Durkee St. Lot, the City needs to administer the City Parking System**.

   The City parking assets (on-street and off-street parking spaces) are free to patrons and lightly regulated even for the time limited on-street spaces. When the Durkee St. development comes to fruition, the City will no longer have the option to let the parking system operate with little planning or active management and oversight. For the Durkee St. development and the existing businesses and other organizations to be successful, the City needs to manage the parking assets to promote high levels of customer service and efficient use of parking spaces. High levels of customer service include having open parking spaces when arriving downtown, and options for parking based on cost and proximity.

   Administering a public parking system can include charging for parking, but it is not a requirement. Fees are an important tool for managing parking supply, as they allow patrons to choose where to park based on their own price sensitivity. Effective downtown parking systems can exist without fees. However, the main management tool is parking enforcement, and too much enforcement creates an adversarial relationship between parking management and patrons / customers.

   DISCUSSION NOTE

   Options to Accommodate Parking Needs in support of DRI and Durkee St. Development
   1. Don't change much and require people to park in the Harbor Lots
   2. Create necessary downtown parking and administer FREE parking system that does not charge patrons for use. City bears all costs for creating and managing parking.
   3. Create necessary downtown parking and administer PAID parking system that charges fees for use.

   Option 1 provides low levels of customer service. Option 2 is not financially feasible for the City. Option 3 provides high levels of customer service and has revenue to help cover costs.

   Administration of the Parking System would require overhead; staff, supplies, equipment, etc. Our understanding from City staff is that implementation of a Parking System would have to pay for itself out of fees. The City is unable to absorb the overhead of a managed parking system that does not generate revenue. For the remainder of these recommendations, we are going to assume the City Parking System will charge user fees for hourly on-street parking and daily and monthly off-street parking to support the administrative overhead required. Paid parking accomplishes two objectives:

   1.) Creates a high level of customer service by offering options to patrons based on price, not on enforcement.
   2.) Provides funding necessary to adequately administer a public parking program.

Recommendation

Create a Parking Office that is responsible for day to day parking operations as well as short and long-term parking planning as part of the overall economic development of the City. Some of the items that need to be considered for more robust management and administration of parking include:

A. Staffing for:
   a. Issuance and administrations of monthly parking permits
   b. Issuance and administration of residential parking permits
   c. Civilian parking enforcement
   d. Administration of accounts payable / receivable
   e. Maintenance of meters
   f. Cash collection of meters
   g. Reconciliation of mobile and credit card payments
   h. Daily administration – answering phone calls / taking questions
   i. Parking ticket payments / adjudication
   j. Policy input from Community Development
   k. Coordination with zoning and land use
   l. Liaison with Mayor / Common Council

(There should be a lead person responsible for parking operations, but also leadership for future planning, land use and zoning issues related to parking. The leader needs to represent how parking and transportation can support the overall economic development of Plattsburgh.)

B. Administrative:
   a. A Parking Violations Bureau has already been established by ordinance, but there may be other legal requirements to establish a Parking System.
   b. Updated website with maps and payment option
   c. Cooperation with NYDOT regarding placing meters on State roads / highways
   d. Communication among Community Development / Finance / Police / Public Works and other City entities
   e. Communication with public about parking policies / needs / availability

C. Capital Expenditures:
   a. Office / meter shop / signage space
   b. Signage and wayfinding
   c. Purchase and installation of parking meters / necessary technology

d. Implementation of mobile payment option (can be implemented with little out of pocket costs to the City)
e. Purchase and implementation of electronic permitting and parking enforcement technology

The creation of a parking system will change the existing parking patterns and dynamics. Numerous decisions large and small will be required throughout the process, and adjustments will need to be made after implementation. Considerations include but are not limited to:

D. All parking related revenue should fund the Parking System; on-street fees, citations and late fees, off-street permits, daily parking and special event fees.
E. Having an administered Parking System provides the City with the opportunity to plan development, adjust to changing conditions and provide high levels of customer service.
F. Develop a Standard Operating Procedures Policy Manual
G. On-street parking:
    a. Rates
    b. Time limits or escalating rates
    c. Late fees and adjudication. The current citation price and late fees are part of City code. *(This type of detail should not be part of ordinance, it provides little flexibility and necessary changes may become political decisions instead of practical operational considerations.)*
    d. Type of meters (single space / multi space / mobile only)
H. Off-street parking rates
I. A certain percentage of parkers will vacate the downtown parking areas because the spaces are no longer free and without restriction.
J. Secondary parking supplies may emerge as private land owners open their parking areas for paid parking. Does the City want to regulate these businesses?
K. What policies are in place to maintain the downtown buildings and avoid demolition to create private parking lots?
L. The Harbor parking lots should remain free for cost sensitive parkers. This will require attention from the Police department to monitor the area and the walking routes.
M. Implementation time will likely be 6-12 months. Set a schedule so the parking system is running effectively before the Durkee St. development dramatically changes the downtown landscape.

DISCUSSION NOTE

Can the parking system be financially independent? Some of the factors to consider:

- Does the parking system retain all parking related revenue?
- Debt service
- Rates and fees
- How are expenses allocated? Utilities, snow plowing, capital maintenance?

2. **The Durkee St. development RFP should include a requirement to meet parking demand for the new development and replace some parking spaces from the removed parking lot.**

The current Durkee St. Lot provides 65% of the off-street public parking supply downtown. Eliminating these parking spaces without replacing them would result in hundreds of parkers being displaced during and after development.

A. The chosen development team should include on-site parking for the parking demand created on the site. This can be a combination of structured and surface parking, but would require some structured parking to provide the spaces necessary. Shared parking scenarios should be considered when determining the total parking required. Pertinent language from City code regarding shared parking:
    - *If the parking demand is determined to be greater than the required minimum number of spaces, the Building Inspector, or the Zoning Board of Appeals, may permit the property to be used or occupied for the owner's intended purpose if it is determined there are sufficient public parking spaces to meet such demand, and the property owner agrees to pay an additional parking assessment for such excess parking.*
    - *The Building Inspector or Zoning Board of Appeals may require the lot owner to provide a parking survey, in such form as he/it determines is appropriate, to assist him/it in making the determinations required by this section.*

B. In addition to including parking to meet the needs of the new development, the City should seek to add public parking as part of the development. Public parking in the core area of downtown is over 85% occupied at peak times (noon on a weekday) and therefore the current off-street parking needs to be replaced. Some of the opportunities to provide the replacement parking include:

    a. On-street angled parking along Durkee St. and Bridge St.
    b. Surface parking on Durkee development site as part of the development design.
    c. Structured parking at the Durkee development site. This would not likely include a separate parking structure, but additional spaces within a structure integral to the development.
    d. Surface parking lots in other areas of downtown to balance parking supply geographically. We developed options for Court and Couch Streets west of Margaret St.
    e. Combination of the above options to create 275 parking spaces.
    f. Utilize the Harbor parking lots.

DISCUSSION NOTE

Creating 275 new parking spaces to replace the Durkee St lot will result in a parking situation roughly similar to the current conditions. Undoubtedly the City hopes the Durkee St. development will lead to additional economic development and potentially more parking demand. We have not modeled other development scenarios, as Durkee St. is the focus of the City and there are no other development plans at this time.

The main downtown parking lots are over 85% occupied, or effectively full considering snow, misparked vehicles, unused ADA spaces and the difficulty finding the final few spaces. There is no room for additional parking demand. If the proposed Durkee St. development provides enough parking to support itself, and the City provides an additional 275 parking spaces either on-site or around the City, there is little parking supply for increased parking demand.

It is a difficult decision for a City to build parking in hopes of increasing economic activity. While it is true that a restricted parking supply can dampen economic development, overbuilding parking rarely results in increased parking demand without specific development projects. We don't recommend overbuilding the parking supply beyond what is currently needed plus the Durkee St. development. However, planning for future parking needs is the type of benefit derived from a managed parking system with effective leadership.

3. **Add parking capacity on the north and west side of downtown through co-operative agreements.**

Plattsburgh should be commended for keeping many of the historic building and street fronts intact, especially along Margaret, Clinton and Durkee Streets, as well as City Hall Place. This creates a nice cityscape, but limits the opportunity to add surface parking lots. To add parking near downtown will take some creativity.

The attached options show opportunities to create;

- Angled pull in parking along Durkee St. and Bridge St. as part of the redevelopment of that site.
- An expanded shared lot with the County by closing Court St.
- Combining multiple private parking lots and closing Division St.
- Creating a parking lot in Trinity Park.

DISCUSSION NOTE
Costs for Long Range Planning Purposes
Structured Parking - $22,000 to $25,000 per space depending on various factors – 30 – 50-year lifespan
Surface Parking - $5,500 - $7,500 per space depending on various factors – 20-year lifespan

Cooperative parking agreements with private land owners are difficult to obtain. The owners of private parking lots are protective of the access the parking areas provide for their staff and patrons. However, if the City can provide assurance of access and financial incentive (through the parking user fees), then mutually beneficial agreements could potentially be reached to bring private parking areas into public parking supply.

4. **Eliminate the Parking Special Assessment District in favor of parking fees as part of Recommendation #1).**

With the implementation of parking fees, the Parking Assessment District should be eliminated and funding of parking should be through user fees. The Parking Assessment District provides funding for basic maintenance, snow and ice control and utilities for the City owned parking lots. The Assessment is based on building square footage and does not consider building use and intensity. The District also exempts certain entities, such as local, state and federal governments and churches. A Parking District supported by user fees provides equitable distribution of costs to the people utilizing the parking system. Organizations could redirect Assessment District money toward paying staff or patron parking.

DISCUSSION NOTE

Without being able to find the exact history, the general assumption is that the Parking Assessment District was implemented in 1985 as a result of the lost revenue when the old parking meters were removed. Eliminating the district if meters are re-installed seems to be a fair trade. There is also some goodwill generated by eliminating a fee.

5. <u>Conduct parking enforcement with civilian enforcement staff.</u>

The Police admittedly don't have the staffing to conduct consistent parking enforcement. While this has not caused major problems for the downtown, it is a reminder that the priority of the Police Department is public safety. While parking is an important issue, parking violations rarely rise to the level of being a public safety concern.

Parking enforcement conducted by civilian parking enforcement can be focused on providing high levels of customer service and a regular presence that is not called away for more important public safety issues elsewhere in the community. Dedicated parking enforcement would provide the following services and considerations:

- A consistent downtown presence.
- Provide parking enforcement for all non-moving violations; ADA, loading zones, No Parking zones, etc.
- Serve as liaison between merchants, land owners, downtown employees and the Parking Department.
- Provide directions, customer service and education on parking costs and policies for patrons and visitors. This could include referrals for jump starts, lockouts, or stranded motorists.
- Conduct regular permit violation checks in the parking lots to assure a minimum number of unauthorized parkers.
- Coordinate sign issues, meter malfunctions and other maintenance issues.
- Serve as an extra set of eyes and ears for downtown security.
- Promote the Downtown Vision of the City Community Development Department, and serve as an ambassador for the downtown.
- Coordinate with Police for identification of stolen and abandoned vehicles.

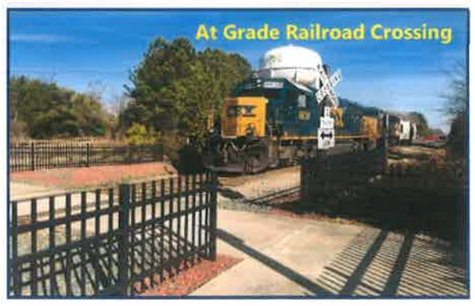
6. Develop a plan to utilize the Harbor parking lots during the Durkee St. Lot construction.

The Durkee St. development will change the function and activity of downtown. The disruption will peak during construction, when the existing parking has been removed, but the new parking is not in service yet. The City has available parking at the Harbor that can be used in the interim. To take advantage of this available parking, the City will have to provide enhancements to better connect the lots to downtown.

- Consider a temporary shuttle service from the Harbor lots to Margaret St.
- Upgrade the pedestrian connections at Dock St. and Green St. (Long-Term Improvement)
- Explore the opportunity to construct at grade pedestrian crossing and switchback pedestrian ramp at Pike St. extended. (Long-Term Improvement)

Improved Pedestrian Connections
Green St
Bridge St
Pond Street
Margaret St
Durkee St
9

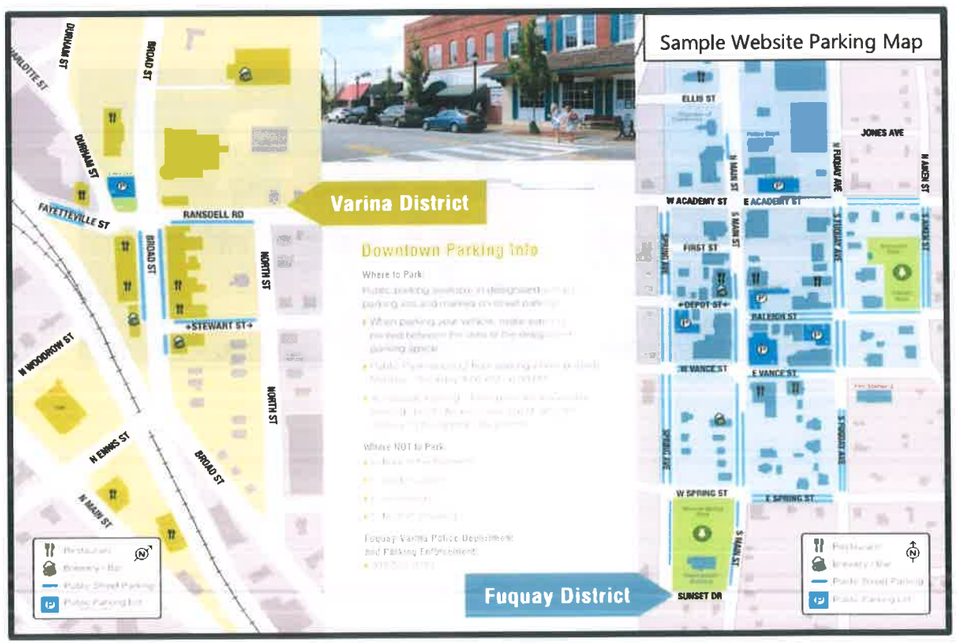
RAILROAD CROSSING
2
TRACKS
LOOK


At Grade Railroad Crossing

7. Create a parking website as part of Recommendation #1.

In coordination with parking branding and wayfinding, the City should develop a parking page on the City website. The webpage should inform guests and visitors of availability and policy and provide payment and convenience for patrons. The page should include:

- Parking Maps
- Policy and Regulations
- Online Payments
  - Parking tickets
  - Monthly Permits
  - Residential Permits
- Special Event Parking Policies
- Contact Information



8. **Improve Green St. for vehicular, bicycle and pedestrian access from the Harbor area to downtown.**

The short-term need to utilize the Harbor parking lots for the Durkee St. development may provide the opportunity for longer term capital improvements connecting those lots to downtown. Green St. provides the opportunity to improve vehicle, bicycle and pedestrian connections from downtown to the Harbor lots and lakefront. Improved sidewalks, bike lanes, lighting and emergency call boxes would enhance the area and improve the perception of safety. A Complete Streets approach would greatly enhance this connection for all users.

9. **Develop parking branding and wayfinding program for downtown, but that can also be used citywide.**

Existing location and wayfinding signage for the public parking lots is lacking. We were only able to find one standard "P" for parking symbol. Most residents and regular downtown visitors will find available parking, but with a managed system including enforcement, rates and fees, it is important to be clear regarding which areas are set aside for public parking. For out-of-town visitors and infrequent resident patrons, the public parking identification is necessary for even basic use of the parking system without confusion and worry of receiving parking tickets or being towed.

Margaret and Court Lot

Lexington, KY

Burlington, VT

Albany, NY

The above three parking systems adopted branding utilizing the universal Parking "P" and a location specific logo. The Public Parking sign in the Margaret and Court lot has the beginnings of a branding campaign with the parking "P" and a logo at the top. The branding needs to be carried throughout the downtown parking system, including on-street parking where appropriate. *NOTE: We understand the City is undertaking a signage and wayfinding program currently. This recommendation is intended to reinforce that parking should not be left out of the design and implementation.*

10. Develop a special events parking plan for the Strand Center and Theater.

The Strand Arts Center and Theater brings people downtown on a regular basis, especially at night and on weekends when other parking demand is low. Develop specific directions for Strand patrons so they are confident of the areas they are allowed to park. On-street parking should accommodate a large portion of the visitors for most events. For larger events patrons could use the City public parking lots and potentially private lots with some of the following provisions:

- A cooperative agreement for patrons to use the private parking lots after 5 pm and on weekends.
- Improve the pedestrian link along Marion St. with new sidewalks and increased lighting. (County Lot)
- Clearly identify the pedestrian link with the Durkee St. lot and the Strand Center.
- Potentially close Division St. and open public parking lot behind Strand Center.

11. Add bicycle racks throughout downtown.

There is a demand for bicycle access to downtown. We noted bicycles on city sidewalks and locked to signs and light poles. The City should add bicycle racks at convenient locations and consider adding street bicycle lanes as the city and downtown continue to develop.

Margaret Street

Sample Sign Post Bike Rack

12. Work with NYDOT to re-route Route 9 off of Bridge St. and City Hall Place.

The corner of Bridge St. and Durkee St. / City Hall Place is busy with traffic either turning north off Bridge St. or turning left onto Bridge St. heading south. The traffic includes numerous semi-trailers and other large vehicles as this a main north / south route for the area. Route 9 (through Route 314) connects the Burlington, VT ferry with the New York side of the lake. Re-routing Route 9 traffic along Catherine St. would provide traffic relief for downtown.

Traffic relief would result in a more pedestrian and bicycle friendly downtown and potentially increase safety. Decreased traffic would also make the Durkee St. development site more appealing for greenspace and pedestrian related activity. This would make the potential walk from the Harbor parking lots more appealing and safer.

13. Work with railroad to avoid simultaneous blockage of BOTH Dock St. and Green St. when a train needs to stop downtown.

Railroad interfaces with roads, motor vehicles, bicycles and pedestrians are generally complicated. There are simply too many competing access interests for simple shared use. As cities across the country have become more densely populated, the need for co-operative policies have been recognized and implemented by many rail companies.

The City needs to reach an agreement with the rail company to maintain open circulation paths at either Dock St. or Green St. at all times. It is understandable when one of the outlets is blocked by parked train cars, but having both blocked is a public safety issue. Additionally, the prime lake frontage property will be more difficult to develop if access is an ongoing issue.

14. Implement a residential parking permit program for downtown residents.

There are a growing number of downtown residents, and new City and State programs are aimed at continuing to increase the number of people living in downtown Plattsburgh. The Durkee St. development is expected to have residential units. As part of the parking system reorganization, a Residential Parking Permit Program should be established to provide parking for those who do not have a parking space as part of their lease.

From a zoning standpoint, landlords should still be required to provide adequate parking for their residents, without encouraging the demolition of a building to do so. If a residential property does not have parking spaces available, residents should be able to get a space from the City. The landlord or the resident may be responsible for the cost. As new residential units are opened, the parking demand and needs should be addressed prior to issuing occupancy permits.

MEMO

Date: 2/19/2020
To: Matt Miller, Director of Community Development
Email: millerma@cityofplattsburgh-ny.gov
From: Jon Forster, WGI
Regarding: Plattsburgh Downtown Parking

WGI (formerly Carl Walker, Inc.) has reviewed the following documents for short- and long-term parking plans associated with loss of existing parking due to the development of the Durkee St. parking lot:

- Financial Restructuring Board Funding Resolution (6/26/2019)
- PPAC Recommendations to Common Council Memo (8/15/2019)
- Government Center Lot Sketch Site Plan (8/16/2019)
- Durkee St. Improvements Map (9/31/2019)
- Temporary Construction Parking Proposal (11/11/2019)
- GEIS Traffic Impact Study (11/19/2019)
- December 2019 Ticketing Report (12/31/2019)
- SAD Parking Utilization Memo (1/24/2020)
- Durkee Lot Mixed Use Development Site Plan (1/24/2020)
- Arnie Pavone Lot Drawing (2/3/2020)
- Broad St. Lot Drawing (2/3/2020)
- Parking Replacement Map (2/14/2020)

WGI began the Plattsburgh Parking Study in September 2017. In the following two years conditions have changed with changes in business activity and the re-implementation of consistent parking enforcement in the downtown district. City staff collected parking occupancy data over 100 times in 2019, documenting the changing parking characteristics of downtown. This new data should be used for analysis since it is more recent and reflects the changing conditions.

Parking Plans

Construction Parking Plan

The City has identified several options to increase the number of parking spaces in the downtown district. Many of the options provide additional parking prior to the beginning of construction on the Durkee St. parking lot. If the most conservative estimates are utilized, these plans include the addition of 168 new parking spaces through a combination of projects including the Government Center Lot expansion (44 spaces), Broad St. Lot expansion (21 spaces) and Arnie Pavone Memorial Parking Plaza (103 spaces). These 168 spaces replace nearly 60% of the 289 spaces in the current Durkee St. parking lot. These parking spaces provide additional parking in multiple locations across the City instead of centralizing much of the City's parking supply in a single parking lot (Durkee St.).

The 2019 parking occupancy counts conducted by the City indicate there is room within the SAD and its immediate vicinity to temporarily absorb the parking demand of those parking spaces on the Durkee St. lot that will not be replaced elsewhere downtown prior to the commencement of construction activities on that lot. The occupancy counts show there are regularly over 300 empty parking spaces across the SAD.

We understand the City's temporary parking plan during construction on the Durkee St. lot includes allowing extended (over two hours) parking on Oak St. and other streets west of Margaret St. **Replacing long-term, off-street parking with long-term, on-street parking is acceptable as long as the commercial land uses (restaurants, store fronts, etc.) continue to have short-term parking available nearby for their patrons and other needs.**

With the construction activity surrounding the Durkee St. development and the relocation of parking spaces around the downtown, it is important for the City to communicate changes to the public to minimize confusion. It should also be recognized that construction periods are inherently confusing and that a reasonable amount of patience and a period of adjustment will be required of the City's residents, parking patrons, business owners, and City staff.

Post Construction Parking Plan

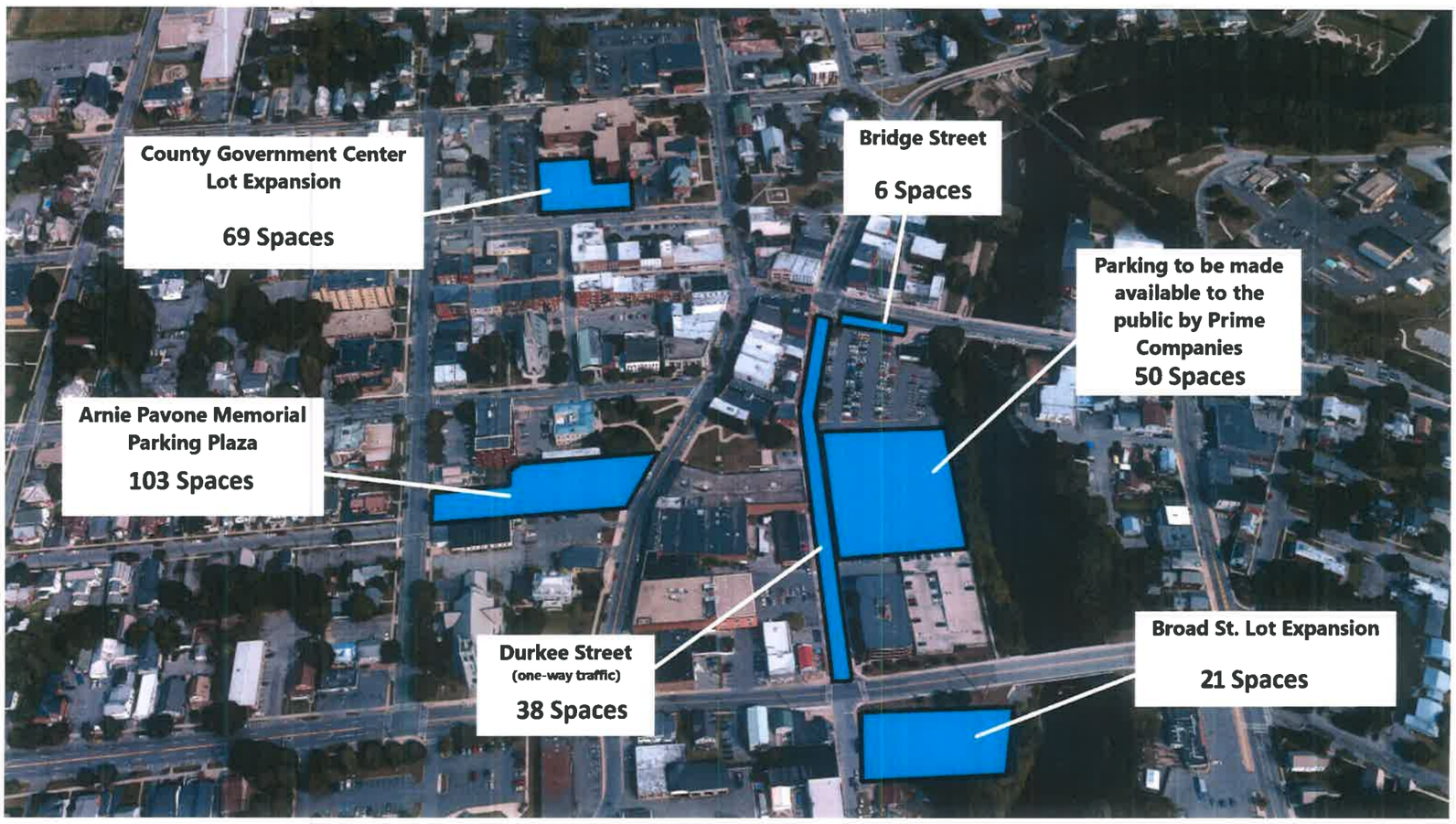
The Community Development Office's January 24, 2020 Parking Utilization Memorandum to the Common Council outlines a reasonable plan for parking after the construction period ends and the Durkee Lot Mixed-Use Development (DLMUD) opens for business. If 50 parking spaces within the DLMUD are made available for use by the general public, then including the 168 spaces detailed above, 218 of the 289 spaces currently within the Durkee St. lot will be replaced with off-street parking around the City. The addition of 44 new parking spaces via the proposed improvements to Durkee St. and Bridge St. brings the total amount of replacement capacity to 262 spaces. While the various projects will result in the loss of other areas of existing public parking, these losses are relatively minor and do not affect our conclusions. The parking occupancy data collected by the City supports the conclusion that there will be adequate public parking capacity during construction and after all the proposed projects have been completed.

The Durkee St. development will change the nature of downtown. The increased density and slight reduction in the number of parking spaces will require the City to efficiently manage its parking assets. As detailed in its August 15, 2019 memorandum to the Common Council, the Plattsburgh Parking Advisory Committee submitted reasonable recommendations for effective management of this parking system. This type of proactive administration will help the City grow and adapt to parking and transportation needs as conditions evolve and new opportunities and challenges arise.

Considerations

WGI did not collect data or develop the construction or post-construction parking plans. This assessment is based on a review of the documents, assuming the information used to create these plans is accurate.

CITY OF PLATTSBURGH
PROPOSED PARKING REPLACEMENT LOCATIONS
(figures indicate # of new spaces to be made available)



MEMORANDUM

To: Mayor Read & Members of the Common Council

From: Matthew Miller, Director of Community Development

Date: August 15, 2019

Re: PPAC Recommendations to Common Council

During its meeting on August 13, 2019, the Plattsburgh Parking Advisory Committee approved several recommendations to be sent to the Common Council for their further deliberation. They are as follows:

Recommendation for Immediate Consideration:

1. Standardization of all on-street parking time limits within the downtown Special Assessment District footprint to 2 hours. This would eliminate all 10 minute, 30 minute, and 1 hour time limits within this zone. This action should be reviewed and approved by City Planner prior to formal approval by Council.

2. Except for the first recommendation regarding standardization of on-street parking time limits, the PPAC recommends no other changes be made to the on-street parking management system at this time.

3. Continuation of current City policy regarding outdoor seating "parklets" on City streets during the summer season.

Recommendations for Consideration Pending Completion of GEIS/Traffic Study:

1. Authorize an agreement with IPS Group, Inc. to provide hardware and software services for a new, managed, downtown parking system that employs kiosks should the Council determine to implement such a system.

2. A single type of parking permit should be offered for sale on either a monthly or annual basis. Annual permits should be offered for sale at a modest discount to the cost of 12 monthly permits. The parking permits should be designed to work in the following off-street lots:

   - Arnie Pavone Memorial Parking Plaza
   - Broad Street Lot
   - Court Street Lot
   - City Hall Place Lot
   - Public parking on the Prime Companies development (once available for use)

   The permit should allow individuals to park between 8:00 a.m. and 5:00 p.m., Monday through Friday in the off-street lots listed above. The costs of these permits shall be discussed by the PPAC and a

recommendation sent to the Common Council once all costs of the new downtown parking system are known.

3. A system that employs both permits and kiosks should be implemented in the following off-street lots:

   - Arnie Pavone Memorial Parking Plaza
   - Broad Street Lot
   - Court Street Lot
   - City Hall Place Lot
   - Public Parking in the Prime Companies development (once available for use)

   A system that employs kiosks only should be implemented in the following off-street lots:

   - Public Parking in Clinton County Government Center lot

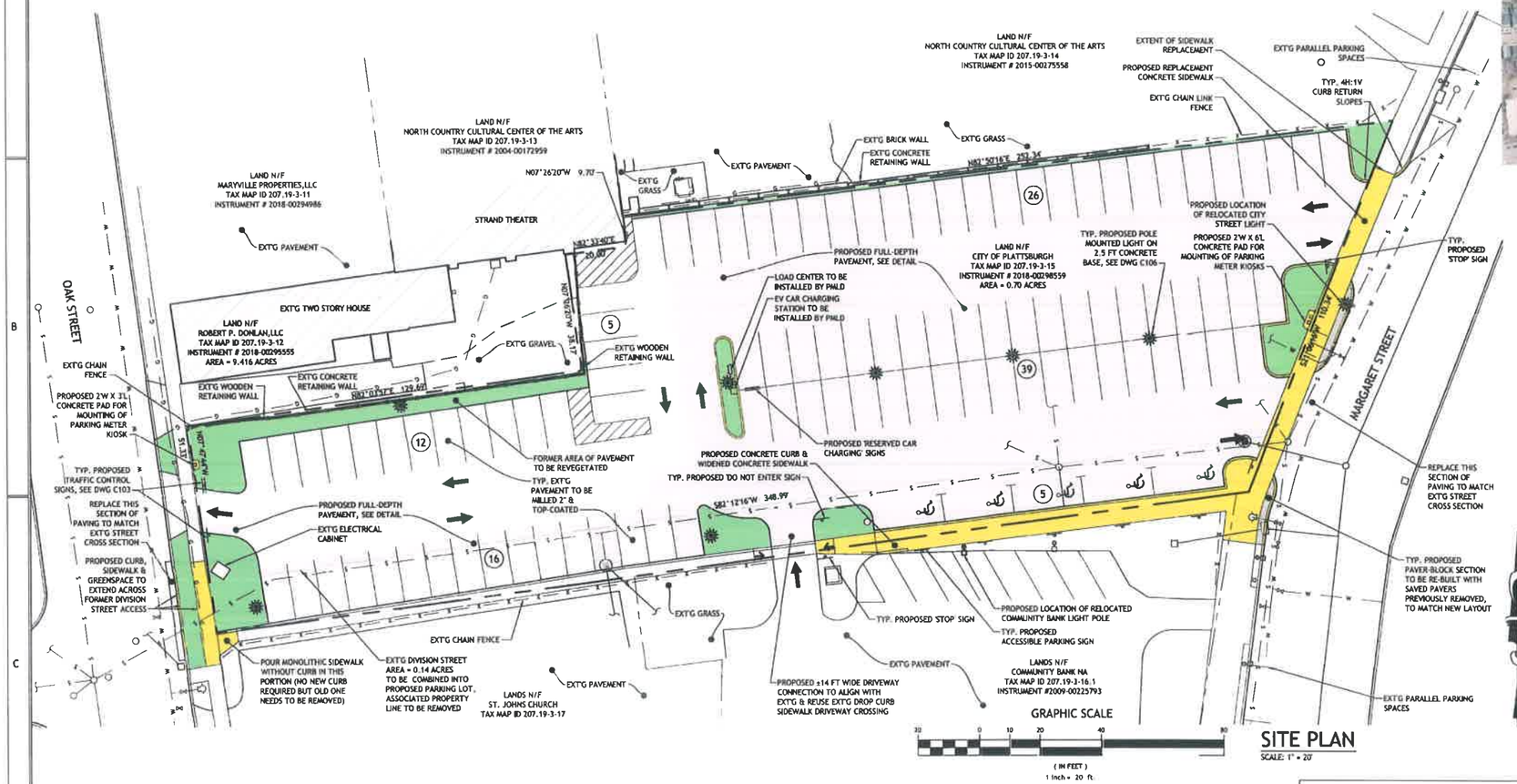
   Permits should be made available for frequent, long-term parkers. Kiosks should be made available for those individuals parking for shorter periods. Rates charges by the kiosks should be modest and parkers should be given the option of purchasing time on both an hourly and a daily basis. These rates should be charged only between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. This would coincide with the recommended parking permit structure. The distribution of kiosks in the off-street lot should be as follows:

   - Arnie Pavone Memorial Parking Plaza: 3 kiosks
   - Broad Street lot: 1 kiosk
   - Court Street Parking lot: 2 kiosks
   - City Hall Place Parking Lot: 1 Kiosk
   - Public Parking in Prime Companies development: 2 kiosks

4. Assuming the implementation of a new, managed, downtown parking system that employs parking permits and kiosks in off-street lots, the PPAC recommends that the downtown Special Assessment District be either reduced or eliminated.

Recommendations for Consideration Pending Physical Development of Durkee Street parking lot:

1. Implementation of new snow ban parking system that utilizes four off-street lots (Arnie Pavone Memorial Parking Plaza, City Hall Place lot, Broad Street lot, and Court Street lot) and the existing snow ban street light system to plow roughly 125 spaces (~50%) the first night following a snow event and roughly 125 spaces (~50%) the second night following a snow event. The specific order of lot plowing to be determined by DPW based on prevailing conditions during and after each snow event with public notice provided by the existing light system.



SITE PLAN
SCALE: 1" = 20'

LOCATION PLAN
SCALE: 1" = 200'

HATCH LEGEND
- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/PAD
- PROPOSED BUILDING COVERAGE
- PROPOSED OPEN SPACE
- PROPOSED ACCESSORY STRUCTURE
- PROPOSED GRAVEL

LEGEND
- EXT'G / PROP. MANHOLE
- EXT'G / PROP. WELL
- EXT'G / PROP. MANHOLE
- EXT'G / PROP. UTILITY POLE
- EXT'G / PROP. FIRE HYDRANT
- EXT'G / PROP. WATER CURB STOP
- EXT'G / PROP. EASEMENT BOUNDARY
- BUILDING SETBACKS
- EXT'G / PROP. TREE LINE
- PROPERTY LINE ABUTTERS
- EXT'G / PROP. PROPERTY LINE
- EXT'G / PROP. DITCH CENTERLINE
- 101 EXISTING GRADE CONTOUR
- 102 FINISHED GRADE CONTOUR
- EXT'G / PROP. STORM DRAIN
- EXT'G / PROP. WATER SERVICE
- EXT'G / PROP. SEWER SERVICE
- EXT'G / PROP. GAS MAIN
- EXT'G / PROP. UNDERGROUND UTILITIES
- EXT'G / PROP. OVERHEAD UTILITIES
- EXT'G / PROP. BUILDING
- EXT'G / PROP. CONCRETE CURB (FULL / DROP)
- EXT'G / PROP. CONCRETE SIDEWALK / PAD
- EXT'G / PROP. PAVEMENT
- EXT'G / PROP. GRAVEL

PARKING NOTES:
1. ACCESSIBLE PARKING SPACES ARE REQUIRED AT A RATE OF 1 ACCESSIBLE SPACE PER EVERY 25 TOTAL PARKING SPACES IN ACCORDANCE WITH TABLE 208.2 OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN

ABANDONMENT OF DIVISION STREET NOTES:
1. CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN BARRICADE FENCING AND TEMPORARY SIGNAGE AS NECESSARY TO RESTRICT PUBLIC ACCESS FROM FORMER DIVISION STREET, EXCEPT AS NOTED BELOW
2. VEHICLE EGRESS ACCESS FROM COMMUNITY BANK PARCEL DRIVEWAY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION TO EITHER OAK STREET OR MARGARET STREET. THE CONTRACTOR CAN ALTER ROUTING AS NECESSARY TO FACILITATE ACTIVE WORK AREA. PROVIDE ALL NECESSARY SIGNAGE AND BARRICADES TO MAINTAIN SAFE EXIT ROUTE.
3. COORDINATE WITH CITY OF PLATTSBURGH DPW THROUGHOUT CONSTRUCTION FOR ACCEPTANCE OF ALL TEMPORARY SIGNAGE AND TRAFFIC CONTROL DEVICES.

SITE LIGHTING NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE PROPOSED LIGHT POLE FIXTURES INCLUDING NEW CONCRETE BASES AND CONDUIT EXTENDED TO ADJACENT POLE FIXTURES.
2. COORDINATE WITH PMLD FOR CONNECTION OF CONDUIT TO ADJACENT POLE(S) AND/OR ELECTRICAL CABINET(S). PMLD TO FURNISH & INSTALL WIRING CONDUCTORS AND MAKE ALL ELECTRICAL CONNECTIONS.
3. COORDINATE WITH PMLD FOR TERMINATION/MODIFICATION OF FORMER TRANSFORMER & CONC. BASE AS SHOWN ON C102.
4. NEW LIGHT POLE FIXTURES TO BE ACUITY HOLOPHANE FIXTURES PER LIGHTING SCHEDULE ON DWG C106, NO SUBSTITUTIONS ARE ALLOWED.
5. REMOVAL OF EXISTING LIGHT POLE FIXTURES SHALL INCLUDE CONCRETE BASES

EASEMENT NOTE:
1. WORK AS SHOWN ON LANDS OF COMMUNITY BANK NA BY MEANS OF ACCESS & MAINTENANCE EASEMENT AS COORDINATED WITH LAND OWNER BY SKETCH SK-A SIDEWALK EASEMENT SKETCH.

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CITY OF PLATTSBURGH
ARNIE PAVONE MEMORIAL PARKING PLAZA
MARGARET ST. & OAK ST., CITY OF PLATTSBURGH, CLINTON COUNTY, NY

DESIGN DEVELOPMENT PHASE SERVICES 100%
NOT FOR CONSTRUCTION

REVISIONS		
#	BY	DATE

SITE OVERVIEW PLAN

PROJECT NO.	19041
DATE	02-03-20
DRAWN BY	JBF
CHECKED BY	MSC

C101

Established in 1985

AEDA

Architectural & Engineering DESIGN Associates PC

ARNIE PAVONE MEMORIAL PARKING PLAZA
PRELIMINARY RENDERING

SEAL OF THE CITY OF PLATTSBURGH
IPSA SIBI PRÆMIUM VIRTUS
MARCH 29 1902

Executive Summary

The proposed project includes the demolition of a 6,700 square foot multi-story building and associated site amenities along with the reconfiguration of an existing parking lot and the adjacent Division Street. The project site is a 0.7 acre parcel identified as Tax Map ID 207.19-3-15 with approximately 0.2 acres of right-of-way lands for Division Street. Proposed improvements include a new parking lot with approximately 103 parking spaces and associated pedestrian ways, site lighting, and landscaping enhancements. The light fixtures will match the antique decorative fixtures along Margaret Street and the landscaping species have been chosen to align with the forthcoming Westelcom Park improvements.

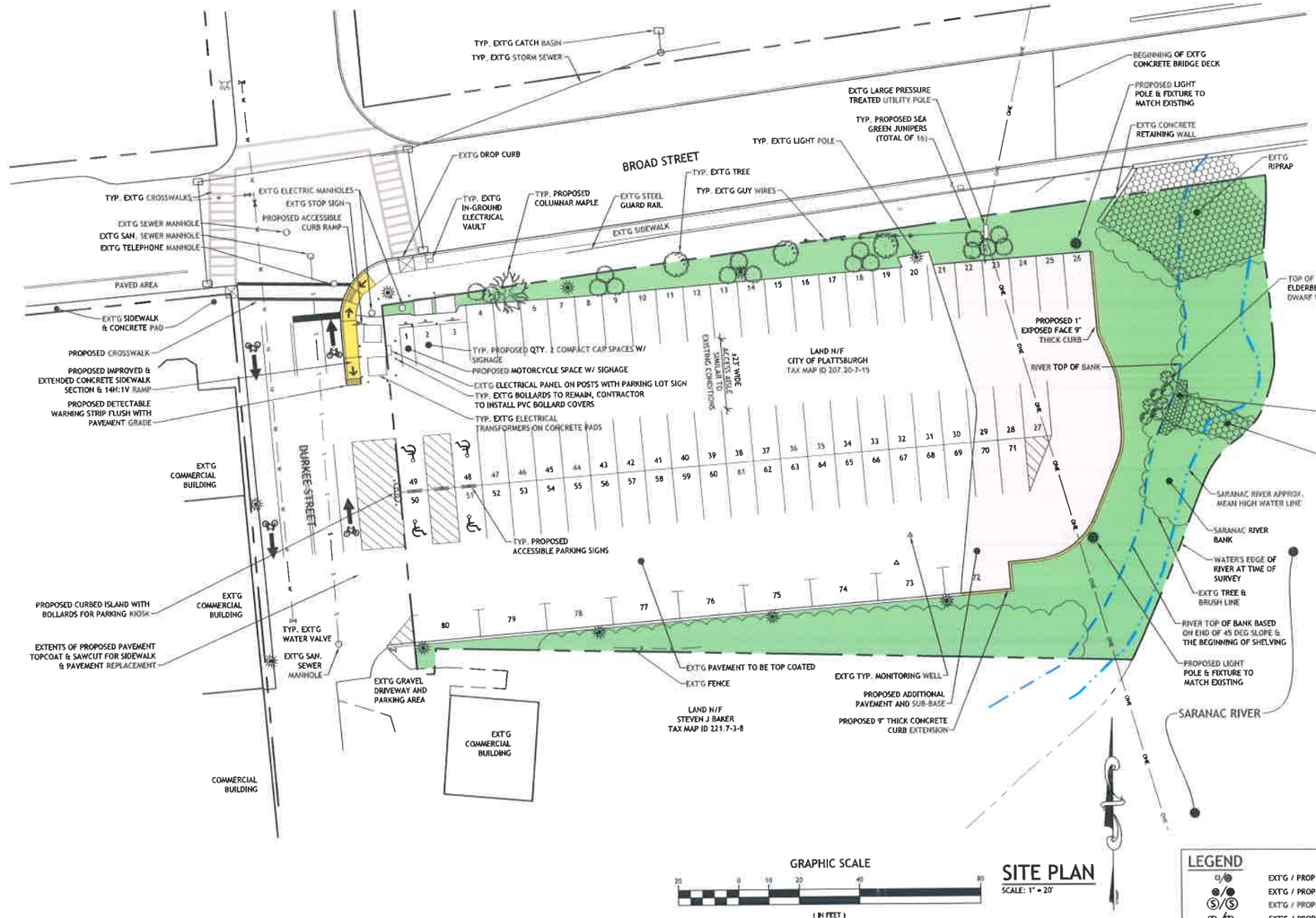
Utility Coordination

The following summarizes anticipated utility coordination within the City of Plattsburgh and the prospective contractor to facilitate the site development as proposed.

- Water – The demolition contractor will be capping the existing water service to the former Glens Falls National Bank building at the building foundation. The prospective site work contractor through coordination with the Department of Public Works will be responsible for physically disconnecting the service at the main shutoff valve, capping the valve and backfilling the abandoned pipe with grout.
- Sanitary Sewer - The demolition contractor will be capping the existing sewer service(s) from the former Glens Falls National Bank building at the building foundation. The prospective site work contractor through coordination with the Department of Public Works will be responsible for infilling the respective penetrations in sewer manholes and backfilling the abandoned pipe with grout. One of the existing catch basins in Division Street is currently connected to the sanitary sewer system. The project will remove the open grate and replace it with a solid manhole lid, then install a new catch basin and make connection to the storm sewer system.
- Storm Sewer – It is believed that the former bank building had roof drain connections tied to the sanitary sewer system, these will be terminated as described above. Surface runoff within the new parking lot will be collected and conveyed to the existing storm sewer system in Margaret Street. Per coordination with the Department of Public Works, there are no known capacity issues in the existing 42 inch diameter storm sewer piping in Margaret Street.
- Electric – As part of the demolition process of the former bank building, PMLD will be removing the building electric transformer on the project parcel. In place of the obsolete transformer, the prospective site work contractor through coordination with PMLD will extend conduits to a curbed island within the parking lot. From this island PMLD will be installing a load center and car charging station to serve two parking stalls. The site contractor will extend power circuits from this load center to the new light pole fixtures throughout the project site. As part of the project two light poles will be removed/relocated along the Margaret Street corridor.

Permitting Processes

Having a total site area and anticipated area of disturbance of less than 1.0 acre, the project is not subject to the NYSDEC SPDES Construction General Stormwater Permit. The project was included in the SEQR process for the Final Generic Environmental Impact Statement conducted by the City of Plattsburgh as coordinated by Chazen. No additional permitting is anticipated for the proposed project.



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SITE PLAN

SCALE: 1" = 20'

LOCATION PLAN

SCALE: 1" = 100'

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/CURB
- PROPOSED BUILDING COVERAGE
- PROPOSED OPEN SPACE
- PROPOSED ACCESSORY STRUCTURE
- PROPOSED GRAVEL

LEGEND

- EXT'G / PROP. MANHOLE
- EXT'G / PROP. WELL
- EXT'G / PROP. MANHOLE
- EXT'G / PROP. UTILITY POLE
- EXT'G / PROP. FIRE HYDRANT
- EXT'G / PROP. WATER CURB STOP
- EXT'G / PROP. EASEMENT BOUNDARY
- BUILDING SETBACKS
- EXT'G / PROP. TREE LINE
- PROPERTY LINE ABUTTERS
- EXT'G / PROP. PROPERTY LINE
- EXT'G / PROP. DITCH CENTERLINE
- 101 EXISTING GRADE CONTOUR
- 102 FINISHED GRADE CONTOUR
- 12" ST EXT'G / PROP. STORM DRAIN
- W EXT'G / PROP. WATER SERVICE
- S EXT'G / PROP. SEWER SERVICE
- G EXT'G / PROP. GAS MAIN
- UGE EXT'G / PROP. UNDERGROUND UTILITIES
- OHE EXT'G / PROP. OVERHEAD UTILITIES
- EXT'G / PROP. BUILDING
- EXT'G / PROP. CONCRETE CURB (FULL / DROP)
- EXT'G / PROP. CONCRETE SIDEWALK / PAD
- EXT'G / PROP. PAVEMENT
- EXT'G / PROP. GRAVEL

SUB-BASE PREP NOTES:

1. WHERE LABELED AND/OR SHOWN FOR REMOVAL, ALL VOIDS REMAINING AFTER REMOVAL OF ANY STRUCTURES OR GRASSED AREAS, SHALL BE EVALUATED FOR PROPER SUB-BASE PREPARATION PRIOR TO PAVING.
2. IF NO GRAVEL IS PRESENT, EXCAVATE DOWN TO 16" BELOW GRADE AND ESTABLISH SUBGRADE & COMPACT TO 95% OF MAX. DRY DENSITY.
3. IF GRAVEL SUB-BASE IS PRESENT, ENSURE DEPTH TO COMPACTED SUB-BASE IS 16" BELOW GRADE. IF ELEVATION OF COMPACTED SUB-BASE IS LESS THAN 16" FROM GRADE, EXCAVATE DOWN TO 16" BELOW GRADE AND ESTABLISH A COMPACTED SUB-BASE.
4. THEN PREPARE SUB-GRADE AS SHOWN IN PAVEMENT CROSS SECTION DETAILS, ENSURING THAT THE TOP ELEVATION MATCHES THE SURROUNDING PAVED SECTIONS

EQUIPMENT TO BE SUPPLIED TO OWNER:

1. BENCHES, SIGNS (U.N.O), SHALL BE TURNED OVER TO OWNER IN CLEAN, ORIGINAL CONDITION, AFTER REMOVAL

PAVEMENT SURFACE PREP. NOTES:

1. CLEAN EXISTING PAVEMENT SURFACE & CRACKSOF ALL LOOSE MATERIAL, GRASS GROWTH & DEBRIS
2. FILL ALL CRACKS FROM ¼" TO ¾" WIDE ACCORDING TO 'KOLD-FLO POURABLE CRACK FILLER' MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURE.
3. CONFORM TO ALL MANUFACTURERS INSTRUCTIONS FOR SURFACE PREP.

PARKING LOT USE DURING CONSTRUCTION:

1. THE CONTRACTOR SHALL PERFORM WORK WITHIN THE PROJECT AREA IN A MANNER TO ALLOW FOR CONTINUED USE OF THE PARKING LOT THROUGHOUT CONSTRUCTION.
2. UTILIZE BARRIER FENCING OR OTHER SUITABLE MEASURES TO SECTION OFF ACTIVE WORK ZONES AND TEMPORARY SIGNAGE TO DIRECT THE PUBLIC AWAY FROM CLOSED OFF AREAS.
3. AT THE TIME OF TOP COURSE PAVEMENT INSTALLATION, THE ENTIRE PARKING LOT MAY BE CLOSED TO ALLOW FOR CONTINUOUS APPLICATION OF THE TOP COURSE. ANTICIPATED MAXIMUM CLOSURE TIME WOULD BE FOR ONE DAY OF PAVING ACTIVITY AND THE FOLLOWING MORNING FOR STRIPING. PARKING LOT SHALL BE OPENED ONCE STRIPING PAINT HAS REACHED MANUFACTURER'S NO TRAFFIC PICKUP TIMEFRAME (45 MIN. FOR SHERWIN WILLIAMS SETFAST ACRYLIC WB TRAFFIC MARKING PAINT).

SITE LIGHTING NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE TWO PROPOSED LIGHT POLE FIXTURES INCLUDING NEW CONCRETE BASES AND CONDUIT EXTENDED TO ADJACENT POLE FIXTURES.
2. COORDINATE WITH PA\LD FOR CONNECTION OF CONDUIT TO ADJACENT POLE(S). PA\LD TO FINISH & INSTALL WIRING CONDUCTORS AND MAKE ALL ELECTRICAL CONNECTIONS.
3. COORDINATE WITH PA\LD FOR TERMINATION/MODIFICATION OF FORMER CONC. BASE AS SHOWN ON C102.
4. NEW LIGHT POLE FIXTURES TO BE ACUITY HOLOPHANE MODELS:
   - POLE SPEC# CH A 21 F4J 12 POT ABG BK R158A
   - FIXTURE SPEC# WARETRO2 P50 AS M4
   - NO SUBSTITUTIONS ARE ALLOWED.
5. EACH POLE SHALL HAVE A WEATHERPROOF GFI RECEPTACLE INSTALLED & POWERED PER COORDINATION WITH PA\LD.

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CITY OF PLATTSBURGH BROAD STREET PARKING LOT IMPROVEMENTS

BROAD STREET & DURKEE STREET, CITY OF PLATTSBURGH, CLINTON COUNTY, NY

DESIGN DEVELOPMENT PHASE SERVICES 100%

NOT FOR CONSTRUCTION

REVISIONS		
#	BY	DATE

SITE OVERVIEW PLAN

PROJECT NO.	19071
DATE	02-03-20
DRAWN BY	JBF
CHECKED BY	MSC

C101

BROAD STREET PARKING LOT EXPANSION
PRELIMINARY RENDERING

Established in 1985

AEDA

Architectural &
Engineering
DESIGN
Associates PC

SEAL OF THE CITY OF PLATTSBURGH
IPSA SIBI PRÆMIUM VIRTUS
MARCH 29 1902

Executive Summary

The proposed project includes a minor expansion to the existing City of Plattsburgh Broad Street parking lot. The project is on a 0.8 acre portion of the overall 3.7 acre parcel identified as Tax Map ID 207.20-7-15. The existing 22,300 square foot parking lot will be improved and the paved walking trail area will be converted to a 4,000 square foot parking surface extension to increase the overall parking space count from 59 to 80 spaces. The project will potentially disturb roughly 8,000 square feet of ground. The project will include a concrete pad for future installation of parking meter kiosks. Striping of the Durkee Street right-of-way has been coordinated with Saranac River Trail II project and will include centerline and bike lane demarcations. Accessibility improvements are also proposed with new ADA compliant parking stalls, sidewalk, and curb ramp improvements.

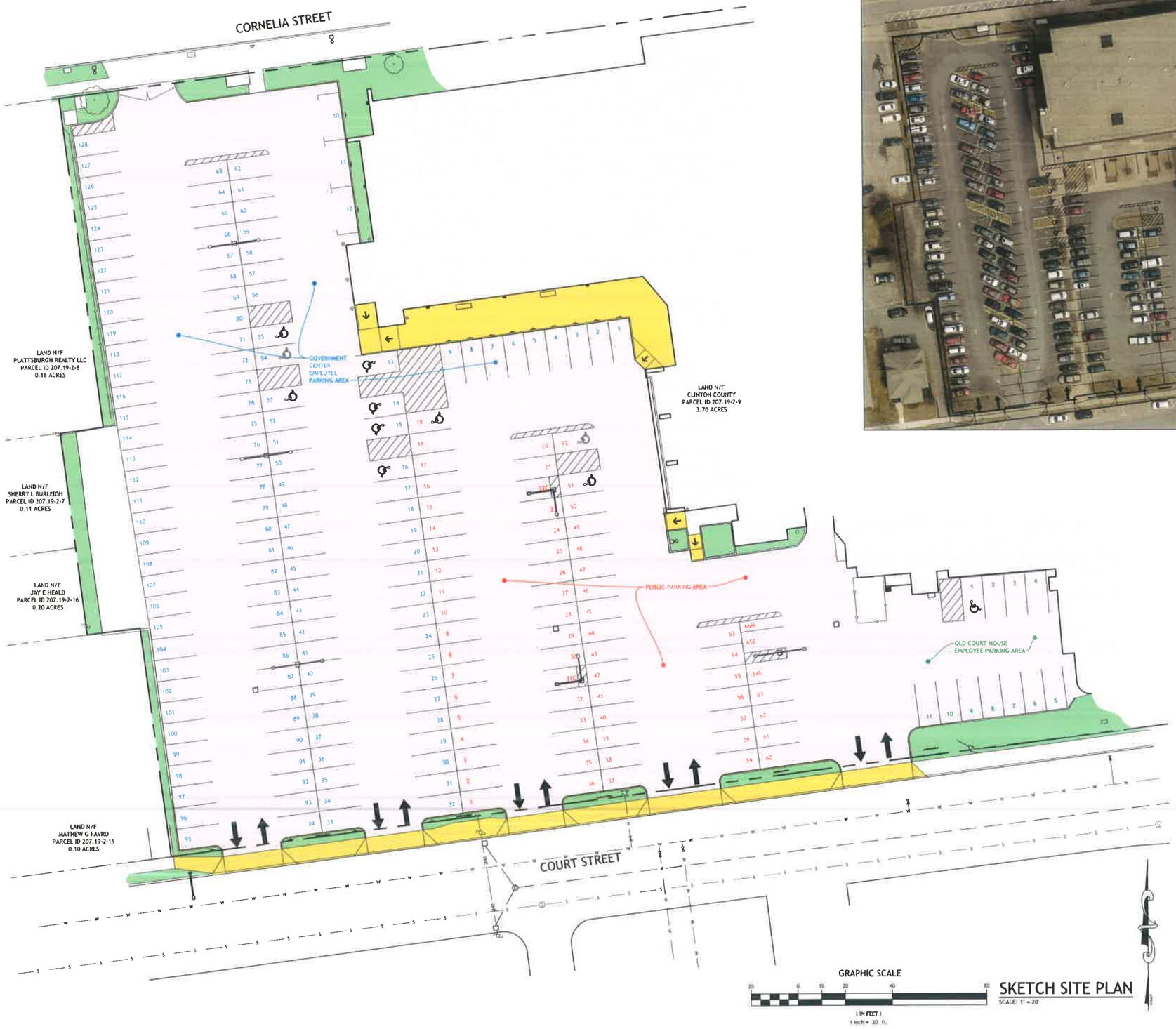
Utility Coordination

The following summarizes anticipated utility coordination within the City of Plattsburgh and the prospective contractor to facilitate the site development as proposed.

- Storm Sewer – The existing parking lot surface drains to a grass depression near the bank of the Saranac River with a culvert conveying water under the existing paved walkway and point discharges into the Saranac River. The proposed project will eliminate the point discharge and replace it with a concrete curb level spreader which will convey surface drainage toward the bank of the river in a sheet flow pattern which will provide improved stormwater quality.
- Electric – The prospective site work contractor through coordination with PMLD will install two new site light pole fixtures in the vicinity of the expanded parking lot area. The pole fixtures specifications have been coordinated with PMLD to match the existing site lighting.

Permitting Processes

Having a total site area and anticipated area of disturbance of less than 1.0 acre, the project is not subject to the NYSDEC SPDES Construction General Stormwater Permit. The project was included in the SEQR process for the Final Generic Environmental Impact Statement conducted by the City of Plattsburgh as coordinated by Chazen. No additional permitting is anticipated for the proposed project. A Joint Application Form was filed in December with the NYSDEC for coverage under the Stream Disturbance permit. All proposed work will be above the ordinary high water mark of the Saranac River, therefore the work should not be jurisdictional to the Army Corps of Engineers.



ARIAL PLAN
SCALE: 1" = 40'

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

PARKING NOTES:

1. TYPICAL DIMENSIONAL STANDARDS INCLUDE ±24' DRIVE AISLE WIDTHS AND ±9'x18' PERPENDICULAR & ±9'x20' PARALLEL PARKING STALL DIMENSIONS. STALLS DENOTED WITH A "C" REPRESENT COMPACT CAR SPACES WITH AN AVAILABLE DEPTH OF ±16'. STALLS DENOTED WITH AN "M" REPRESENT MOTORCYCLE SPACES. STALLS DENOTED WITH AN "E" REPRESENT ELECTRIC CAR CHARGING SPACES.
2. BREAKDOWN OF PROPOSED PARKING SPACES:
   - OLD COURT HOUSE EMPLOYEE PARKING AREA
     - EMPLOYEE SPACES = 8
     - RESERVED SPACES = 2 (#'s 3, 4)
     - ADA SPACES = 1, BASED ON A TOTAL OF 11 SPACES
   - PUBLIC PARKING AREA
     - SPACES = 63
     - ADA SPACES = 3, BASED ON A TOTAL OF 66 SPACES
   - GOVERNMENT CENTER EMPLOYEE PARKING AREA
     - EMPLOYEE SPACES = 109
     - RESERVED SPACES = 12 (#'s 1-12)
     - ADA SPACES = 7, BASED ON A TOTAL OF 232 SPACES (TOTAL INCLUDES 104 EMPLOYEE SPACES FROM OAK STREET PARKING AREA)
3. CONCEPT FOR ACCESSIBLE PARKING FACILITIES IS IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT, TABLE 208.2. ACCESSIBLE SPACES TO INCLUDE APPLICABLE SIGNAGE & ACCESSIBLE SIDEWALK ROUTE.
4. AVAILABLE PARKING SPACES INCLUDE 205 TOTAL VEHICLE PARKING STALLS (11 OF WHICH ARE ACCESSIBLE), WHICH IS AN INCREASE OF 47 SPACES FROM 158 EXISTING STRIPED PARKING SPACES.

PLAN REFERENCE NOTE:

THIS PLAN IS INTENDED FOR GENERAL REPRESENTATION OF THE EXISTING CONDITIONS AND CONCEPTUAL SITE IMPROVEMENTS AND SHALL NOT BE CONSTRUED AS A PROPERTY OR FIELD SURVEY. BACKGROUND INFORMATION HAS BEEN DEVELOPED FROM HISTORICAL PROPERTY INFORMATION AND CASUAL FIELD OBSERVATIONS.

TOTAL PARKING SPACES:

EXISTING SPACES:
- OLD COURT HOUSE EMPLOYEE PARKING AREA
  SPACES = 10
- PUBLIC PARKING AREA
  SPACES = 49
- GOVERNMENT CENTER EMPLOYEE PARKING AREA
  SPACES = 99
  TOTAL SPACES = 158

PROPOSED SPACES:
- OLD COURT HOUSE EMPLOYEE PARKING AREA
  SPACES = 11
- PUBLIC PARKING AREA
  SPACES = 66
- GOVERNMENT CENTER EMPLOYEE PARKING AREA
  SPACES = 128
  TOTAL SPACES = 205

HATCH LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK/CURB
- PROPOSED OPEN SPACE
- EXISTING ROAD/PARKING LOT
- EXISTING CONC./PAVER SIDEWALK

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CLINTON COUNTY PARKING FACILITIES
GOVERNMENT CENTER LOT IMPROVEMENTS

34 COURT STREET, CITY OF PLATTSBURGH, CLINTON COUNTY, NEW YORK

SCHEMATIC DESIGN PHASE SERVICES 100%

NOT FOR AEDA CONSTRUCTION

REVISIONS		
#	BY	DATE

SKETCH SITE PLAN

PROJECT NO.	14025-016
DATE	08-16-19
DRAWN BY	JBF
CHECKED BY	MSC

C100

DOWNTOWN STREETSCAPE AND RIVERFRONT ACCESS

CITY OF PLATTSBURGH, NY

FEBRUARY 2020

DISCOVER | DÉCOUVREZ Plattsburgh NEW YORK

DURKEE STREET - SKETCH

SARATOGA ASSOCIATES

Downtown Plattsburgh

Draft Parking Plan during DRI Construction Period

(Updated February 20, 2020)

Issue

During construction of the Prime Companies development and the streetscape improvements on Durkee and Bridge Streets, planned parking improvements in those areas will not be available for use. Alternative parking options must be made available during this period to ensure that the City's commitment to provide adequate capacity to replace the loss of the Durkee Street parking lot is met both during and after construction.

City of Plattsburgh Parking Replacement Projects w/ # of New Spaces

Arnie Pavone Parking Lot – 103 Spaces

Broad Street Lot Expansion – 21 Spaces

County Government Center Lot Expansion – 69 Spaces

Prime Companies Development – 50 Spaces (privately managed to be made available for public use)

Durkee Street (1-way) – 38 Spaces

Bridge Street – 6 spaces

Expansion of the County's Government Center lot is completed. It is the City's intention to have completed both the Arnie Pavone lot and the Broad Street lot expansion prior to groundbreaking on the Prime Companies Development. However, the new spaces in the Prime Development, on Durkee Street, and on Bridge Street will not be available for use during construction. This amounts to 109 parking spaces, after you include the existing 15 spaces on Durkee Street. Current plans have the Prime Development breaking ground during the fall of 2020. Once that project is significantly underway, the construction of the Durkee Street and Bridge Street improvements are scheduled to begin in 2021. Construction activities related to these three projects will overlap and the Durkee/Bridge Street improvements are currently planned for completion after completion the Prime Development. Construction of the Prime Development is expected to require 18 months to complete and the Durkee Street improvements are expected to take a year.

Current Parking Downtown Parking Demand:

To fill the gap during construction of these three projects, the Community Development Office measured and analyzed current parking utilization rates for both off-street and on-street spaces in the downtown

core to better understand whether the temporary need for these 109 parking spaces can be absorbed by current capacity.

The public parking supply in the downtown core, defined roughly as the area bounded to the north by Cornelia Street, to the east by the Saranac River, to the south by Broad Street, and to the west by Oak Street, consists of approximately 820 parking spaces (413 off-street, 407 on-street).

The information used in this analysis comes from the parking study completed by Carl Walker in 2018 as well as off-street and on-street parking counts conducted by the CDO and PPAC. To determine the existing demand within the SAD, 89 separate off-street parking lot counts of the City-owned lots within the SAD and 32 separate on-street parking counts of the entire SAD were conducted. Of these, 43 off-street counts and 29 on-street counts were conducted during the work week over the course of 6 months at various times of the day. The remaining counts were conducted on weekends and the utilization rates observed during these weekend counts were considerably less than those observed during the week. Those weekend counts have not been included in this analysis.

After calculating averages from the various parking counts, an overview of the total weekday parking utilization is shown below in *Figure 1*.

Figure 1.

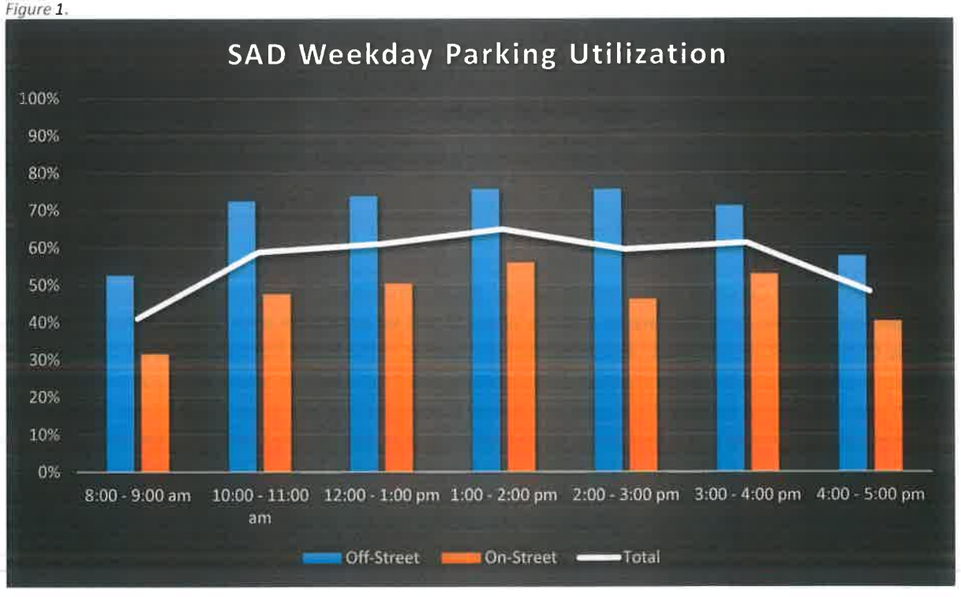

Figure 1 shows the average total parking utilization for all downtown public parking as well as the average parking utilization for both on-street and off-street parking capacity. The data is further broken down into the *Table 1 & 2.*

Table 1: SAD Weekday Average Parking Utilization			
Time	On-Street	Off-Street	Total
8:00 - 9:00 am	32%	53%	42%
10:00 - 11:00 am	48%	73%	60%
12:00 - 1:00 pm	51%	73%	62%
1:00 - 2:00 pm	56%	76%	66%
2:00 - 3:00 pm	48%	76%	62%
3:00 - 4:00 pm	53%	71%	62%
4:00 - 5:00 pm	40%	58%	49%

Table 2: Available SAD Parking Spaces at Average Utilization Rates			
Time	On-Street Available	On-Street Available	Excess Parking
8:00 - 9:00 am	278	194	472
10:00 - 11:00 am	213	112	325
12:00 - 1:00 pm	199	112	311
1:00 - 2:00 pm	179	99	278
2:00 - 3:00 pm	212	99	311
3:00 - 4:00 pm	191	120	311
4:00 - 5:00 pm	243	173	416

Table 1 shows average total parking usage peaking at 66% and *Table 2* shows that, at a peak utilization rate of 66%, 278 spaces remain available. This illustrates that there currently exists enough excess downtown capacity to accommodate the 109 new spaces that will not be available until construction of the Prime Development and the streetscape improvements to Durkee and Bridge Streets are complete.

Construction Parking Plan

Concluding that the total downtown parking supply contains more than enough excess capacity to accommodate the maximum 109 spaces in question, we must then determine which specific areas are best able to absorb the need for temporary parking. The options presented below attempt to accommodate and balance the parking needs of residents, employees, and visitors to our downtown with a minimal amount of disruption.

Option 1: Allow long term parking at the following locations (all figures reflect total parking capacity)

1. Broad Street – 9 Spaces Between Margaret and Oak Streets
2. Oak Street – 76 Spaces Between Broad and Cornelia Streets
3. Couch Street – 19 Spaces Between Oak and N. Catherine Streets
4. Brinkerhoff Street – 40 Spaces Between Oak and N. Catherine Streets

5. Court Street – 41 Spaces Between Oak and N. Catherine Streets
6. Broad Street Parking Lot – Utilize existing available parking supply

Map 1

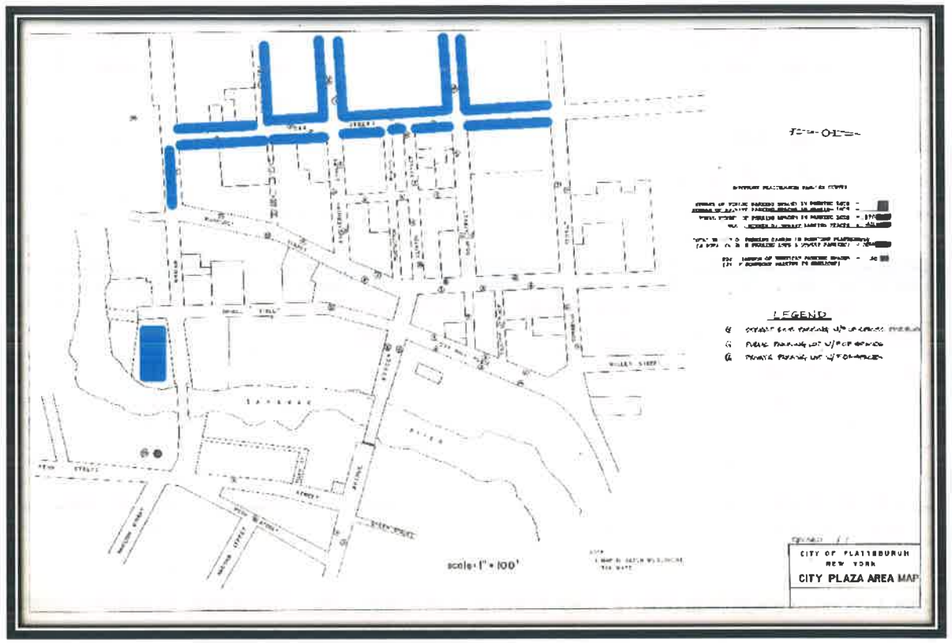

Table 5 below shows the average utilization rates of the selected locations above in *Map 1*.

Table 5: Parking Utilization (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)						
Parking	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot
8:00 - 9:00 am	11%	27%	98%	45%	16%	53%
10:00 - 11:00 am	7%	42%	65%	35%	33%	58%
12:00 - 1:00 pm	17%	33%	52%	43%	31%	63%
1:00 - 2:00 pm	22%	33%	70%	40%	45%	54%
2:00 - 3:00 pm	15%	32%	36%	32%	35%	55%
3:00 - 4:00 pm	22%	34%	65%	30%	50%	51%
4:00 - 5:00 pm	11%	27%	64%	28%	32%	51%

Taking the information from *Table 5* it is possible to determine the average available parking spaces available shown in *Table 6*.

Table 6: Parking Availability (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)							
Parking Available	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot	Total Available
8:00 - 9:00 am	8	54	1	10	34	28	136
10:00 - 11:00 am	8	43	14	12	27	25	129
12:00 - 1:00 pm	7	49	19	11	28	21	136
1:00 - 2:00 pm	7	50	12	11	23	27	130
2:00 - 3:00 pm	8	50	26	13	27	26	150
3:00 - 4:00 pm	7	49	14	13	21	29	132
4:00 - 5:00 pm	8	54	15	14	28	29	147

Table 6 shows that even at peak utilization, 130 available parking spaces currently exist in the selected areas. This is enough capacity to absorb the 109 spaces in question. Permitting long term parking in these areas would adequately address the need for parking during construction of the Prime development.

Option 2: Allow long term parking at the following locations

To further reduce impacts to the City's core business district during the construction period, this option would keep the parking time limits on Oak Street between Brinkerhoff Street and Court Street untouched. A number of businesses occupy this section of Oak Street. This change is highlighted in *Map 2* below.

Map 2.

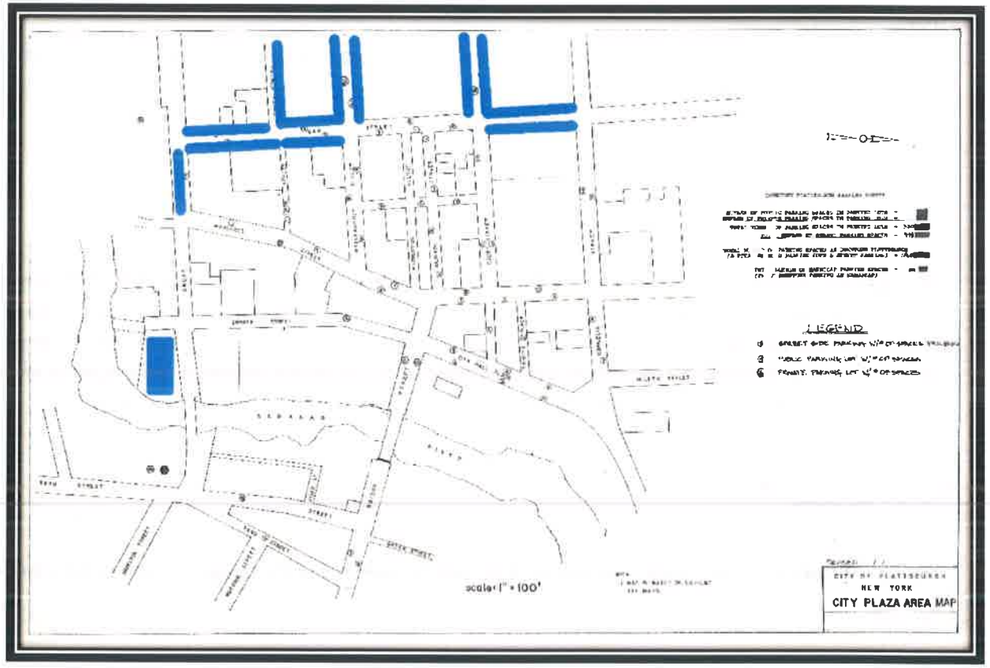

Table 7 below shows the average utilization rates of the selected locations above in *Map 2*.

Table 7: Parking Utilization (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)						
Parking	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot
8:00 - 9:00 am	11%	17%	98%	45%	16%	53%
10:00 - 11:00 am	7%	35%	65%	35%	33%	58%
12:00 - 1:00 pm	17%	23%	52%	43%	31%	63%
1:00 - 2:00 pm	22%	21%	70%	40%	45%	54%
2:00 - 3:00 pm	15%	23%	36%	32%	35%	55%
3:00 - 4:00 pm	22%	34%	65%	30%	50%	51%
4:00 - 5:00 pm	11%	21%	64%	28%	32%	51%

Taking the information from *Table 7*, it is possible to determine the average number of available parking spaces available at various times. These figures are shown in *Table 8* below.

Table 8: Parking Availability (Including Brinkerhoff, Couch, & Court between Oak Street and North Catherine Street)							
Parking Available	Broad St	Oak St	Brinkerhoff St	Couch St	Court St	Broad St Lot	Total Available
8:00 - 9:00 am	8	39	1	10	34	28	121
10:00 - 11:00 am	8	31	14	12	27	25	117
12:00 - 1:00 pm	7	36	19	11	28	21	122
1:00 - 2:00 pm	7	37	12	11	23	27	117
2:00 - 3:00 pm	8	36	26	13	27	26	135
3:00 - 4:00 pm	7	31	14	13	21	29	115
4:00 - 5:00 pm	8	37	15	14	28	29	130

Table 8 shows that even at peak utilization, 117 available parking spaces currently exist in the selected areas. This is enough capacity to absorb the 109 spaces in question. Permitting long term parking in these areas would adequately address the need for parking during construction of the Prime development.

Permitting

The PPAC has already recommended to the Common Council that, pending completion of the GEIS and its associated traffic study, parking permits should offered for sale for use in certain off-street lots. The list of off-street lots already includes the Broad Street lot. During the construction period, the City could add signage to those selected on-street areas detailed above allowing permit holders to park in those areas during the workweek. For those without a permit, the existing on-street time limits would still apply.

Other Options

The City of Plattsburgh has additional options if needed for addressing the temporary 109 parking space shortage.

1. The City currently has a temporary downtown daily parking permit system which allows users, who purchase a parking pass, to park in parking spaces past the listed time limit of 2 hours or above. This program could be made more robust.
2. The City can rent out parking spaces from privately-owned downtown parking lots. This would require the cooperation of private lot owners and likely be more expensive than converting existing on-street parking to long term parking for the duration of construction.

Conclusion

In conclusion, the City of Plattsburgh currently possesses a more than adequate supply of existing parking capacity to accommodate the 109 parking spaces that will not be available for use until the Prime Development and the Durkee/Bridge Street improvements are complete. Multiple solutions exist that allow for the temporary utilization of on-street parking capacity in selected areas to accommodate those 109 spaces with minimal disruption to downtown businesses.

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TRAFFIC IMPACT STUDY

for

DOWNTOWN AREA IMPROVEMENT PROJECTS

City of Plattsburgh
Clinton County, New York

Issued: November 11, 2019

Prepared for: City of Plattsburgh

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EXECUTIVE SUMMARY

The City of Plattsburgh is undertaking revitalization efforts that will result in several Downtown Area Improvement Projects in the Durkee Street area. The projects include improvements to parking, streetscapes and traffic configuration, riverfront and open space resources, and redevelopment projects. To better understand the implications of the various projects on traffic, several projects were considered as part of this Traffic Impact Study, as follows:

1. Durkee Lot Mixed Use Development – 13,400 square feet (SF) of retail space, 115 residential units, an 86-space parking lot for visitors and customers including 50 parking spaces to be made available for use by the public, and a 35-space surface parking lot for tenants. Private parking for 165 spaces will also be provided for the residential component.
2. Durkee Street Reconfiguration and Streetscape Improvements – introduction of angled parking for net gain of 27 spaces; or potential of reconfiguration to one-way northbound traffic with a combination of parallel and angled parking and a net gain of approximately 43 parking spaces.
3. Bridge Street Parking Improvements – addition of approximately 6 on-street parking spaces adjacent to Durkee Lot Mixed Use Development.
4. Arnie Pavone Memorial Parking Plaza – removal of existing bank building for approximately 109 new public parking spaces and abandonment of Division Street.
5. Broad Street Parking Lot – expansion of public parking lot to add approximately 22 spaces.

This Traffic Impact Study assesses and compares existing traffic conditions to anticipated traffic conditions upon completion of the proposed projects. While the Arnie Pavone Memorial Parking Plaza and expansion of the Broad Street Parking Lot are anticipated to be completed prior to commencement of construction of the Durkee Lot Mixed Use Development, the remaining projects are anticipated to be operational by 2022.

Seven intersections surrounding the project area were reviewed and analyzed to determine the potential for traffic impacts that may result from the proposed projects. Traffic volumes at the existing seven locations were documented with turning movement counts during three weekday peak periods: AM, Midday, and PM. These time frames, as well as the intersections studied, were chosen in conjunction with the City of Plattsburgh.

Traffic analyses were conducted for two future roadway scenarios: Durkee Street remaining as two-way, and Durkee Street reconfigured into one-way travel in the northbound direction. The conclusions of the study, including the conversion of Durkee Street to one-way traffic northbound, show that the potential traffic effects of the proposed projects will be minimal and that no improvements are needed to mitigate these effects.

Based on the analyses contained in this study, it is the considered professional opinion of The Chazen Companies that the proposed Downtown Area Improvement Projects will not have a significant adverse impact on traffic operating conditions on the roadway system.

1.0 INTRODUCTION

The Chazen Companies (Chazen) has been retained by the City of Plattsburgh to investigate the potential for traffic impacts that may be associated with certain proposed Downtown Area Improvement Projects listed below:

1. Durkee Lot Mixed Use Development
2. Durkee Street Reconfiguration and Streetscape Improvements
3. Bridge Street Parking Improvements
4. Arnie Pavone Memorial Parking Plaza
5. Broad Street Parking Lot

The study area is shown on Figure 1 and is bounded by Bridge Street on the north, Broad Street on the south; Margaret Street on the west, and Peru Street on the east.

2.0 PROJECT DESCRIPTIONS

The Downtown Area Improvement Projects are defined as:

1. Durkee Lot Mixed Use Development – 13,400 square feet (SF) of retail space, 115 residential units, an 86-space parking lot for visitors and customers including 50 parking spaces to be made available for use by the public, and a 35-space surface parking lot for tenants. Private parking for 165 spaces will also be provided for the residential component.
2. Durkee Street Reconfiguration and Streetscape Improvements – introduction of angled parking for net gain of 27 spaces; or potential of reconfiguration to one-way northbound traffic with a combination of parallel and angled parking and a net gain of approximately 43 parking spaces.
3. Bridge Street Parking Improvements – addition of approximately 6 on-street parking spaces adjacent to Durkee Lot Mixed Use Development.
4. Arnie Pavone Memorial Parking Plaza – removal of existing bank building for approximately 109 new public parking spaces and abandonment of Division Street.
5. Broad Street Parking Lot – expansion of public parking lot to add approximately 22 spaces.

In addition, the proposed reconfiguration of the Clinton County Government Center parking lot to add public parking spaces was considered in calculating available parking since those additional public parking spaces could be used by future displaced parkers from the Durkee Street parking lot.

3.0 SCOPE OF STUDY

This traffic study follows standard engineering principles and practices and examines the potential traffic impacts associated with the proposed projects. The following tasks were performed for this study:

- Collected intersection manual turning-movement vehicle counts on a typical weekday for the Weekday AM, Midday, and PM peak hours at seven intersections;
- Contacted the City to determine if other projects are in the area which may affect traffic flows in the area;
- Obtained historical traffic volume data for area roadways from NYSDOT website, and applied a representative growth rate to the Existing conditions to establish Horizon Year conditions to determine "No-Build" conditions;
- Conducted a trip generation analysis for the proposed projects;
- Assigned the project generated trips to the roadway system;

- Added the project generated trips to the "No-Build" conditions to establish the "Build" condition traffic volumes;
- Conducted intersection capacity analyses for the "Existing", "No-Build" and "Build" conditions during the Weekday AM, Midday, and PM peak hours to evaluate existing and future operating conditions; and
- Reviewed the available accident data for the most recent three years at the study intersections.

4.0 STUDY INTERSECTIONS

Seven intersections were studied in detail to assess the potential traffic impacts of the projects:

- **Margaret Street and Bridge Street**
  This is an unsignalized three-way intersection with Stop sign control on the Bridge Street approach. Bridge Street is one-way westbound into the intersection and has separate left-and right-turn lanes.
- **Margaret Street and Brinkerhoff Street**
  This is a signalized three-way intersection. There are no turn lanes at the intersection.
- **Margaret Street and Broad Street/Pine Street**
  This is a signalized four-way intersection. The eastbound approach of Broad Street includes a left-turn lane. There are no turn lanes on the other approaches.
- **Durkee Street and Bridge Street**
  This four-way intersection operates under all-way Stop sign control. The west leg is one-way westbound away from the intersection. The westbound approach includes a separate right-turn lane.
- **Durkee Street and Broad Street**
  This four-way intersection operates under Stop sign control on the Durkee Street approaches. The southbound approach of Durkee Street includes a separate left-turn lane.
- **Peru Street and Bridge Street/Green Street**
  This is a signalized four-way intersection with Green Street slightly offset from Peru Street. Turn lanes are included on the Bridge Street approaches as well as the Peru Street approach.
- **Peru Street and Broad Street/Hamilton Street**
  Peru Street at Broad Street and at Hamilton Street are signalized intersections offset by about 100 feet. The two intersections operate under a single signal controller. Turn lanes are on the eastbound Broad Street approach and the northbound Peru Street approach.

5.0 PEDESTRIAN FACILITIES

Sidewalks are provided throughout this downtown study area. Crosswalks and pedestrian signal indications at the signalized intersections also exist throughout the area. Mid-block crosswalks are provided on Durkee Street and Bridge Street. A walkway exists along a portion of the western bank of the Saranac River between Broad Street and Bridge Street and continues into MacDonough Park.

6.0 TRANSIT AVAILABILITY

Clinton County Public Transit is the local public transit system in Plattsburgh. Most regular transit routes have a stop at the Government Center on Cornelia Street (north and adjacent to the study area) and some routes travel along Durkee Street, including the Express Shuttle, Keeseville au Sable, CCC Seasonal, South Connector and Uptown Downtown routes. The Express Shuttle and Uptown Downtown routes have flag stops on Durkee Street.

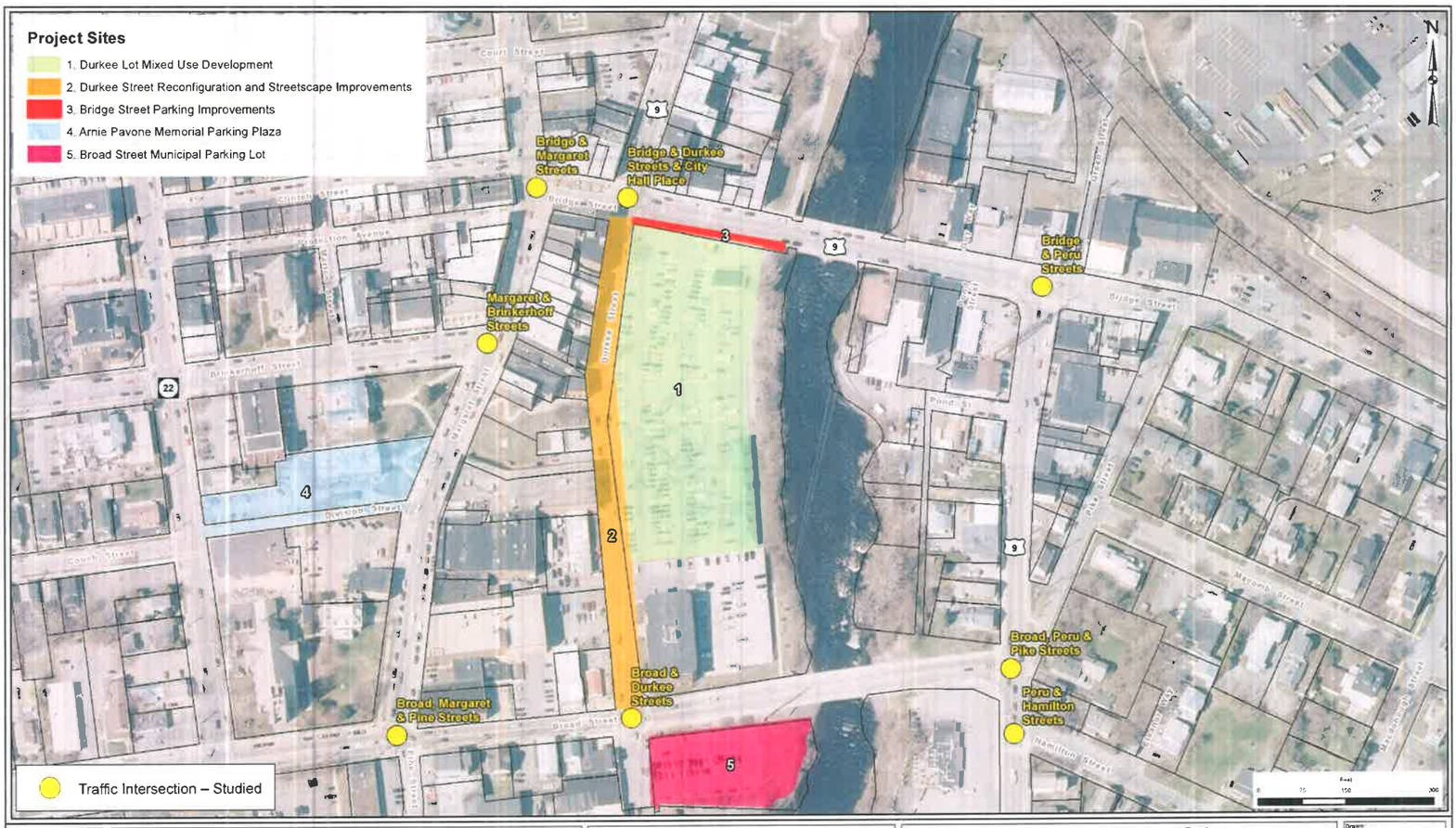
7.0 FIELD STUDIES

Typically, the busiest periods of traffic activity on the roadway network under consideration near the project area are during the weekday morning, midday, and evening commuter periods. To develop baseline data for the peak commute hours, turning movement counts were collected at the seven intersections on Tuesday and Wednesday, September 10 and 11, 2019 from 6:00 AM to 9:00 AM, 11:30 AM to 2:30 PM, and from 3:00 PM to 6:00 PM.

A review of the traffic data revealed the peak hours of traffic activity in the project area to generally be:

- AM Peak Hour 7:30 AM to 8:30 AM.
- Midday Peak Hour 12:15 PM to 1:15 PM.
- PM Peak Hour 3:45 PM to 4:45 PM.

The 2019 Existing peak hour traffic volumes are shown on Figures 2, 3, and 4 for the AM, Midday, and PM peak hours, respectively. The traffic count data is included in Appendix A.



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Plattsburgh

Source: NYS ITS GIS Program Office
Statewide Parcel Map Program 2016 Statewide Orthophotography Program 2014 Road Centerline Data 2014

Downtown Area Improvement Projects

Study Area

City of Plattsburgh - Clinton County, New York

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Project:	91922.00
Figure:	1

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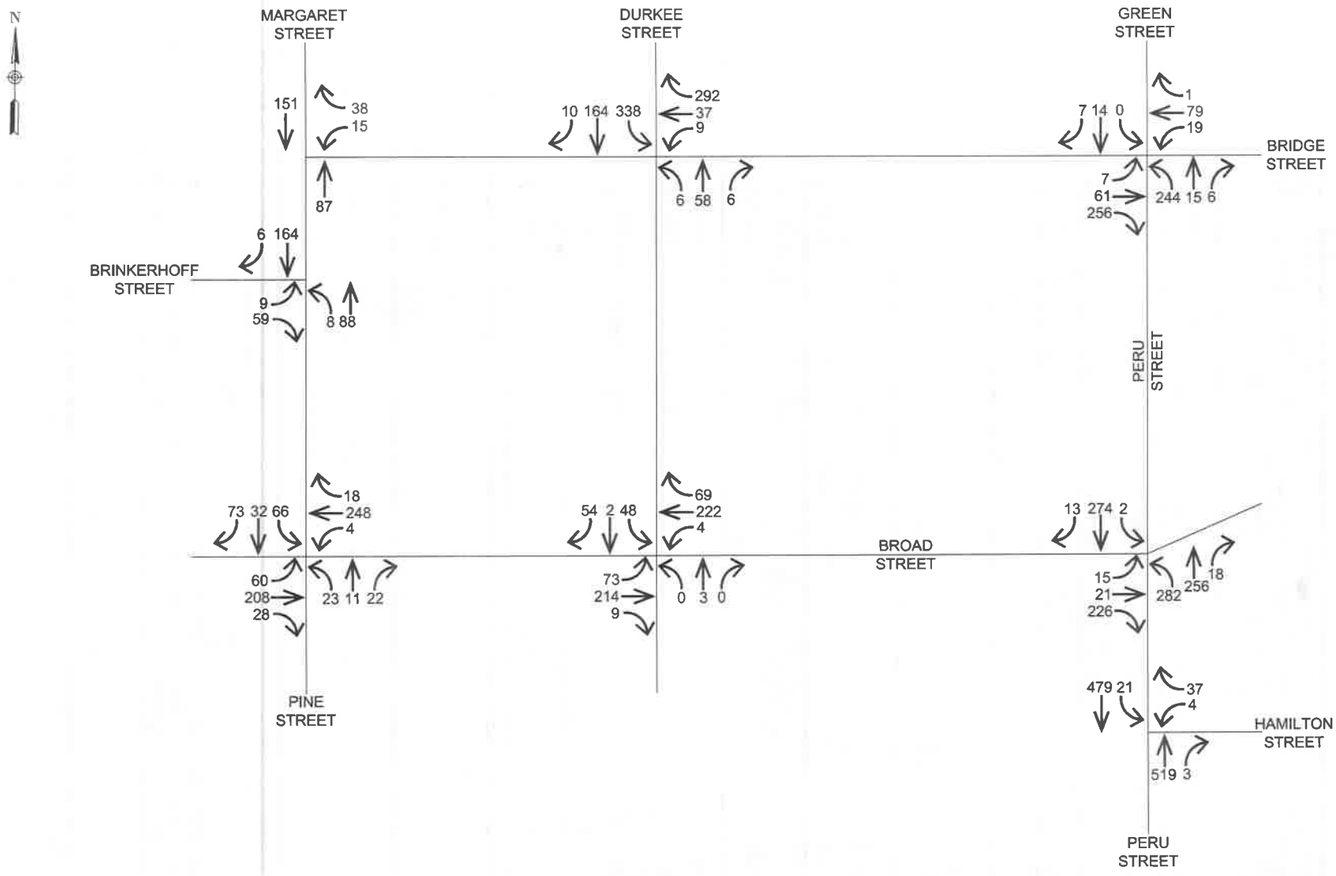

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CITY OF PLATTSBURGH GEIS

2019 AM EXISTING INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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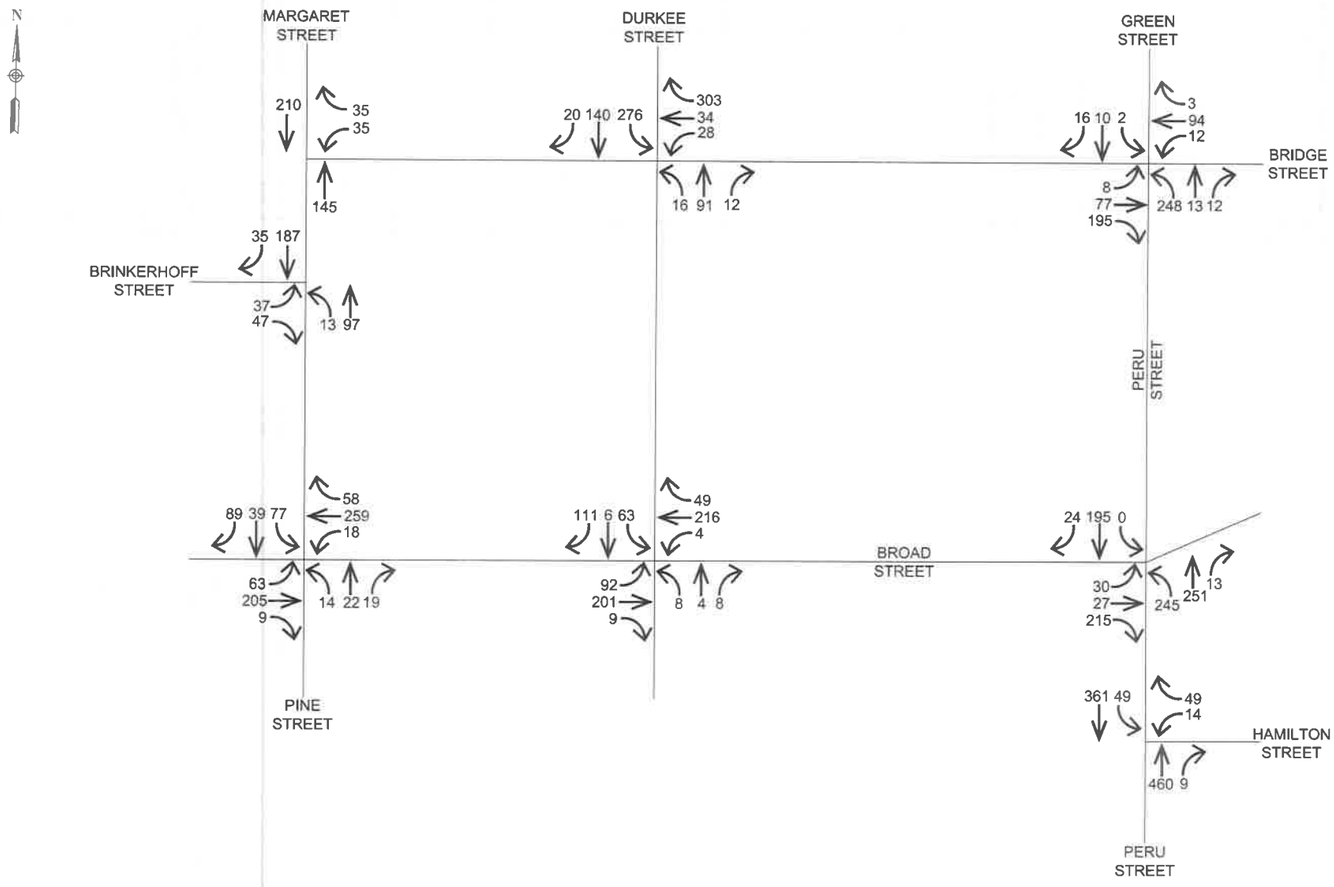

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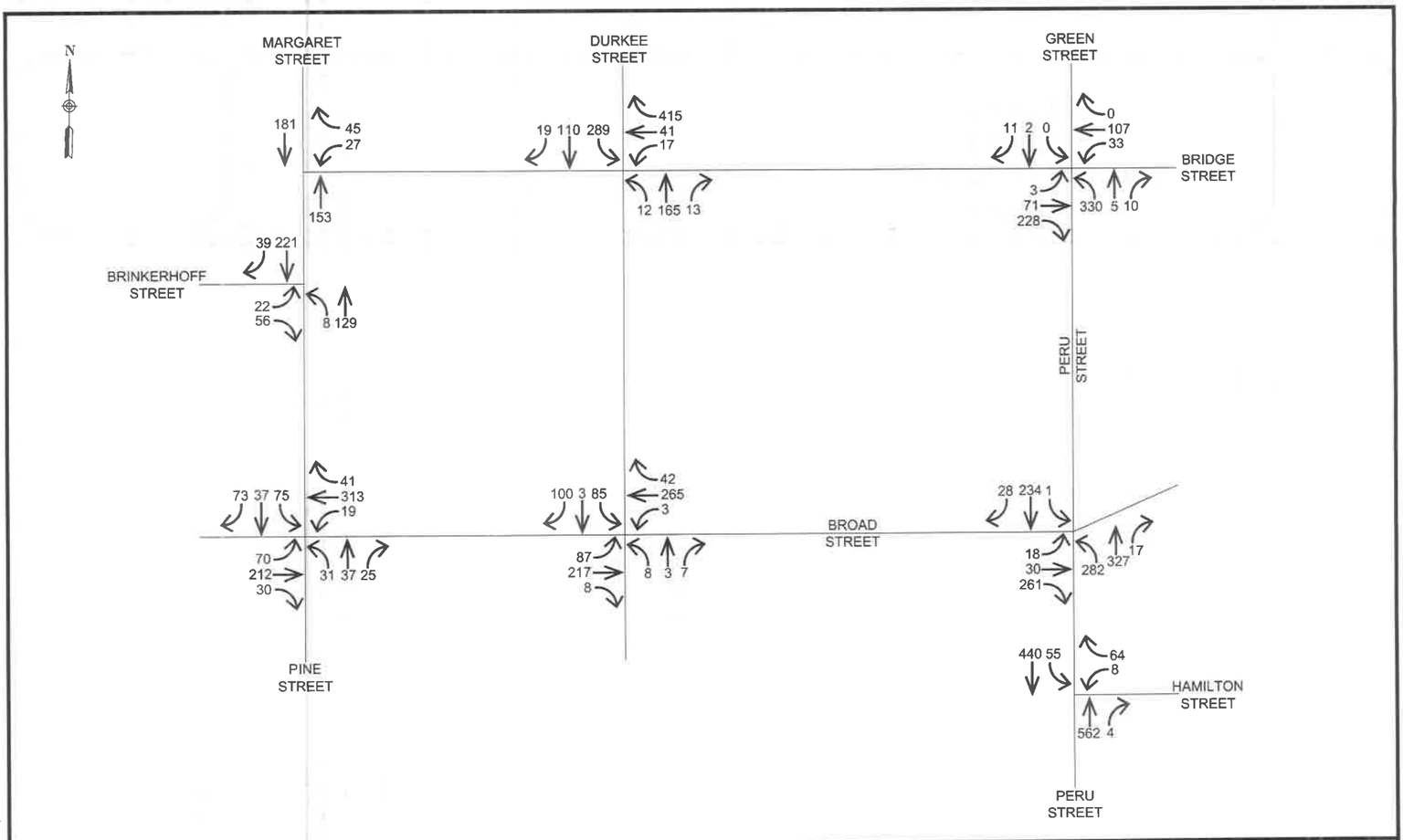

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8.0 CAPACITY ANALYSES PROCEDURES

Traffic impacts are measured by intersection capacity analyses, computed in accordance with procedures outlined in the Sixth Edition of the Highway Capacity Manual (HCM), published by the Transportation Research Board. In general, analyses' results are a measure of the ability of an intersection to process vehicles. This is evaluated for each approach to the intersection as well as for the entire intersection. The analyses' results are identified as Levels of Service (LOS) which range from "A" through "F," with LOS "A" representing the least delays and LOS "F" representing longer delays or capacity deficient operations.

According to generally accepted practice, LOS "A," "B" and "C" reflect clearly acceptable conditions, LOS "D" reflects the existence of delays within a generally tolerable range, LOS "E" is generally only tolerated on minor movements and LOS "F" indicates typically undesirable delays often associated with breakdown conditions.

The parameters considered in the calculations include: the type of intersection control, the volumes on each approach, the distribution of vehicles by direction (left, through and right) and other factors including vehicle types, pedestrian movements and parking constraints. Roadway parameters relate to the geometry of the intersection, specifically, the number of lanes, the widths of lanes and lane-use considerations.

The computed LOS is defined in terms of the average control delay per vehicle for the peak 15-minute period within the peak one-hour period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, capital letters are used in this study to indicate the Levels-of-Service. The range of delay within each signalized level of service category are:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (Seconds)
A	Less than or equal to 10.0
B	Between 10.1 and 20.0
C	Between 20.1 and 35.0
D	Between 35.1 and 55.0
E	Between 55.1 and 80.0
F	Greater than 80.0

For unsignalized intersections, levels of service and delay are reported for the individual lane groups in that they provide a more meaningful representation of operating conditions than the overall intersection LOS and delay. Lower-case letters are used in this study to identify that the analysis refers to unsignalized intersections. The ranges of delay within each unsignalized level of service category are as follows:

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (Seconds)
a	Less than or equal to 10.0
b	Between 10.1 and 15.0
c	Between 15.1 and 25.0
d	Between 25.1 and 35.0
e	Between 35.1 and 50.0
f	Greater than 50.0

These delay ranges for the unsignalized level of service categories are less than those at signalized intersections because it is assumed that motorists will tolerate longer delays at a signalized intersection in exchange for guaranteed entry into the intersection in a definite period of time.

9.0 EXISTING TRAFFIC OPERATING CONDITIONS

The existing traffic volumes were compared with current roadway capacities using the Synchro, Version 10 software. The capacity analysis results for the Existing Conditions are summarized in Table 1. Printouts of the analyses are included in Appendix B.

Table 1: Level of Service, Existing Conditions

Intersection	Approach[1]	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b[2]/11.0[3]	b/12.6	b/11.8
	WB r	a/9.2	a/9.7	a/9.5
Margaret St at Brinkerhoff St	EB l/r	A/8.5	B/11.4	B/10.1
	NB l/t	A/7.1	A/6.7	A/6.5
	SB t/r	A/7.8	A/6.6	A/6.7
	Overall[4]	**A/7.7**	**A/7.6**	**A/7.2**
Margaret St at Broad St	EB l	D/41.5	C/29.3	C/33.5
	EB t/r	C/26.7	C/22.2	C/22.2
	WB l/t/r	C/29.4	C/27.5	C/29.2
	NB l/t/r	B/10.4	B/10.4	B/12.0
	SB l/t/r	B/15.6	B/11.8	B/12.5
	Overall	**C/25.2**	**C/21.5**	**C/22.9**
Durkee St at Bridge St	WB l/t	b/10.1	a/9.8	b/10.1
	WB r	c/16.3	b/12.7	c/20.4
	NB t/r	b/10.2	a/9.9	b/12.2
	SB l/t	e/46.8	c/18.1	c/21.6
Durkee St at Broad St	EB l	a/8.4	a/8.1	a/8.1
	WB l	a/8.0	a/7.7	a/7.8
	NB l/t/r	c/20.8	c/15.9	c/16.3
	SB l	c/24.9	c/19.8	c/21.1
	SB t/r	b/11.6	b/11.2	b/11.1
Peru St at Bridge St	EB l/t	B/17.3	B/17.2	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.1	B/17.0	B/17.4
	NB l/t	B/18.9	B/16.2	B/19.0
	NB r	A/0.0	A/0.1	A/0.0
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	**B/11.6**	**B/11.6**	**B/13.0**

Table 1 (continued)

Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.2	D/52.1
	EB t/r	F/82.7	F/86.7	F/91.5
	WB l/t/r	C/22.7	C/27.0	C/22.2
	NB l	A/6.7	A/4.9	A/5.4
	NB t/r	B/11.3	B/10.5	B/11.7
	SB l/t/r	C/30.9	C/25.0	C/27.4
	Overall	C/27.8	C/28.3	C/29.9

Notes:
1. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, l = left, t = thru, r = right.
2. LOS = Level of Service. Uppercase letters represent levels of service for signalized intersections. Lowercase letters represent levels-of-service for unsignalized intersections.
3. Delays are the average for each lane group in seconds per vehicle. For signalized intersections, the average delay per vehicle for the entire intersection is also included. For unsignalized intersections, the value represents the average delay per vehicle for the lane group experiencing the greatest delays.
4. Overall = the weighted average delay of all movements and the corresponding LOS.

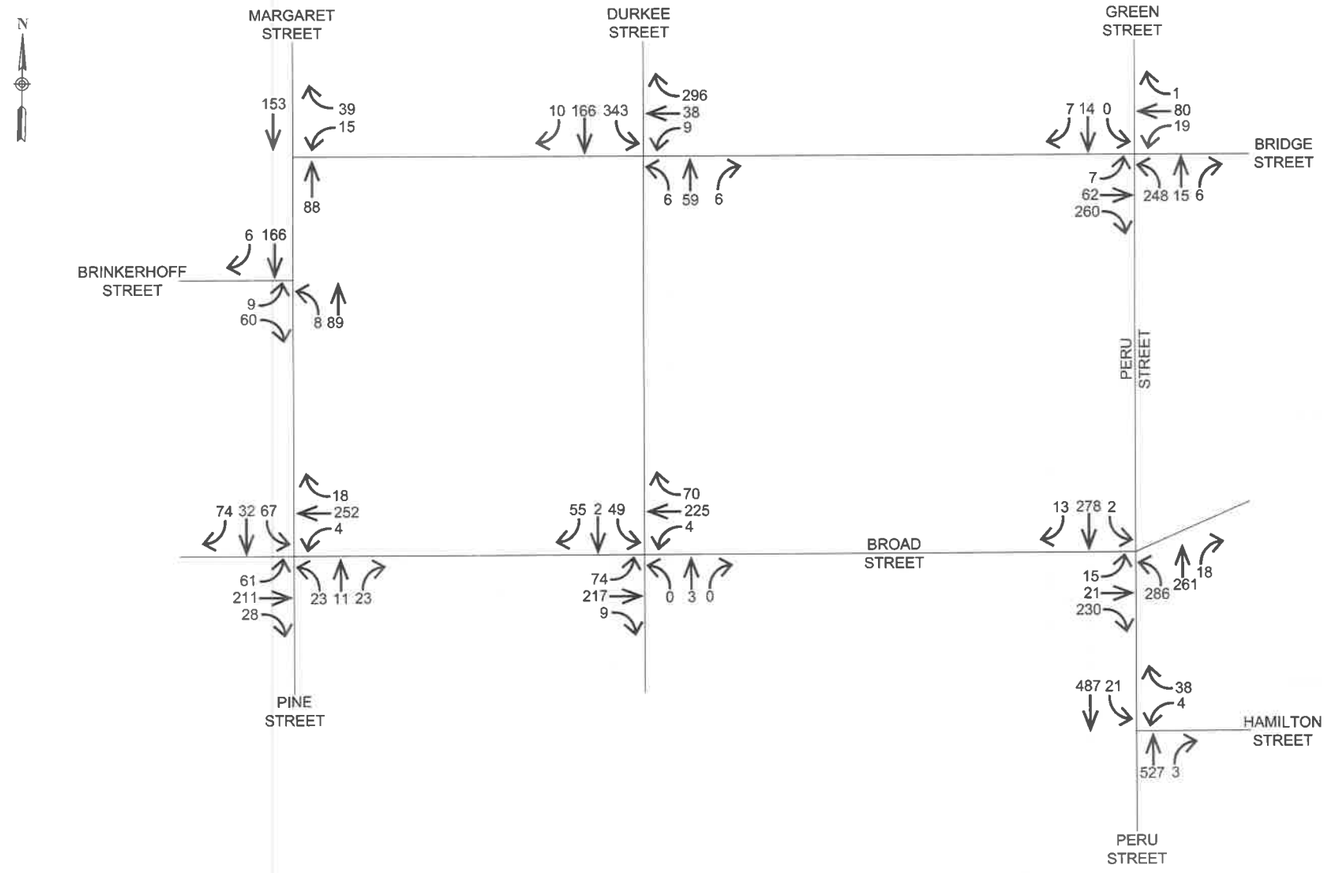
Table 1 indicates that all movements are operating at LOS "D" or better except for the southbound movement on Durkee Street at Bridge Street with LOS "e" conditions in the AM peak hour, and the eastbound right-turn movement on Broad Street at Peru Street with LOS "F" conditions in the three peak hours.

10.0 NO-BUILD TRAFFIC VOLUMES

In determining future traffic volumes, existing traffic volumes are projected forward to the Build-out Year using a generalized growth factor and accounting for other projects in the area. It is anticipated that the projects will be completed by 2022.

Based on available historical volume data from NYSDOT databases, traffic volumes have decreased over the past few years. However, to be conservative, a general growth rate of 0.5% per year was used for the No-Build conditions. There are no other developments of significance that are planned, approved, or pending approval near the project area which may generate traffic through the study area.

The No-Build volumes represent future traffic operating conditions without the proposed projects and are a benchmark against which potential project-related traffic impacts can be measured. The 2022 No-Build traffic volumes are shown on Figures 5, 6, and 7.



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CITY OF PLATTSBURGH GEIS

2022 AM NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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FIG. 5	

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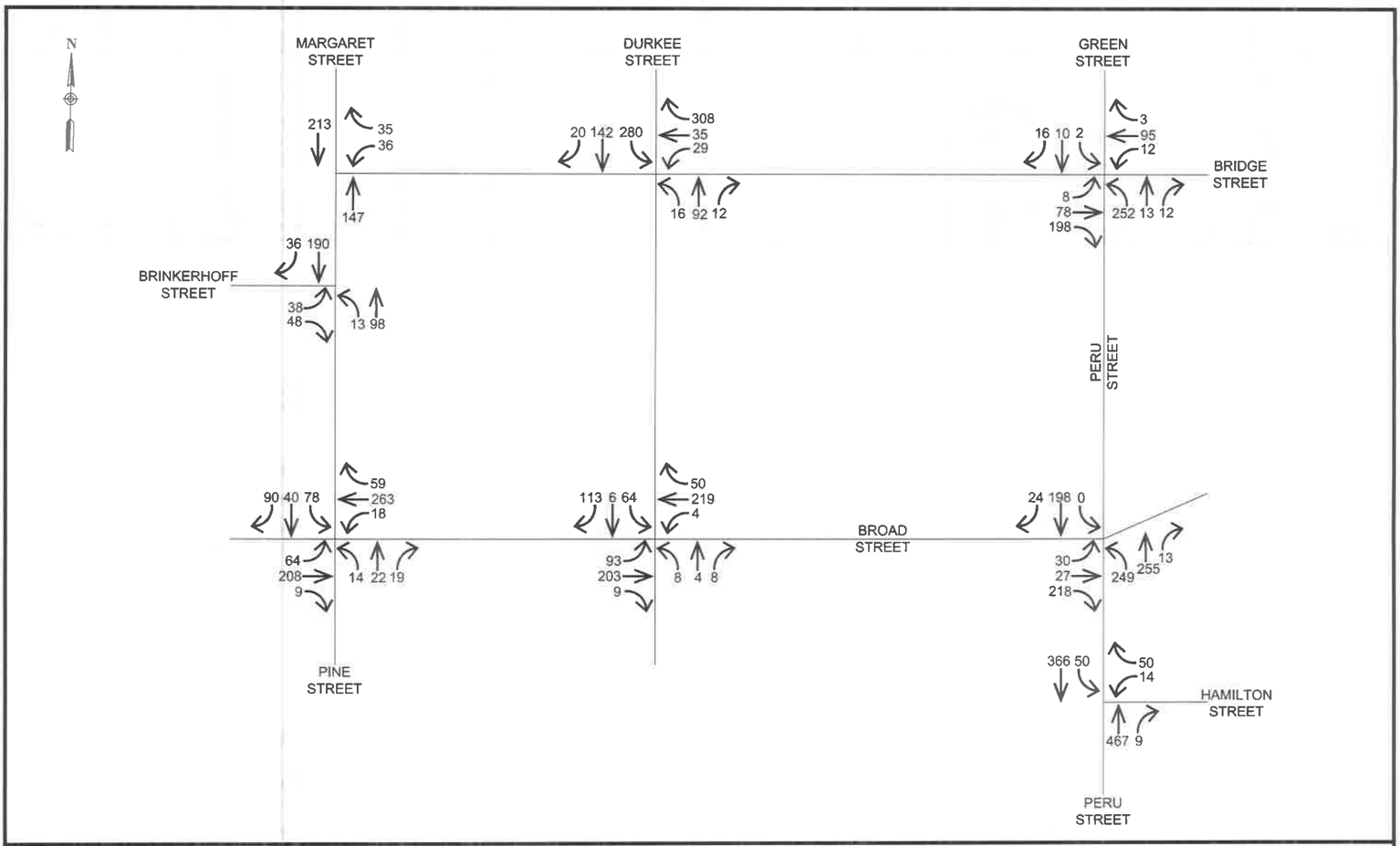

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CITY OF PLATTSBURGH GEIS

2022 MIDDAY NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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FIG. 6	

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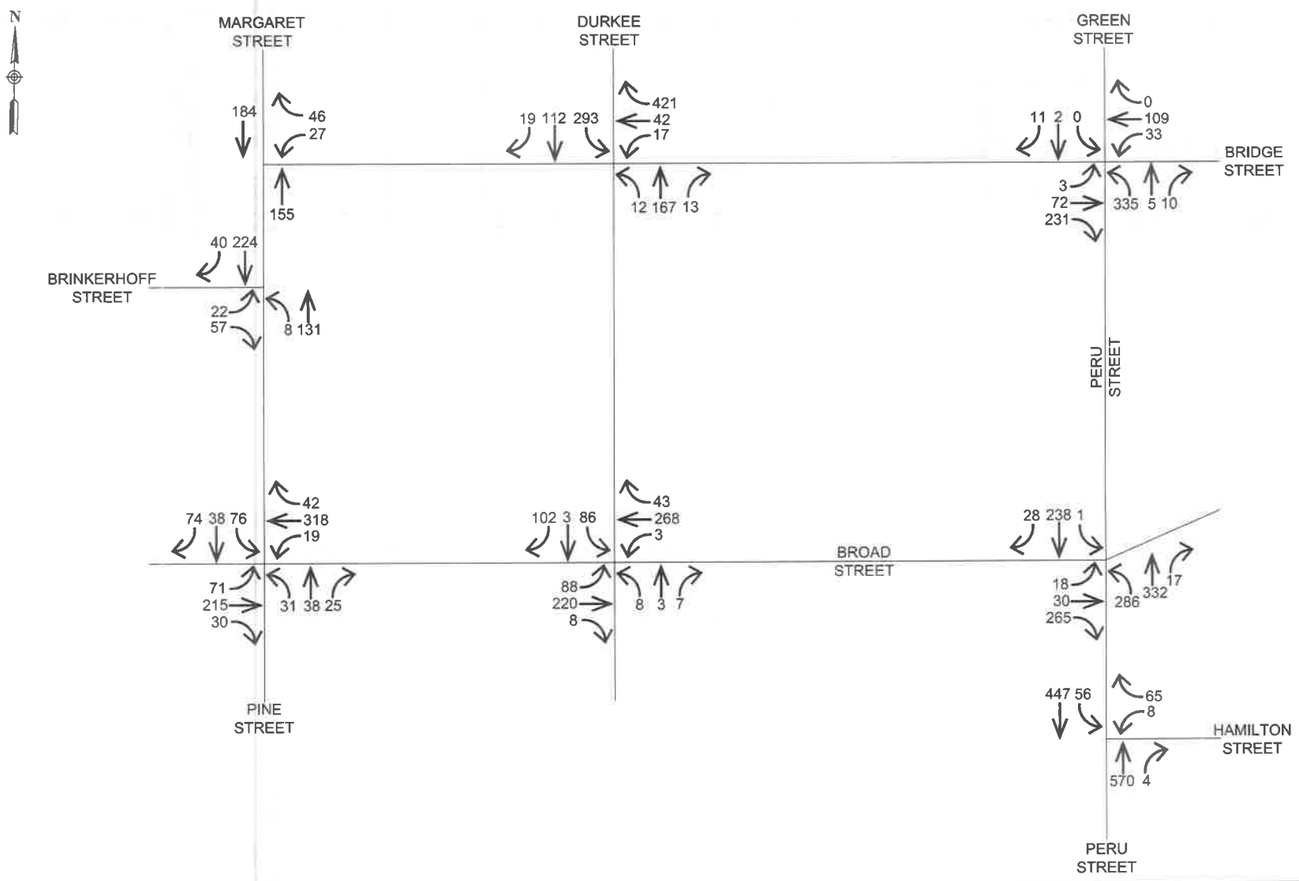

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CITY OF PLATTSBURGH GEIS

2022 PM NO-BUILD INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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11.0 NO-BUILD CAPACITY ANALYSIS RESULTS

The results of the analysis for the 2022 No-build conditions are summarized in Table 2.

Table 2: Level of Service, 2022 No-Build Conditions

Intersection	Approach[1]	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/11.1	b/12.7	b/11.9
	WB r	a/9.3	a/9.7	a/9.5
Margaret St at Brinkerhoff St	EB l/r	A/8.5	B/11.4	B/10.1
	NB l/t	A/7.1	A/6.7	A/6.6
	SB t/r	A/7.8	A/6.7	A/6.7
	Overall[4]	A/7.7	A/7.7	A/7.2
Margaret St at Broad St	EB l	D/41.6	C/30.0	C/34.4
	EB t/r	C/26.6	C/22.2	C/22.3
	WB l/t/r	C/29.3	C/27.7	C/29.5
	NB l/t/r	B/10.4	B/10.5	B/12.1
	SB l/t/r	B/15.8	B/11.9	B/12.6
	Overall	C/25.2	C/21.7	C/23.1
Durkee St at Bridge St	WB l/t	b/10.2	a/9.9	b/10.2
	WB r	c/16.7	b/13.0	c/21.1
	NB t/r	b/10.3	b/10.0	b/12.3
	SB l/t	f/50.6	c/18.7	c/22.5
Durkee St at Broad St	EB l	a/8.4	a/8.1	a/8.1
	WB l	a/8.0	a/7.7	a/7.8
	NB l/t/r	c/21.1	c/16.1	c/16.5
	SB l	d/25.5	c/20.0	c/21.5
	SB t/r	b/11.7	b/11.2	b/11.1
Peru St at Bridge St	EB l/t	B/17.3	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.2	B/17.1	B/17.5
	NB l/t	B/19.1	B/16.4	B/19.2
	NB r	A/0.0	A/0.1	A/0.0
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	B/11.7	B/11.7	B/13.1
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.3	D/52.1
	EB t/r	F/82.4	F/86.8	F/91.3
	WB l/t/r	C/22.4	C/26.7	C/22.0
	NB l	A/7.0	A/4.9	A/5.5
	NB t/r	B/11.4	B/10.6	B/11.7
	SB l/t/r	C/31.1	C/25.1	C/27.6
	Overall	C/28.2	C/28.5	C/30.1

Table 2 shows that the southbound movement of Durkee Street at Bridge Street experiences a drop in LOS from "e" to "f" conditions in the AM peak hour. Printouts of the analyses are also in Appendix B.

12.0 PROJECT-GENERATED TRAFFIC VOLUMES

Traffic expected to be generated by the proposed projects was determined as follows:

1. Durkee Lot Mixed-Use Development – The Durkee Lot Mixed-Use Development will displace the existing Durkee Street public parking lot; therefore, before adding the trips for this development the volumes from the existing lot were estimated and removed from the roadway network to develop 2022 No-build volumes without the existing Durkee Street lot. Figure C1 in Appendix C shows the Durkee Street lot volumes and Figures C2 through C4 show the No-build volumes without the existing Durkee Street Lot. These No-build volumes serve as the base network that proposed improvement projects are added to determine the potential for future impacts.

   A Trip Generation Assessment was prepared by McFarland Johnson on July 29, 2019 for this project and the retail portion of the project consisted of 10,000 SF of floor space. The trip rates were updated for this study to account for an additional 3,400 SF of retail space and the total space was further defined as 7,250 SF of general retail use and 6,150 SF of restaurant use. Table 3 presents the trip generation estimates for this analysis. It is noted that no credits were taken for transit trips, pass-by trips, or internal trips.

Table 3: Durkee Lot Mixed-Use Generated Trips

Component	Land Use Code	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Retail 7,250 SF	820	12	10	22	18	15	33	15	15	30
Restaurant 6,150 SF	932	49	37	86	72	72	144	56	51	107
Residential 115 units	220	18	46	64	32	38	70	45	32	77
Public Parking 50 Spaces	90	18	4	22	25	25	50	7	21	28
Total New Trips		**97**	**97**	**194**	**147**	**150**	**297**	**123**	**119**	**242**

   The retail Midday trips were calculated using hourly distribution tables in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition*. Hourly distribution tables are not available for the residential and parking uses so the Midday trips were calculated using an average of the AM and PM trips. Figures C5 – C7 show the trip assignments for this development with Durkee Street remaining as two-way. Figures C13 – C15 show the trip assignments with Durkee Street changed to one-way northbound.

2. Durkee Street Reconfiguration and Streetscape Improvements – The Durkee Street reconfiguration will add 27 on-street parking spaces with Durkee Street remaining as two-way. For trip generation purposes it is assumed that these spaces would generate 20 new trips in the peak hours. As a one-way street, 43 on-street parking spaces would be added and it was assumed that 32 new trips would be generated during the peak hours.

3. Bridge Street Parking Improvements – Six parking spaces will be added to Bridge Street with this improvement project. It is assumed that 4 new trips will be added during the peak hours.

4. Broad Street Parking Lot – Expansion of this lot will add 22 parking spaces. It is assumed that 12 new trips will be added during the peak hours.

   Figures C8 shows the trip assignments for the Durkee Street Reconfiguration, Bridge Street, and Broad Street projects with Durkee Street as two-way. Figure C 16 show the trip assignments with Durkee Street as one-way northbound.

5. Arnie Pavone Memorial Parking Plaza – this project replaces the existing bank and its 32 parking spaces for a new 109-space public parking lot. Division Street will be abandoned with this project. Table 4 presents the trip generation estimates for this lot.

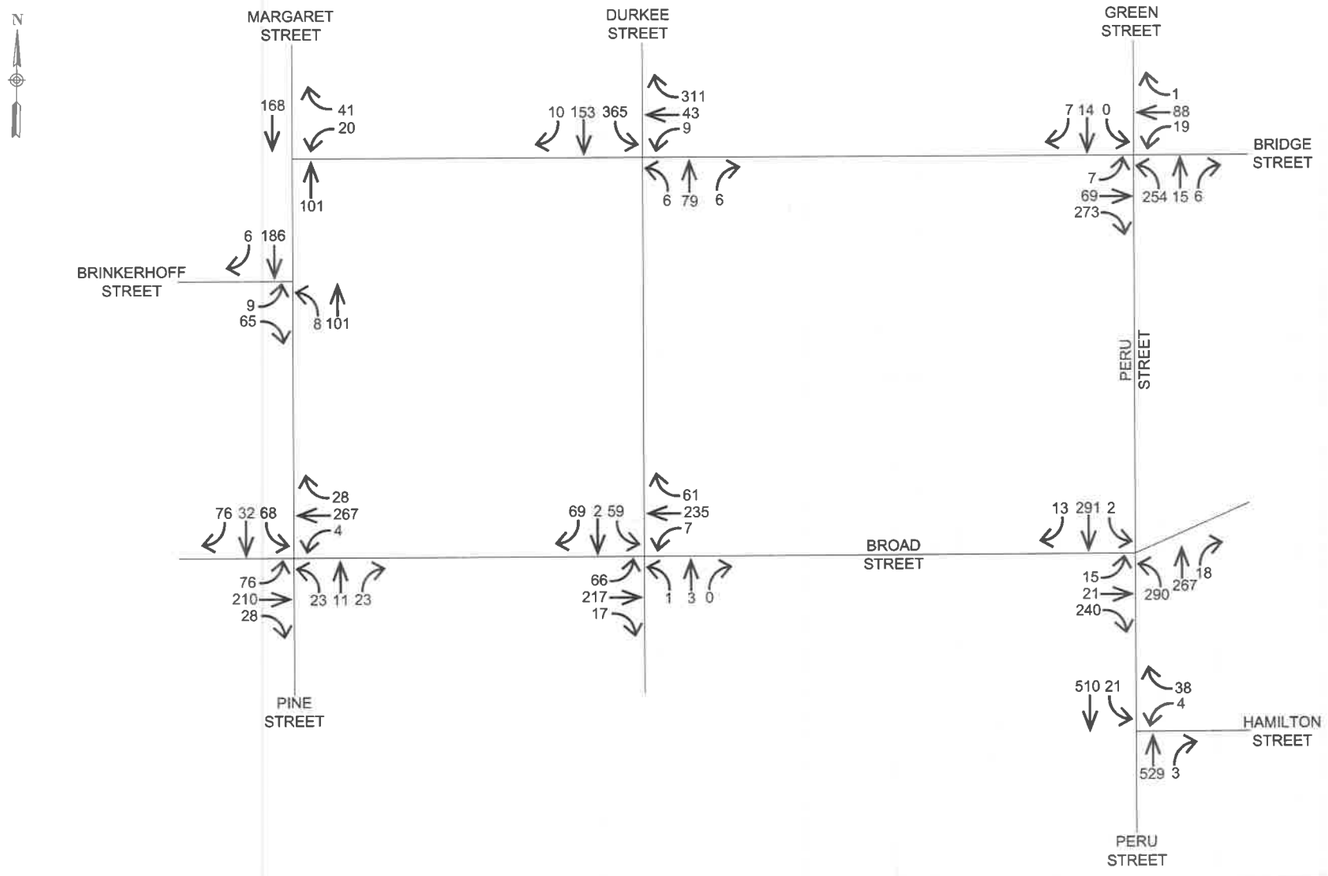
Table 4: Arnie Pavone Plaza Generated Trips

Component	Land Use Code	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Public Parking 109 Spaces	90	39	9	48	27	27	54	15	45	60

Two full-access driveways will be provided on Margaret Street with a one-way exit provided to Oak Street. Figure C9 shows the trip assignments.

13.0 BUILD TRAFFIC VOLUMES

The "Build" traffic volumes are the sum of the project generated traffic volumes and the No-Build without the existing Durkee Street lot traffic volumes. The Build traffic volumes for the study intersections are shown on Figures 8, 9, and 10 for Durkee Street as two-way, and Figures 11, 12, and 13 for Durkee Street as one-way.



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2022 AM BUILD (DURKEE STREET 2-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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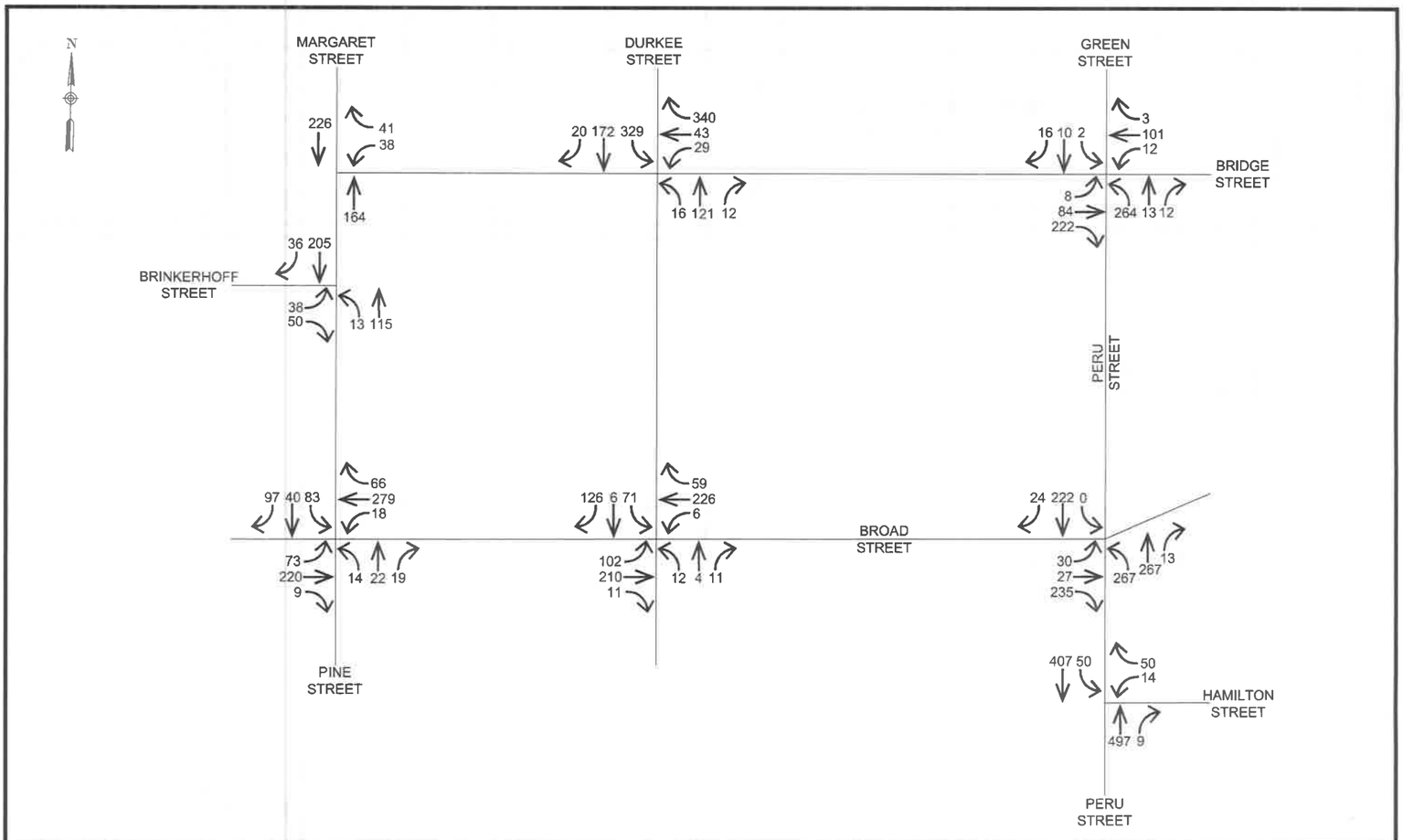

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2022 MIDDAY BUILD (DURKEE STREET 2-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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sheet no. **FIG. 9**

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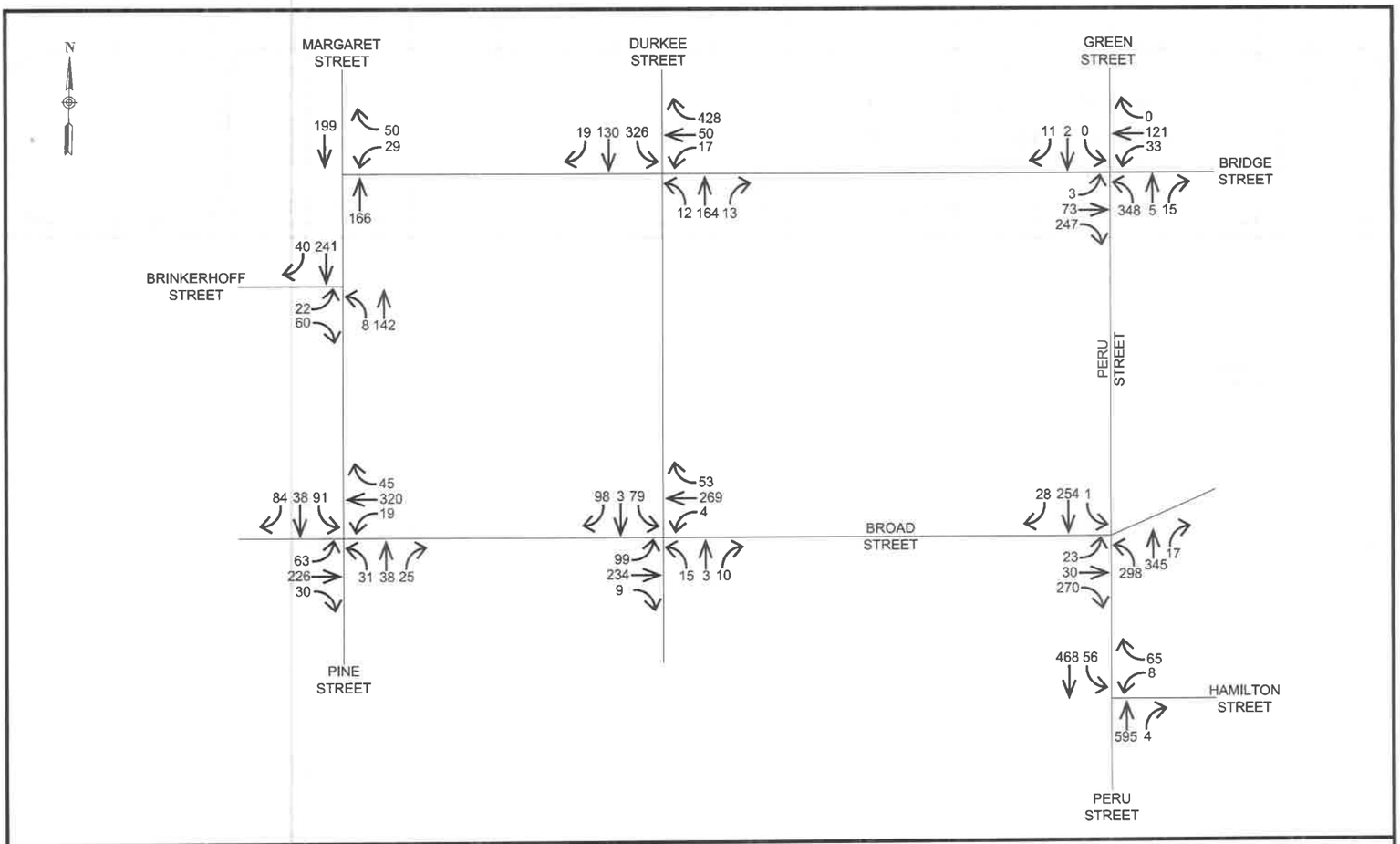

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CITY OF PLATTSBURGH GEIS

2022 PM BUILD (DURKEE STREET 2-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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sheet no. **FIG. 10**

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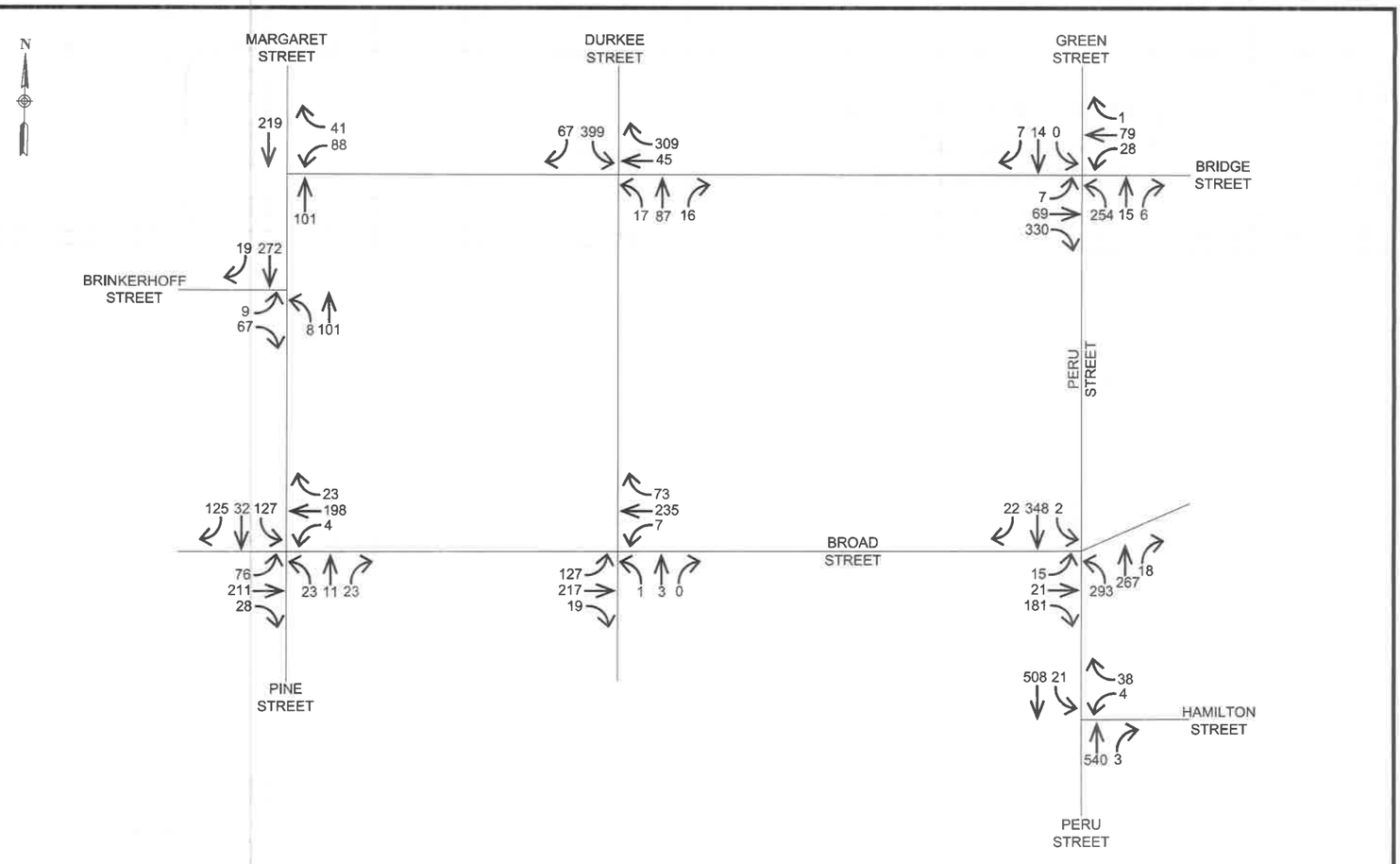

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2022 AM BUILD (DURKEE STREET 1-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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sheet no. **FIG. 11**

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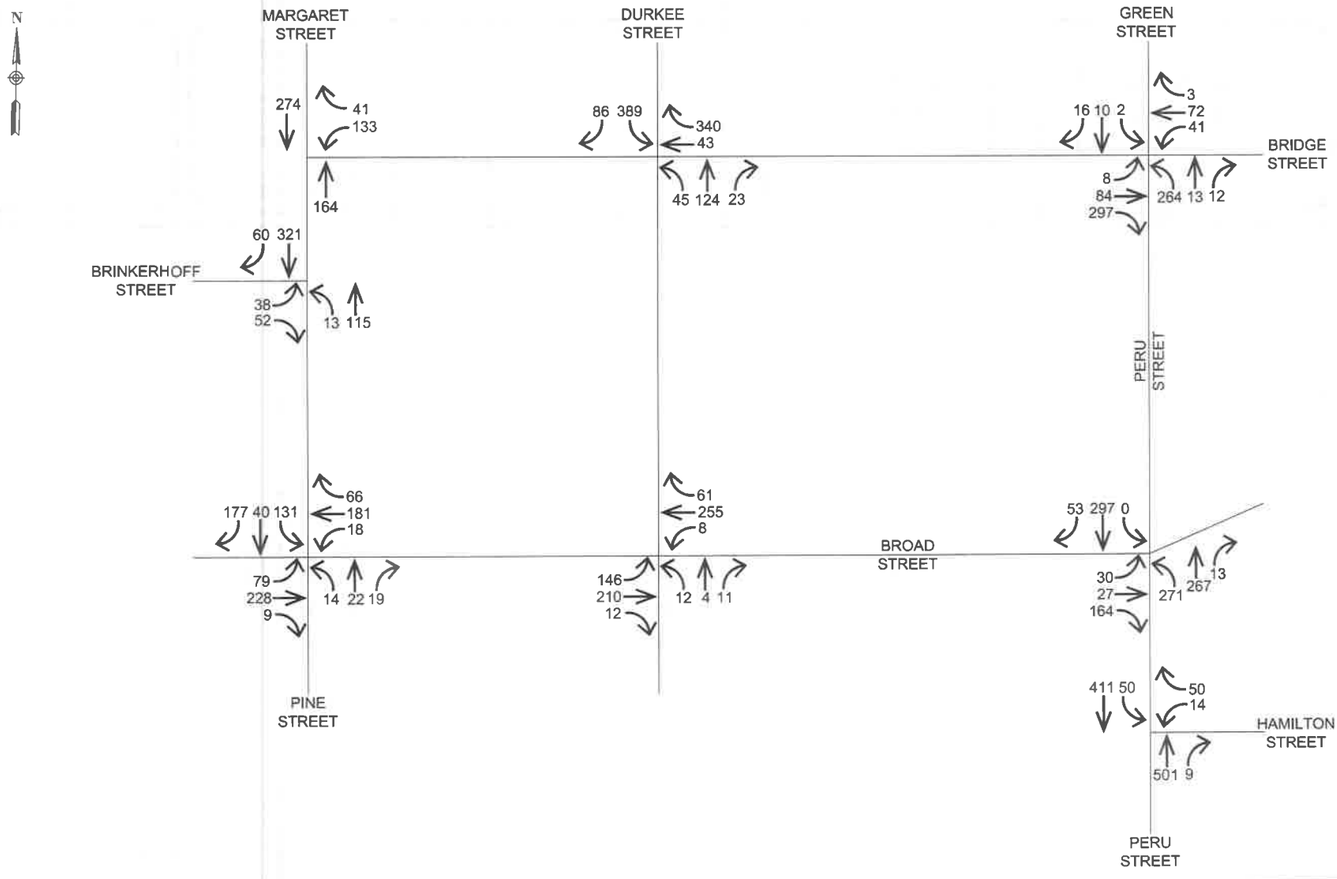

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CITY OF PLATTSBURGH GEIS

2022 MIDDAY BUILD (DURKEE STREET 1-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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sheet no. **FIG. 12**

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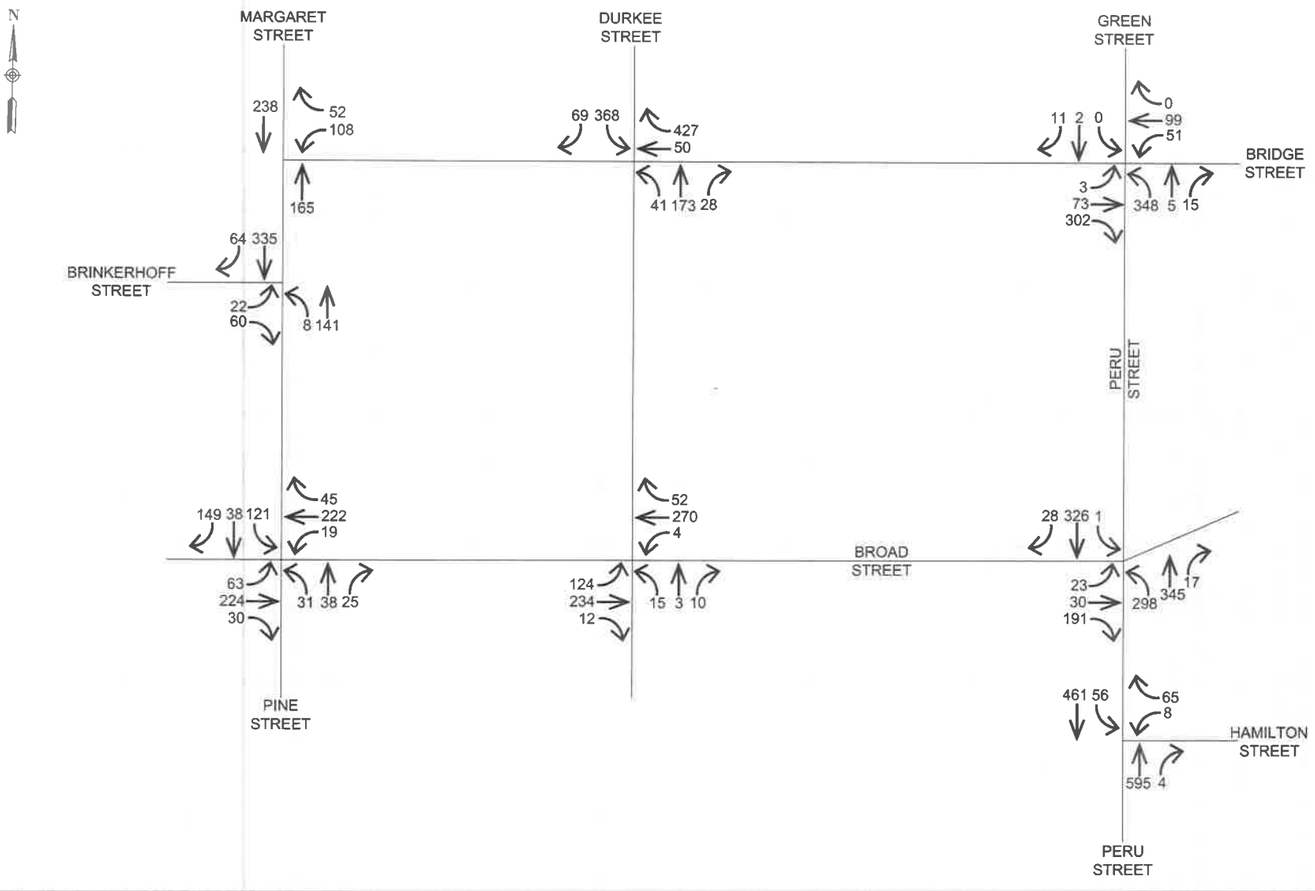

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CITY OF PLATTSBURGH GEIS

2022 PM BUILD (DURKEE STREET 1-WAY) INTERSECTION VOLUMES

CITY OF PLATTSBURGH, CLINTON COUNTY

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sheet no. **FIG. 13**

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14.0 BUILD TRAFFIC OPERATING CONDITIONS

Analysis results for the 2022 Build conditions are summarized in Table 5 for Durkee Street remaining as two-way and Table 6 for Durkee Street as one-way northbound. Analysis printouts are in Appendix B.

Table 5: Level of Service, 2022 Build Conditions (Durkee Street 2-Way)

Intersection	Approach	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/11.5	b/13.2	b/12.2
	WB r	a/9.4	a/9.9	a/9.6
Margaret St at Brinkerhoff St	EB l/r	A/8.3	B/11.3	B/10.0
	NB l/t	A/7.3	A/7.0	A/6.6
	SB t/r	A/8.2	A/7.2	A/6.9
	Overall	**A/7.9**	**A/7.9**	**A/7.3**
Margaret St at Broad St	EB l	C/32.5	C/34.1	C/31.2
	EB t/r	C/21.7	C/22.3	C/22.7
	WB l/t/r	C/24.7	C/28.9	C/29.7
	NB l/t/r	B/11.9	B/10.6	B/12.2
	SB l/t/r	B/19.4	B/12.3	B/13.3
	Overall	**C/22.6**	**C/22.8**	**C/22.9**
Durkee St at Bridge St	WB l/t	b/10.4	b/10.5	b/10.5
	WB r	c/18.6	c/15.7	c/23.5
	NB t/r	b/10.9	b/11.1	b/12.6
	SB l/t	f/61.5	d/30.0	d/30.0
Durkee St at Broad St	EB l	a/8.4	a/8.2	a/8.2
	WB l	a/8.0	a/7.8	a/7.9
	NB l/t/r	c/22.1	c/17.6	c/18.4
	SB l	d/27.2	c/22.5	c/23.0
	SB t/r	b/11.9	b/11.5	b/11.2
Peru St at Bridge St	EB l/t	B/17.4	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.3	B/17.2	B/17.2
	WB t/r	B/17.3	B/17.2	B/17.7
	NB l/t	B/19.4	B/16.9	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	**B/11.8**	**B/11.7**	**B/13.2**
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.5	D/52.6
	EB t/r	F/82.0	F/85.9	F/91.4
	WB l/t/r	C/22.4	C/26.8	C/22.0
	NB l	A/7.6	A/5.1	A/5.7
	NB t/r	B/11.4	B/10.6	B/11.8
	SB l/t/r	C/31.7	C/26.1	C/28.2
	Overall	**C/28.4**	**C/28.4**	**C/30.0**

Table 6: Level of Service, 2022 Build Conditions (Durkee Street 1-Way)

Intersection	Approach	AM Peak	Midday Peak	PM Peak
Margaret St at Bridge St	WB l	b/14.3	c/17.7	b/14.5
	WB r	a/9.4	a/9.9	a/9.6
Margaret St at Brinkerhoff St	EB l/r	A/8.3	B/11.2	B/10.0
	NB l/t	A/7.3	A/7.1	A/6.6
	SB t/r	B/12.0	A/8.6	A/8.2
	Overall	**B/10.3**	**A/8.7**	**A/8.1**
Margaret St at Broad St	EB l	D/38.9	C/29.9	C/27.7
	EB t/r	C/27.1	C/24.3	C/24.6
	WB l/t/r	C/25.0	C/24.3	C/25.7
	NB l/t/r	B/10.4	A/9.7	B/11.1
	SB l/t/r	C/20.7	B/13.4	B/13.4
	Overall	**C/24.5**	**C/20.1**	**C/20.4**
Durkee St at Bridge St	WB t	a/10.0	a/9.7	b/10.1
	WB r	c/18.2	c/15.7	c/22.9
	NB t/r	b/11.2	b/11.7	b/13.9
	SB l/t	e/37.2	c/23.5	c/25.0
Durkee St at Broad St	EB l	a/8.7	a/8.4	a/8.3
	WB l	a/8.1	a/7.8	a/7.9
	NB l/t/r	c/24.6	c/17.6	c/15.4
	SB l	---	---	---
	SB t/r	---	---	---
Peru St at Bridge St	EB l/t	B/17.4	B/17.3	B/17.0
	EB r	A/0.9	A/1.0	A/1.0
	WB l	B/17.4	B/17.4	B/17.5
	WB t/r	B/17.1	B/16.5	B/17.3
	NB l/t	B/19.4	B/16.8	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	B/10.7	A/8.9	A/8.5
	Overall	**B/11.0**	**B/10.8**	**B/12.4**
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.8	D/52.7
	EB t/r	F/85.8	F/93.7	F/96.0
	WB l/t/r	C/22.4	C/26.8	C/22.0
	NB l	A/9.5	A/5.9	A/6.5
	NB t/r	B/11.5	B/10.6	B/11.8
	SB l/t/r	D/35.7	C/29.2	C/31.6
	Overall	**C/28.1**	**C/27.1**	**C/28.3**

15.0 LEVEL OF SERVICE COMPARISON

To evaluate the potential traffic impact associated with the proposed projects, the No-Build and Build traffic operating conditions were compared. This comparison is summarized in Tables 7, 8, and 9.

Table 7: 2022 AM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.1	b/11.5	b/14.3
	WB r	a/9.3	a/9.4	a/9.4
Margaret St at Brinkerhoff St	EB l/r	A/8.5	A/8.3	A/8.3
	NB l/t	A/7.1	A/7.3	A/7.3
	SB t/r	A/7.8	A/8.2	**B/12.0**
	Overall	A/7.7	A/7.9	**B/10.3**
Margaret St at Broad St	EB l	D/41.6	*C/32.5*	D/38.9
	EB t/r	C/26.6	C/21.7	C/27.1
	WB l/t/r	C/29.3	C/24.7	C/25.0
	NB l/t/r	B/10.4	B/11.9	B/10.4
	SB l/t/r	B/15.8	B/19.4	**C/20.7**
	Overall	C/25.2	C/22.6	C/24.5
Durkee St at Bridge St	WB l/t	b/10.2	b/10.4	*a/10.0*
	WB r	c/16.7	c/18.6	c/18.2
	NB t/r	b/10.3	b/10.9	b/11.2
	SB l/t	f/50.6	f/61.5	*e/37.2*
Durkee St at Broad St	EB l	a/8.4	a/8.4	a/8.7
	WB l	a/8.0	a/8.0	a/8.1
	NB l/t/r	c/21.1	c/22.1	c/24.6
	SB l	d/25.5	d/27.2	---
	SB t/r	b/11.7	b/11.9	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.4	B/17.4
	EB r	A/0.9	A/0.9	A/0.9
	WB l	B/17.3	B/17.3	B/17.4
	WB t/r	B/17.2	B/17.3	B/17.1
	NB l/t	B/19.1	B/19.4	B/19.4
	NB r	A/0.0	A/0.0	A/0.0
	SB l/t/r	B/10.7	B/10.7	B/10.7
	Overall	B/11.7	B/11.8	B/11.0
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.3	D/52.3
	EB t/r	F/82.4	F/82.0	F/85.8
	WB l/t/r	C/22.4	C/22.4	C/22.4
	NB l	A/7.0	A/7.6	A/9.5
	NB t/r	B/11.4	B/11.4	B/11.5
	SB l/t/r	C/31.1	C/31.7	D/35.7
	Overall	C/28.2	C/28.4	C/28.1

Table 8: 2022 Midday Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/12.7	b/13.2	**c/17.7**
	WB r	a/9.7	a/9.9	a/9.9
Margaret St at Brinkerhoff St	EB l/r	B/11.4	B/11.3	B/11.2
	NB l/t	A/6.7	A/7.0	A/7.1
	SB t/r	A/6.7	A/7.2	A/8.6
	Overall	A/7.7	A/7.9	A/8.7
Margaret St at Broad St	EB l	C/30.0	C/34.1	C/29.9
	EB t/r	C/22.2	C/22.3	C/24.3
	WB l/t/r	C/27.7	C/28.9	C/24.3
	NB l/t/r	B/10.5	B/10.6	*A/9.7*
	SB l/t/r	B/11.9	B/12.3	B/13.4
	Overall	C/21.7	C/22.8	C/20.1
Durkee St at Bridge St	WB l/t	a/9.9	**b/10.5**	a/9.7
	WB r	b/13.0	**c/15.7**	**c/15.7**
	NB t/r	b/10.0	b/11.1	b/11.7
	SB l/t	c/18.7	**d/30.0**	c/23.5
Durkee St at Broad St	EB l	a/8.1	a/8.2	a/8.4
	WB l	a/7.7	a/7.8	a/7.8
	NB l/t/r	c/16.1	c/17.6	c/17.6
	SB l	c/20.0	c/22.5	---
	SB t/r	b/11.2	b/11.5	---
Peru St at Bridge St	EB l/t	B/17.3	B/17.3	B/17.3
	EB r	A/1.0	A/1.0	A/1.0
	WB l	B/17.2	B/17.2	B/17.4
	WB t/r	B/17.1	B/17.2	B/16.5
	NB l/t	B/16.4	B/16.9	B/16.8
	NB r	A/0.1	A/0.1	A/0.1
	SB l/t/r	A/8.9	A/8.9	A/8.9
	Overall	B/11.7	B/11.7	B/10.8
Peru St at Broad St/Hamilton St	EB l	D/52.3	D/52.5	D/52.8
	EB t/r	F/86.8	F/85.9	F/93.7
	WB l/t/r	C/26.7	C/26.8	C/26.8
	NB l	A/4.9	A/5.1	A/5.9
	NB t/r	B/10.6	B/10.6	B/10.6
	SB l/t/r	C/25.1	C/26.1	C/29.2
	Overall	C/28.5	C/28.4	C/27.1

Table 9: 2022 PM Level of Service Comparison

Intersection	Approach	No-Build	Build (2-Way)	Build (1-Way)
Margaret St at Bridge St	WB l	b/11.9	b/12.2	b/14.5
	WB r	a/9.5	a/9.6	a/9.6
Margaret St at Brinkerhoff St	EB l/r	B/10.1	B/10.0	B/10.0
	NB l/t	A/6.6	A/6.6	A/6.6
	SB t/r	A/6.7	A/6.9	A/8.2
	Overall	A/7.2	A/7.3	A/8.1
Margaret St at Broad St	EB l	C/34.4	C/31.2	C/27.7
	EB t/r	C/22.3	C/22.7	C/24.6
	WB l/t/r	C/29.5	C/29.7	C/25.7
	NB l/t/r	B/12.1	B/12.2	B/11.1
	SB l/t/r	B/12.6	B/13.3	B/13.4
	Overall	C/23.1	C/22.9	C/20.4
Durkee St at Bridge St	WB l/t	b/10.2	b/10.5	b/10.1
	WB r	c/21.1	c/23.5	c/22.9
	NB t/r	b/12.3	b/12.6	b/13.9
	SB l/t	c/22.5	**d/30.0**	c/25.0
Durkee St at Broad St	EB l	a/8.1	a/8.2	a/8.3
	WB l	a/7.8	a/7.9	a/7.9
	NB l/t/r	c/16.5	c/18.4	c/15.4
	SB l	c/21.5	c/23.0	---
	SB t/r	b/11.1	b/11.2	---
Peru St at Bridge St	EB l/t	B/17.0	B/17.0	B/17.0
	EB r	A/1.0	A/1.0	A/1.0
	WB l	B/17.2	B/17.2	B/17.5
	WB t/r	B/17.5	B/17.7	B/17.3
	NB l/t	B/19.2	B/19.7	B/19.7
	NB r	A/0.0	A/0.1	A/0.1
	SB l/t/r	A/8.5	A/8.5	A/8.5
	Overall	B/13.1	B/13.2	B/12.4
Peru St at Broad St/Hamilton St	EB l	D/52.1	D/52.6	D/52.7
	EB t/r	F/91.3	F/91.4	F/96.0
	WB l/t/r	C/22.0	C/22.0	C/22.0
	NB l	A/5.5	A/5.7	A/6.5
	NB t/r	B/11.7	B/11.8	B/11.8
	SB l/t/r	C/27.6	C/28.2	C/31.6
	Overall	C/30.1	C/30.0	C/28.3

With Durkee Street as two-way, the tables show four instances of level of service drops (**bold**) for the Build condition with three of them occurring at the Durkee Street and Bridge Street intersection in the Midday peak hour. The largest increase in delay is about 12 seconds for the southbound approach and changes from "c" to "d" which is an acceptable level of service. No mitigation is needed. There is one instance of level of service improvement (*italics*).

There are five instances of level of service drops for Build conditions with Durkee Street as one-way. All delay increases are minimal at less than 5 seconds and no mitigation is needed. There are three instances of level of service improvements (*italics*), including the southbound approach of Durkee Street at Bridge Street that improves from "f" to "e" in the AM peak hour.

16.0 CRASH DATA

Plattsburgh Police Department provided crash data for the study intersections for the latest 3-year period ending August 21, 2019. The data revealed 28 crashes at the seven study intersections:

a. Margaret Street at Bridge Street – 1
b. Margaret Street at Brinkerhoff Street – 4
c. Margaret Street at Broad Street/Pine Street – 10
d. Durkee Street at Bridge Street – 2
e. Durkee Street at Broad Street – 3
f. Peru Street at Bridge Street – 3
g. Peru Street at Broad Street – 5

A review of the actual police reports for the 10 crashes at Margaret Street and Broad Street was performed to determine if there were certain types of crashes or patterns of crashes. The reports indicate that none of the crashes involved personal injury and all 10 were property damage only crashes; there were no fatalities. Four were rear-end crashes, 2 right-angle; and 1 each of rear-end, sideswipe, backing, and hitting a fixed object. There was no discernable pattern to the crashes.

17.0 CONCLUSIONS

The traffic analyses presented in the previous sections show that the proposed Downtown Area Improvement Projects will have minimal traffic impacts. No mitigation measures are needed.

Based on the analyses contained in this study, it is the considered professional opinion of The Chazen Companies that the proposed Downtown Area Improvement Projects will not have a significant adverse impact on traffic operating conditions on the roadway system.

DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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162 Battery Street, Burlington, Vermont 05401 802.863.7177 (T) www.mackenziearchitects.com

Plattsburgh Mixed Use Development

Basement Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.1

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Plattsburgh Mixed Use Development

Level One Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.2

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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Two & Three Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.3

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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Level Four Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.5

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DRAFT

Legend

- Commercial
- Resident Amenities
- Support
- Roof Terraces
- Vertical Circulation
- One Bedroom
- Two Bedroom
- Three Bedroom
- Attic

SCALE AT 11"x17": 1" = 40'

0 20' 40' 80'

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Plattsburgh Mixed Use Development

Attic/Mezzanine Plan

Project North

The City of Plattsburgh
Plattsburgh, NY
1/21/2020

A2.6

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Plattsburgh Mixed Use Development

View from Bridge St. & Durkee St.

The City of Plattsburgh
Plattsburgh, NY
1/24/2020

1

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Plattsburgh Mixed Use Development

View from Bridge St & Durkee St 2020-05-11

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

1

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1
A5.1

WEST ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A5.1

Ownership of Instruments of Service: All reports, drawings, specifications, computer files, field data, notes and other documents and instruments prepared by the Mackenzie Architects as instruments of service shall remain the property of the Mackenzie Architects. Mackenzie Architects shall retain all common law, statutory and other reserved rights, including the copyright thereto.

1
A5.2

SOUTH ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A5.2

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1
A5.3

NORTH ELEVATION

SCALE @ 11X17: 1"=20'

0 10' 20' 40'

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Plattsburgh Mixed Use Development

Building Elevations

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A5.3

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Plattsburgh Mixed Use Development

SITE LOCATION PLAN

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.1

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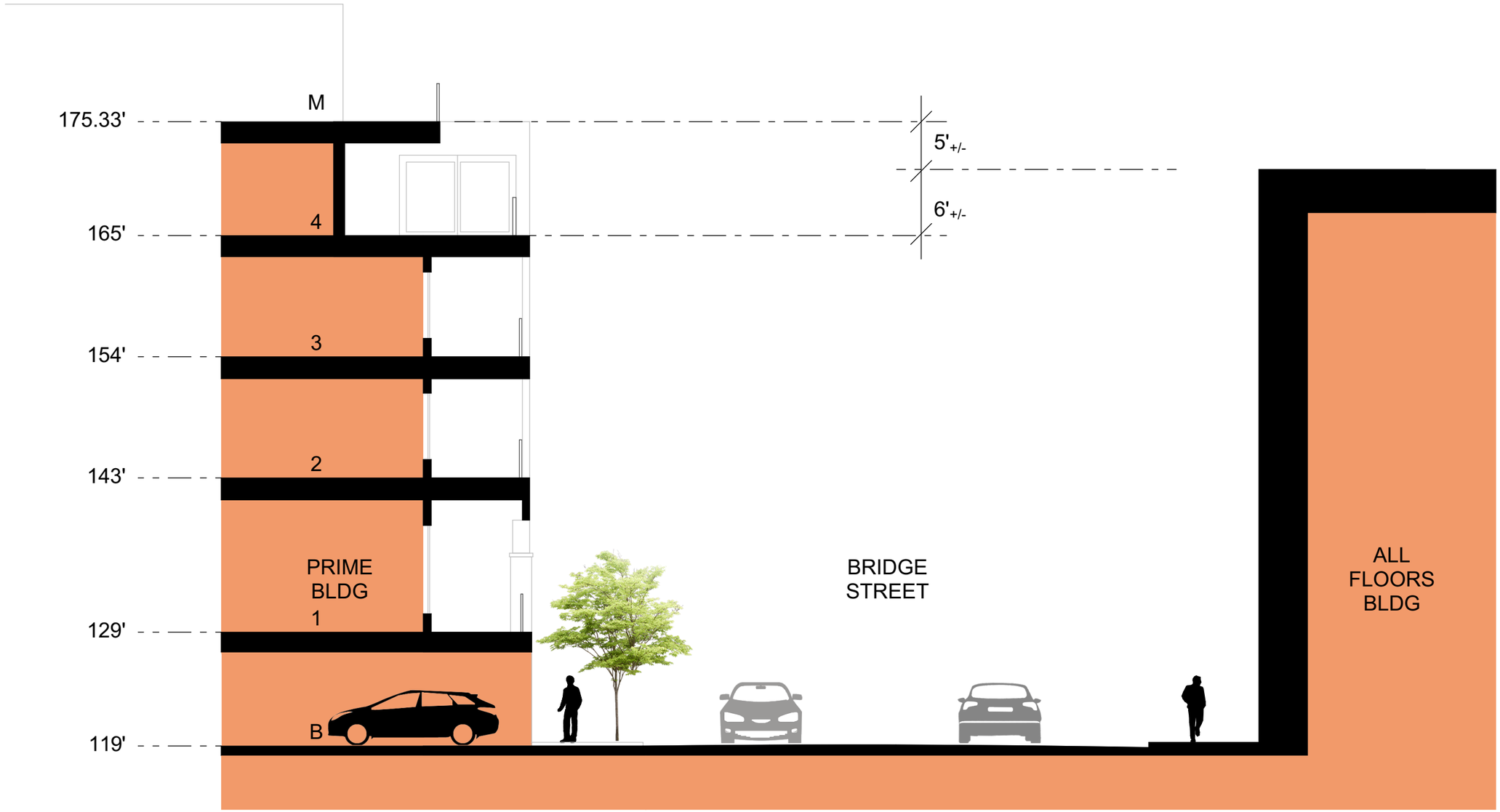

Note: Heights of existing buildings are approximations, based on the Alta site survey and Google earth

0 5' 10' 20'

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Plattsburgh Mixed Use Development

SITE SECTION A-A

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.2

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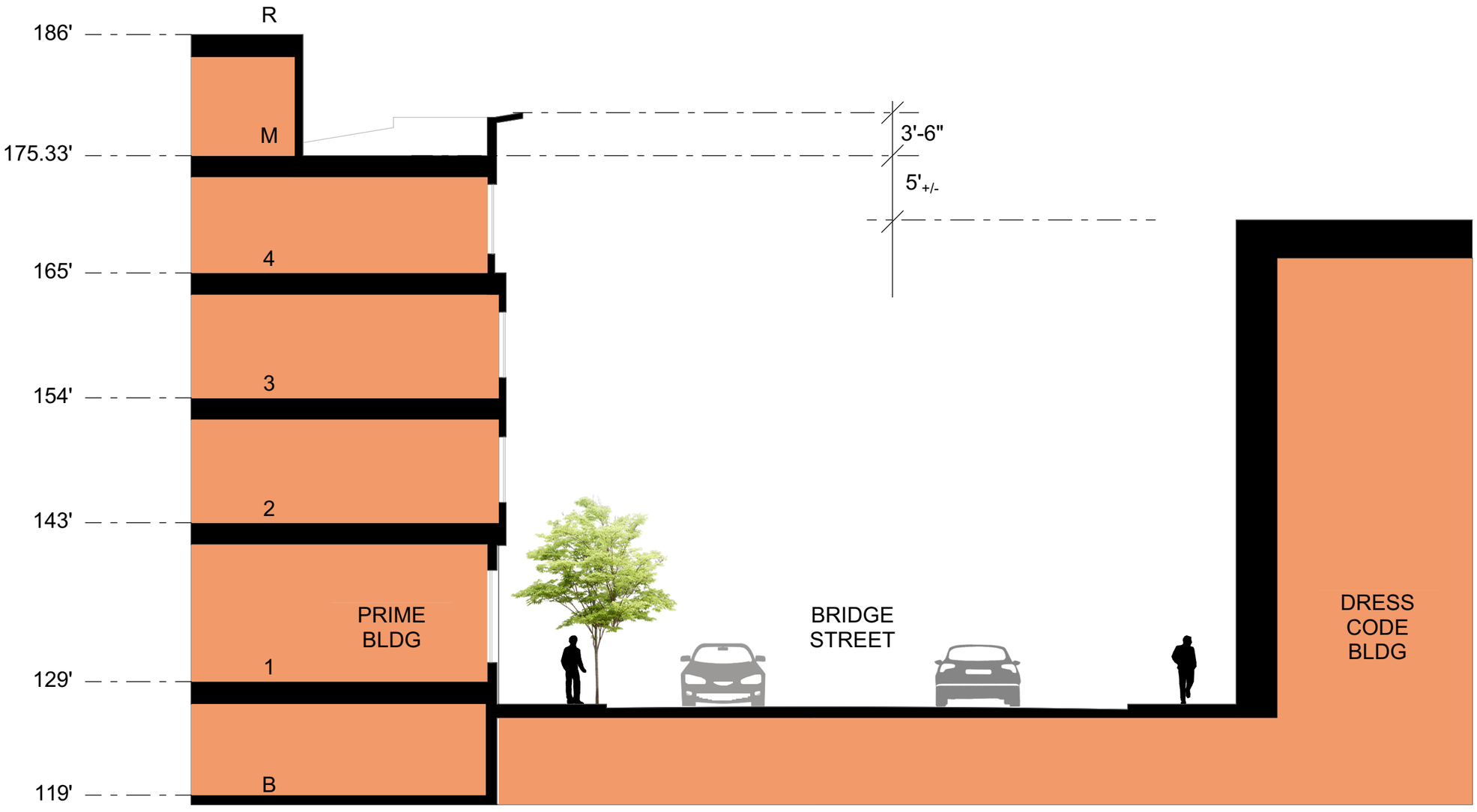

Note: Heights of existing buildings are approximations, based on the Alta site survey and Google earth

0 5' 10' 20'

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Plattsburgh Mixed Use Development

SITE SECTION B-B

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.3

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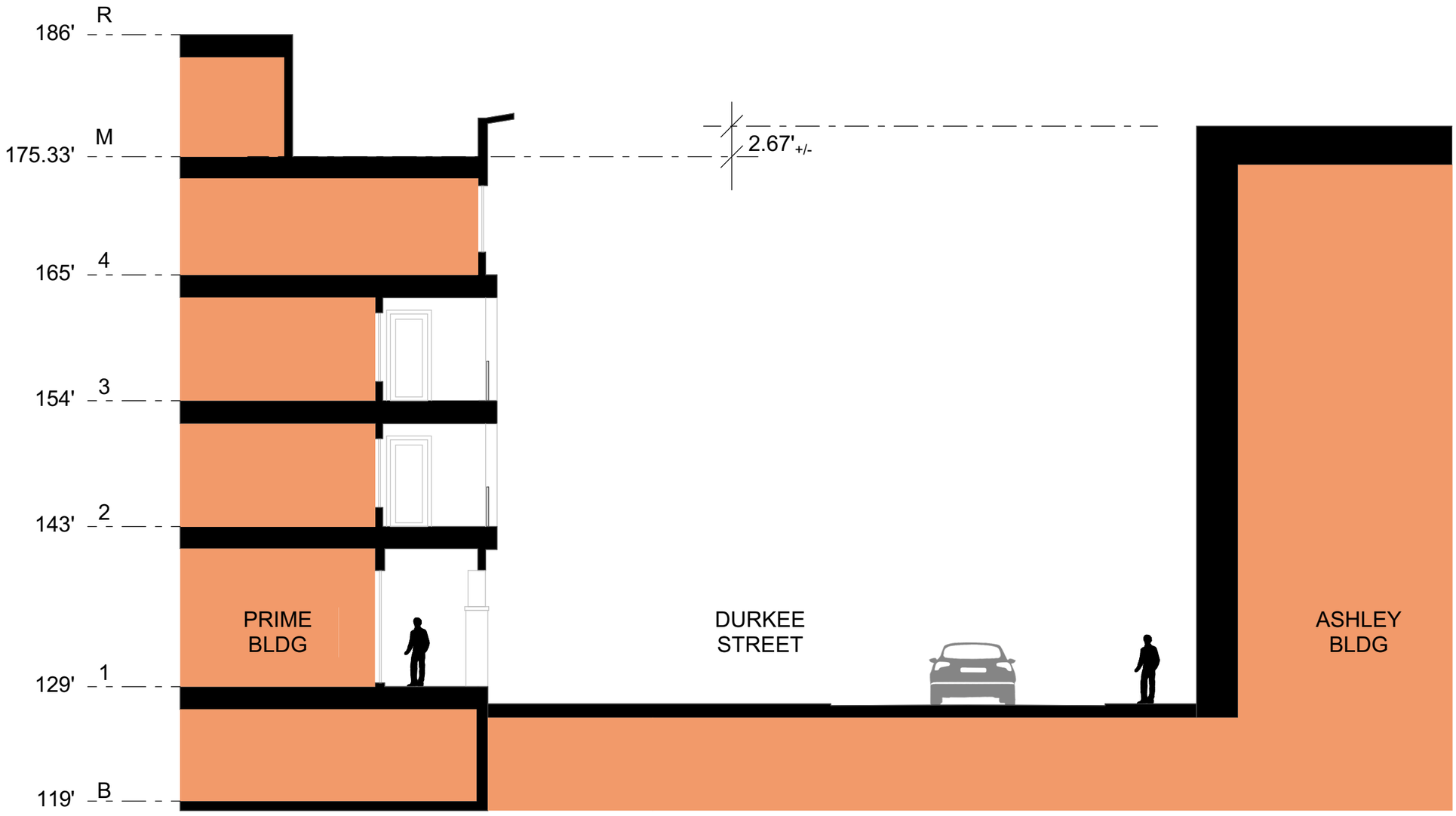

Note: Heights of existing buildings are approximations, based on the Alta site survey and Google earth

0 5' 10' 20'

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Plattsburgh Mixed Use Development

SITE SECTION C-C

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.4

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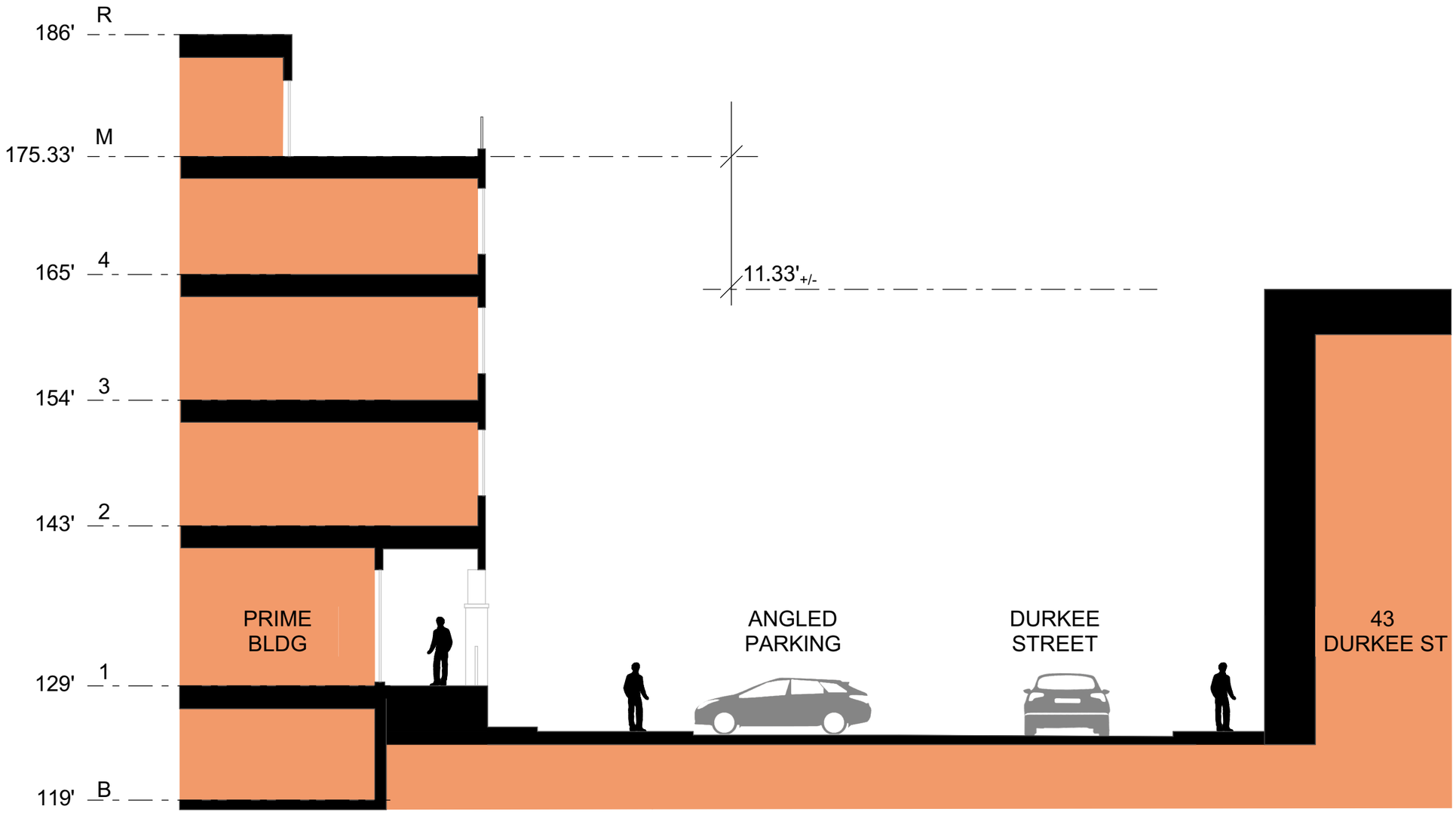

Note: Heights of existing buildings are approximations, based on the Alta site survey and Google earth

0 5' 10' 20'

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Plattsburgh Mixed Use Development

SITE SECTION D-D

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.5

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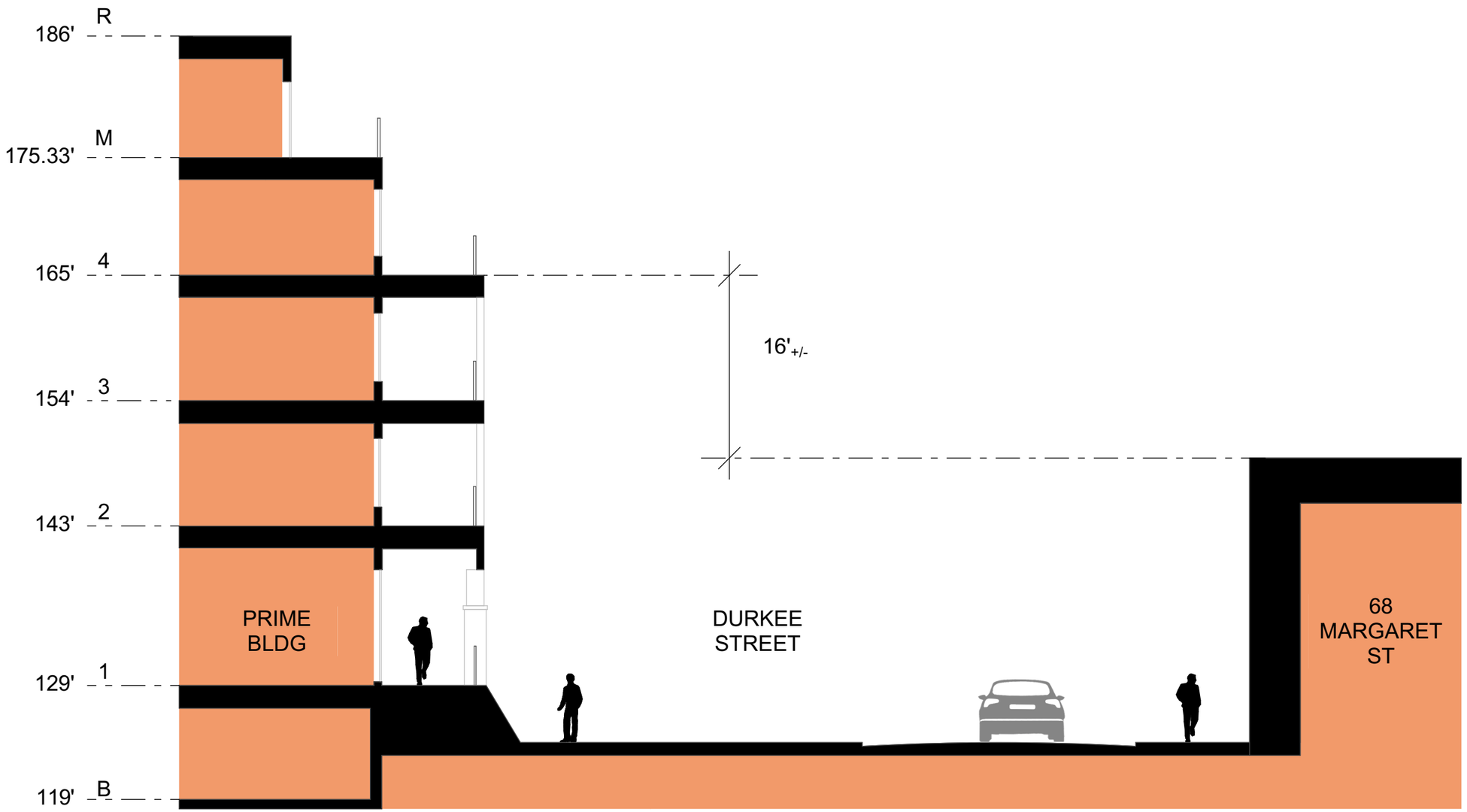

Note: Heights of existing buildings are approximations, based on the Alta site survey and Google earth

0 5' 10' 20'

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Plattsburgh Mixed Use Development

SITE SECTION E-E

The City of Plattsburgh
Plattsburgh, NY
5/11/2020

A6.6

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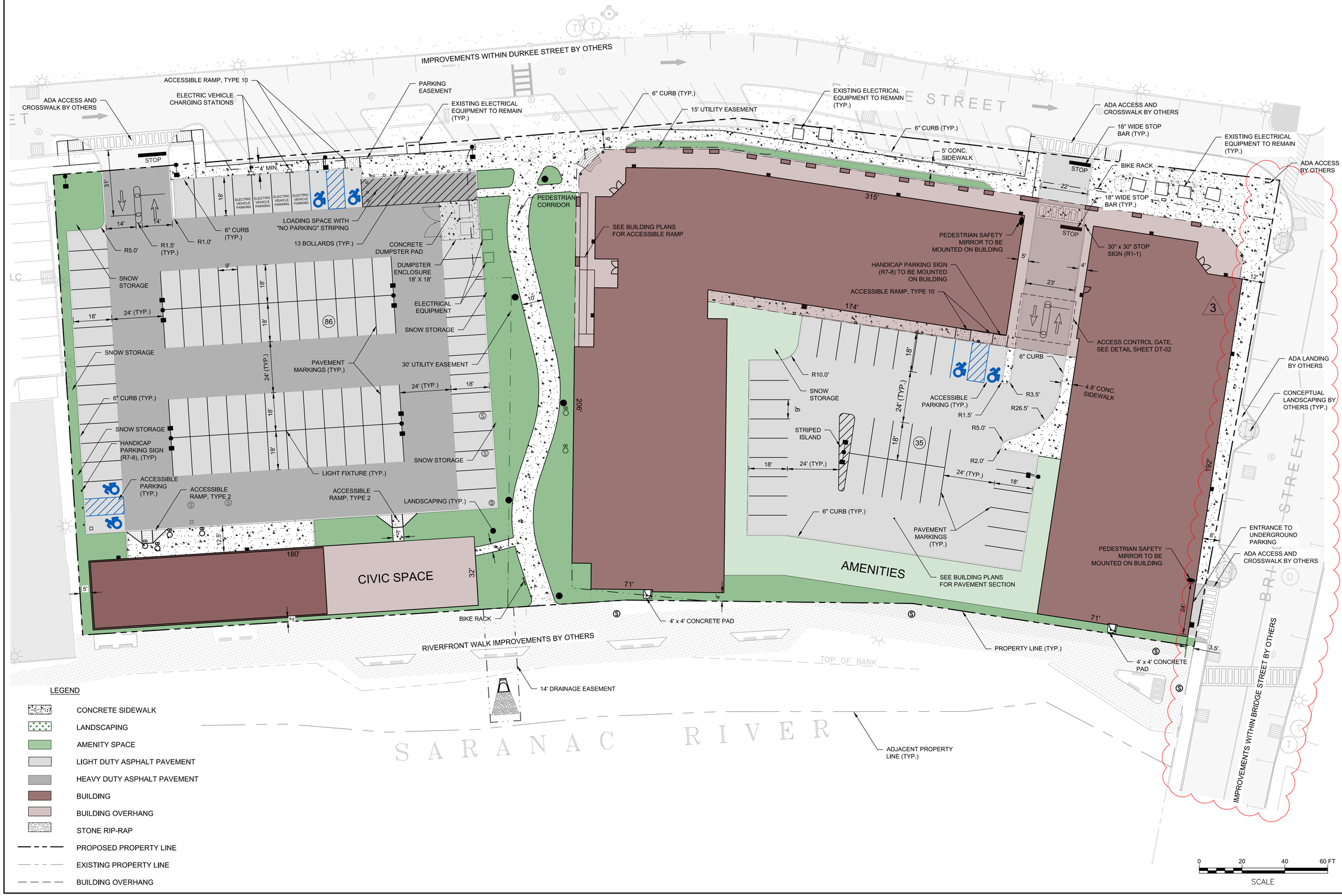

McFarland Johnson
60 RAILROAD PLACE
SUITE 402
SARATOGA SPRINGS, NEW YORK 12866
P:518-580-9380 F:518-580-9383
mjinc.com

PROJECT MILESTONE

SITE PLAN SUBMISSION

NO.	DATE	DESCRIPTION
1	04/16/20	CITY COMMENTS
2	05/05/20	CLARIFICATIONS
3	05/11/20	ZBA COMMENTS

CLIENT: PRIME PLATTSBURGH, LLC

CITY OF PLATTSBURGH, NEW YORK

PROJECT: DURKEE STREET MIXED USE DEVELOPMENT

DRAWN	NSO
DESIGNED	NSO
CHECKED	TCB
SCALE	1"=20'
DATE	FEBRUARY 2020
PROJECT	18491.00

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

DRAWING TITLE

SITE PLAN

DRAWING NUMBER

C-01

McFarland Johnson
Innovative Solutions / Sustainable Results

60 Railroad Place • Suite 402 • Saratoga Springs, NY 12866
Phone: 518-580-9380 • Fax: 518-580-9383
www.mjinc.com

May 11, 2020

Chairperson Ron Nolland
Members of the Zoning Board of Appeals
City of Plattsburgh
41 City Hall Place
Plattsburgh, NY 12901

Re: Durkee Street Mixed Use Development – 05.04.20 Special Meeting Comments
Property: Parcel located north of Broad Street and South of Bridge Street (SLB: 207.20-7-15)

Dear Chairperson Nolland and Members of the Zoning Board of Appeals:

Based upon comments made regarding concerns for the relative elevation and height difference between exterior grade and the first floor residential space; the overall height of the building, and its comparison to various existing buildings across Durkee and Bridge Streets; the 4-foot width of the sidewalk between the building and the south curb of Bridge Street, Prime and its design team has made some revisions. Working with the Architect and Engineer Prime believes these changes will likely increase the cost of the project; however, it appreciates the thoughts presented and feels that they will have a positive effect on the project. A summary of the revisions are as follows:

- Changing the Mezzanine level from a sloped roof to a flat roof to lower the overall height and minimize its visual presence;
- Reducing the corner building sections volume and cornice height by 11 feet;
- Reducing the mezzanine height by 5'; corresponding to an overall building height reduction of 6';
- Shifting the mezzanine (5th level) setback from 8' to 16' from the face of the building diminishing the presence and visibility of the 5th story.
- Shifting balconies in a few locations to consolidate four story volumes and further break down the overall scale so as to read as a series of smaller volumes on all 3 street/walkway sides;
- While the Prime project does not include any revisions to Bridge Street, Prime has worked with the City to show a potential layout that would allow for five parallel parking spaces along the south side of Bridge Street while accommodating a minimum of an 8' wide sidewalk.

Attached please find the following to reflect and support the revisions mentioned above:

- 1 - The Previous View from Bridge St. & Durkee St. (1/24/2020);
- 1 - New View from Bridge St. & Durkee St. (5/11/2020);
- A5.1 Building Elevation West View (from Durkee St. with pedestrian shown);
- A5.2 Building Elevation South View (from Walkway with pedestrian shown);
- A5.3 Building Elevation North View (from Bridge Street with pedestrian shown);
- A6.1 Site Location Plan for site cross sections;
- A6.2 Cross section A-A (relationship between the proposed project and the existing community);
- A6.3 Cross section B-B (relationship between the proposed project and the existing community);

- A6.4 Cross section C-C (relationship between the proposed project and the existing community);
- A6.5 Cross section D-D (relationship between the proposed project and the existing community);
- A6.6 Cross section E-E (relationship between the proposed project and the existing community);
- C-01 Site Plan (showing potential Bridge Street layout to accommodate 8' sidewalk)

We appreciate your comments on this project and believe that they will make this a more attractive and successful project. We hope that the enclosed addresses your concerns and look forward to discussing this at the next Zoning Board of Appeals meeting. If you have any questions or concerns, please feel to contact me at tbradford@mjinc.com or 518-264-6663.

Very Truly Yours,
MCFARLAND JOHNSON, NC.

Turner Bradford, P.E.
Project Engineer

cc: Deb Osterhoudt – Prime Plattsburgh, LLC
Charles Gottlieb – Whiteman Osterman & Hanna, LLP

encl:

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

City Planning Board Comment, Meeting April 27, 2020, Site Plan Review

1 message

Timothy Palkovic <palkovtj@plattsburgh.edu> Sat, Apr 18, 2020 at 11:38 AM
To: cityinfo@plattsburghcitygov.com

The proposed Prime LLC building disappoints. It abandons the intention of the State grant to revitalize the City of Plattsburgh.

The character of the building clashes with the architectural character of buildings near by. For example, the buildings across Bridge Street are built on a row house concept with each building stepping down as the land drops down approaching the River. The five story building is out of scale with the existing buildings gaining another story as the massive structure ends by the river.

The design thoughtlessly defeats the original proposal to augment the parkland potential of the Saranac River Trail. The building blocks the view of the river from every point of the Durkee Street area.

Instead of the once proposed expanded garden islands in the Durkee Lot, the plan presents pedestrians with a dreary experience. Walking down from the Westelcom Park they first approach the garbage bins for the Prime LLC building. Then they engage the walkway hugging the side of the building that runs the width of the Lot. Turning the corner finds not a plaza but an alleyway leading down to Bridge Street.

Not only will we lose the promised parkland but also lose sufficient parking spaces. The plan adds dangerous one way traffic on Durkee Street, adding parking meters as well.

My opinions on the proposed development of the Durkee Street Lot are formed by these three standard books; **Strong Towns**, **Palaces for the People** and **Walkable City Rules**. These books offer fundamental city planning principles.

Strong Towns by Charles L. Marohn, Jr. argues that large block developments offer the illusion of wealth but in reality create long term unpayable liabilities. He persuasively argues that rehabbing old areas of a city are more financially productive than shiny new buildings.

A reviewer of **Palaces for the People** by Eric Klienberg says that “This book, but especially the conclusion, warns of the danger of delegating public works to private companies, particularly companies who project a community-minded motto but are really profit driven.”

Dar Williams, reviewer of **Walkable City Rules** by Jeff Speck says “Yes I DO want to make my town more livable, walkable, equal and fun.” The proposed Prime LLC building on the Durkee Street Lot does none of these things but proposes a gated community in a civic space.

Submitted by Tim Pakovic, City Resident

MEYER, FULLER & STOCKWELL
PLLC ATTORNEYS AT LAW

LAKE GEORGE TITLE AGENCY

April 20, 2020

City of Plattsburgh Zoning Board of Appeals
c/o Ron Nolland, Chairman
City of Plattsburgh Planning Board
c/o Jim Abdallah, Chairman
City Hall
41 City Hall Place
Plattsburgh, New York 12901

Re: Prime Plattsburgh, LLC Special Use Permit Application

Dear Mr. Nolland, Mr. Abdallah, ZBA and Planning Board members:

I understand that the ZBA tabled the above application for Prime Plattsburgh, LLC/City of Plattsburgh. I thank the board for its actions in this regard.

Further to our stance in our April 3, 2020 letter to the Planning Board and ZBA, I note that Governor Cuomo issued Executive Order 202.14 yesterday, April 7, 2020. A copy of that executive order is provided with this letter. As we noted in our April 3, 2020 letter, it was, and remains, our opinion that Governor Cuomo's earlier Executive Orders, including Executive Order 202.13, required the cancellation of all but essential municipal meetings. You may recall that the City's Building Inspector Office and Community Development Office released a "Response to Comments on Special Board Meetings" dated April 3, 2020 which called into question in the first bullet of that memo, our stance relative to ZBA and Planning Board meetings. Governor Cuomo's Executive Order 202.14 should erase all doubt about the correctness of our opinion here: "*By virtue of Executive Orders 202.3, 202.4, 202.5, 202.6, 202.7, 202.8, 202.10, 202.11, and 202.13 which closed or otherwise restricted public or private businesses or places of public accommodation, and which required* ***postponement or cancellation of all non-essential gatherings of individuals of any size for any reason*** *(e.g.*

*parties, celebrations, games, **meetings** or other social events), all such Executive Orders shall be continued, provided that the expiration dates of such Executive Orders shall be aligned, such that all in-person business restrictions and workplace restrictions will be effective until 11:59 p.m. on April 29, 2020, unless later extended by a future Executive Order*." Emphasis added.

We did not state our opinion relative to planning board and ZBA meetings in an attempt to delay the Prime Plattsburgh, LLC application. To the contrary, we believed quite firmly that all non-essential municipal meetings were cancelled under Governor Cuomo's "Pause New York" Executive Orders. In any event, Executive Order 202.14 lays this discussion to rest and it is clear that only essential meetings can take place. We offer, once again, that with all due respect to the pending Prime Plattsburgh, LLC, or what should be the Prime Plattsburgh, LLC application that is currently being brought by the City, is not an essential application. Anecdotally, we also note that DEC has cancelled all public hearings. See email from April 7, 2020 attached.

Lastly, we also question again the ethics behind the Community Development Office, which is bringing this Prime Plattsburgh, LLC applications before the Planning Board and ZBA, yet also offering guidance on whether or not these meetings should even take place. It should come to no surprise that the City, as an applicant, would try to convince the ZBA and Planning Board that the City's own application is "essential". This is precisely why you need your own advice. This is an undeniable conflict of interest and the Planning Board and ZBA should be and remain above this sort of conflict, particularly with a controversial project that, again, is being brought forward by the City on behalf of a private, for profit limited liability company.

Thank you.

Sincerely,

Matthew F. Fuller, Esq.
mfuller@meyerfuller.com

cc: Plattsburgh Citizens Coalition, Inc.

10 City Hall Place
Plattsburgh, NY 12901
518-570-9940
www.plattsburghcitizenscoalition.com
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Incorporated 2019 Under Section 402 of the Not-for-Profit Corporation Law
Plattsburgh Citizens Coalition Inc. is a community-based organization created to advance the interests of businesses, service providers, employees, residents, and visitors of downtown Plattsburgh, NY. PCC advocates and promotes smart growth that enhances and improves the quality of life for all.

April 18, 2020

City of Plattsburgh Zoning Board

RE: Durkee Street Development – GENERAL CHARACTER, HEIGHT AND MASSING OF THE STRUCTURE.

Dear Zoning Board Member:

The Prime Development Project as proposed does not meet the criteria required for Zoning Board approval and, therefore, cannot possibly be approved in good conscience. We are prepared to demonstrate why.

As you know, in order to be approved the application must clearly demonstrate that the proposed project will safeguard the public health, convenience and preserve the general character of the neighborhood using five standards the first of which is **General character, height and massing of the structure**. This letter will demonstrate that the proposed 5 story building is massive in size and height in relation to the surrounding buildings made up almost entirely of 2-3-story buildings (plus two 4-story buildings) and falls short of the criteria for approval.

An Incomplete Application.

We respectfully submit that the application is incomplete as it does not include simple scaled elevation drawings clearly showing the comparative difference between existing buildings on both Durkee Street and Bridge Street relative to the proposed building. These types of elevation drawings are a standard requirement of ANY site plan application or PUD. Arguably the application should not be considered complete and, therefore, should not have been placed on the agenda without it. But an incomplete application has been placed on the agenda repeatedly over the past months. After being insisted upon by the ZBA at a recent meeting, the applicant finally included a single elevation drawing, however, this drawing is incomplete and flawed.

A series of Deceptive Drawings.

The first and only attempt at an elevation drawing has now been provided for the first time with the most recent application. However, the drawing provided is an extremely deceptive illustration (more on that later). It is curious why co-applicants Prime and the City Community Development office / Planning Department have been so evasive in providing relative elevation drawings that are standard for any development application? Until now, there has literally been no information provided in DGEIS nor in the application to the ZBA that could be considered sufficient for the Zoning Board and others to conduct a thorough objective evaluation on the question of general character and height of the proposed structure

relative to existing buildings. Only now are we finally provided with just one single, but very deceptive, elevation drawing provided for Durkee Street and still none provided for Bridge Street. Let's take a look at the single drawing provided.

Comparative Elevation Drawing submitted by Prime Companies

A few things to note:

1. There is no scale on the drawings. The reader really can't tell the height of anything or have any way of evaluating the accuracy of the figure.

2. The proposed building is depicted in the background rather than the foreground, which creates the illusion of making the buildings in the foreground appear larger and the building in the background appear smaller.

3. The image includes buildings on Margaret Street, which is a full story higher than Durkee Street and really not relevant to the question of compatibility with the Durkee and Bridge Street corridor. Comparing to the buildings on Margaret Street is not only irrelevant to the project, it is a deliberate attempt to deceive the Zoning Board.

4. The image ostentatiously includes the First Presbyterian Church Bell Tower located several city blocks away and at a much higher elevation. Clearly this is placed in the illustration to create the impression that the proposed building is not the tallest building along the Durkee Street corridor. This type of deceptive illustration should be not only rejected but also admonished.

5. Notice how the camera angle is shot from ground level looking up rather than a pure 2-diminsional silhouette comparison. Thus the roof lines of the buildings in the foreground diminish the view of the larger building in the background.

6. The figure doesn't show the first-floor level. The existing buildings are narrow row house style architecture with descending first floor elevations that descend with the grade going down the hill along Durkee Street. The First floor at the lower end of the street is a full story below that of the building at the top of the hill. The Prime building comparatively is a 300-ft long monolith in which the first-floor elevation remains constant along the entire city block.

7. No view is provided for Bridge Street corridor.

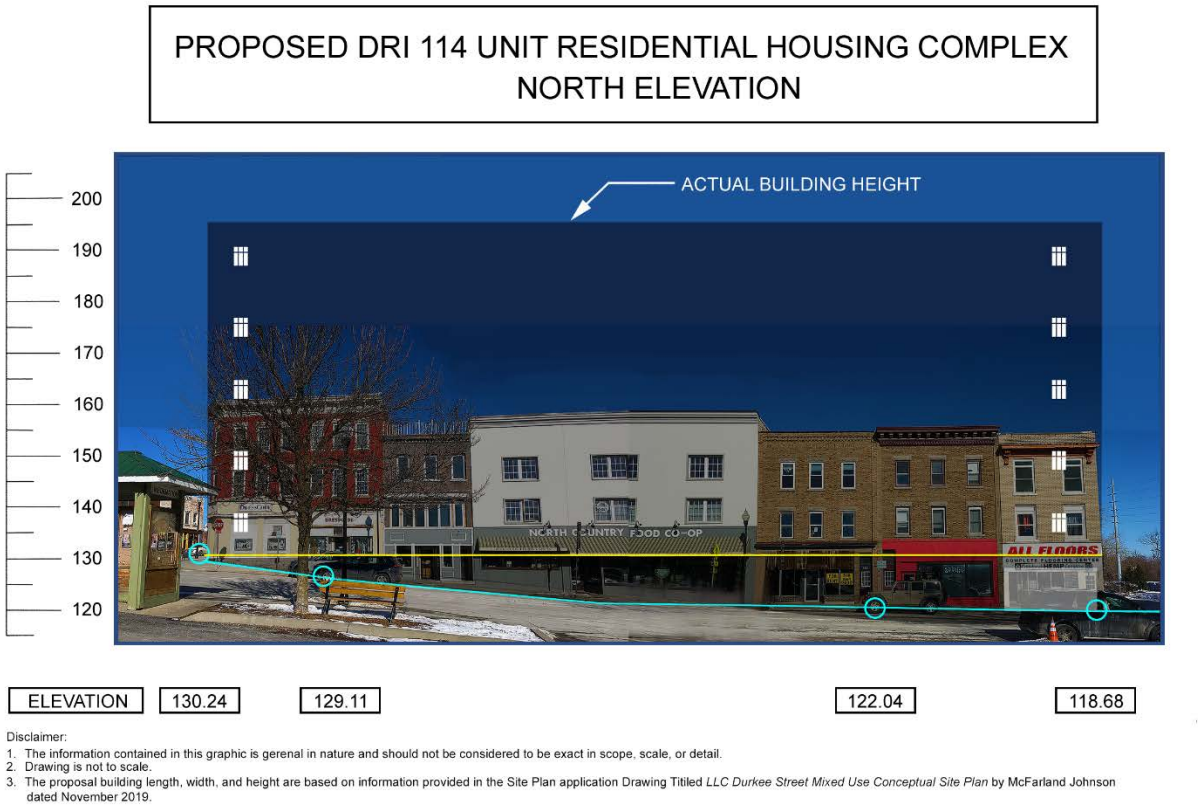
Typically, in nearly all development projects, especially one of this scale, simple drawings showing comparative views are provided. However, in this project both co-applicants have withheld such standard fare. Moreover, this information, including an inventory of existing building heights, was specifically asked for in the DGEIS during the public comment phase. The City and their co-applicant have suspiciously refused to provide them. Because of the fact these standard evaluation drawings are imperative for an objective evaluation of an SUP application by the Zoning Board and because they have never been provided by the City and their co-applicant, the Plattsburgh Citizens Coalition took it upon ourselves to prepare accurate scaled drawings.

But first, please allow me a brief clarification. The Plattsburgh Citizens Coalition's (PCC) sole purpose is to advance the interests of businesses, service providers, employees, residents, and visitors of the downtown area of Plattsburgh, NY. PCC advocates and promotes smart growth that enhances and improves the quality of life for all.

The PCC is committed to fair honest and factually correct presentation of information in advancement of our sole purpose. In the event that PCC becomes aware of having presented any information that does not meet our standard for fair, honest and factually correct then we pledge to promptly make any redactions or corrections. Such is the case in the elevation drawings that were initially introduced at a recent Zoning Board meeting. While we earnestly put forth a good faith effort to create an accurate scaled comparative elevation drawing, it came to our attention that the scale was incorrect. Immediately upon discovering this we made the necessary correction and promptly provided the corrected version to the Zoning Board. We believe the illustrations provided and contained herein to be true and accurate to the best of our knowledge and belief.

The following are two scaled 2-dimensional elevation drawings that are based on the proposed building height information contained in the application provided by Prime Corp. These two illustrations are meant to provide a simple comparison between the existing buildings on Bridge Street and Durkee Street to assist in the objective evaluation of whether the height of the proposed building will safeguard the general character of the neighborhood. We think you will find that it is plain to see that the massive size and height of the proposed building is NOT compatible with the surrounding neighborhood.

Comparative Building height along Bridge Street.



Comparative Building Elevations – Bridge Street

Please not the following:

1. The first is obvious: a simple straight forward scaled comparison of the proposed building (65-ft high according to the application) as it compares to the existing buildings. Clearly the proposed building towers by comparison to existing buildings.

2. Notice the slope of the road. On bridge street the grade changes almost 14-ft over the length of the block. But also notice the narrowness of each building all built with a rowhouse architecture with each building typically 20- to 30-ft wide. So as you go down the hill the ground floor door threshold drops lower and lower so that by the time you get to the bottom of the hill the ground floor is over a story lower than those at the top of the hill.

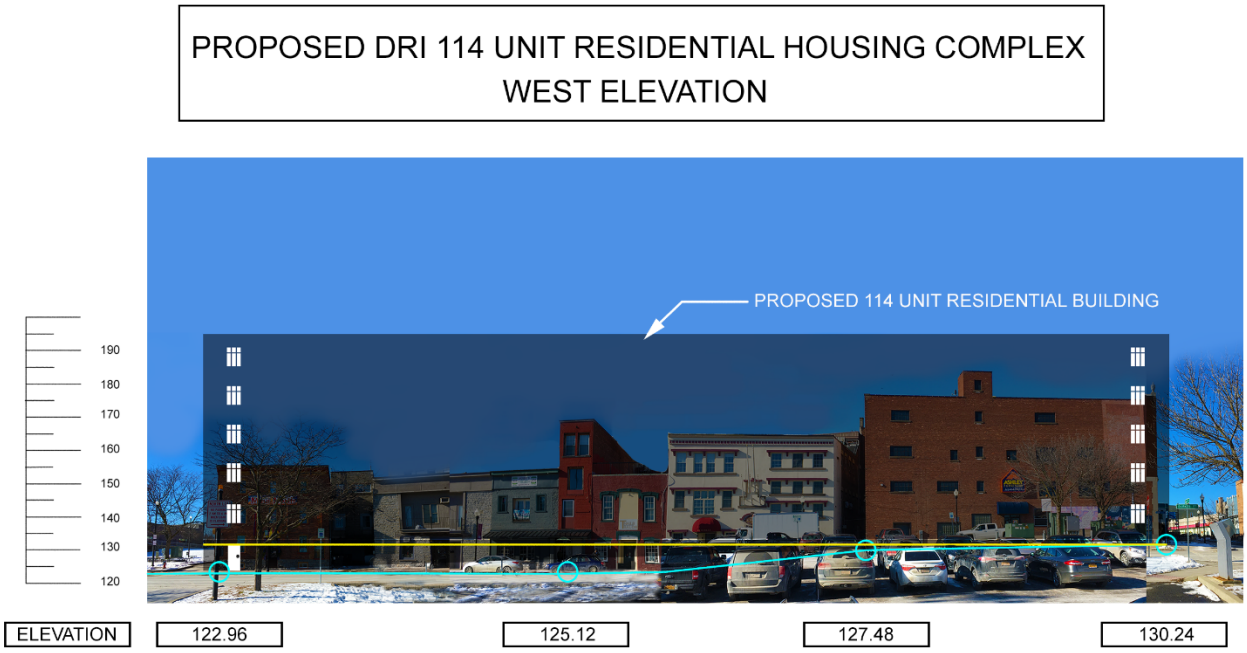
3. Now compare that existing rowhouse style architecture descending along the rolling hill to the proposed building where the first floor keeps the same level over its 200-ft length. Notice the yellow line that indicates first floor elevation of the proposed building. So at the top of the hill the proposed building is a good 35-ft taller than the existing building across the street, but at the bottom of the hill the existing building are getting lower, while the massive Prime building has the same floor elevation over the entire 300-ft by 200-ft monstrosity.

4. Notice the sun in this photograph shining on the south facing store fronts and in the apartment windows. The applicant did not provide a solar access analysis (as required by City Code for Site

Plan reviews) however, it is easy to see that the solar access to these store fronts will be almost entirely eclipsed by the proposed building.

5. This simple 2D elevation drawing makes it overwhelmingly clear that this proposed building absolutely does NOT meet the criteria of general character and height which will preserve the general character of the neighborhood.

Comparative Building Height along Durkee Street.



Disclaimer:
1. The information contained in this graphic is gerenal in nature and should not be considered to be exact in scope, scale, or detail.
2. Drawing is not to scale.
3. The proposal building length, width, and height are based on information provided in the Site Plan application Drawing Titiled *LLC Durkee Street Mixed Use Conceptual Site Plan* by McFarland Johnson dated November 2019.

Comparative Building Elevations – Durkee Street

Please not the following:

1. The first is the obvious: a simple straight forward scaled comparison of the proposed building (65-ft high according to the application) as it compares to the existing buildings. Clearly the proposed building towers by comparison to existing.

2. Notice the slope of the road. On Durkee Street the grade changes about 10-ft over the length of the block. But also notice the narrowness of each building all built with a rowhouse architecture while the Prime building would be 300-ft long. So as you go down the hill the ground floor door thresholds drop lower and lower so that by the time you get to the bottom of the hill the ground floor is about one whole story lower than the ground floor of the buildings at the top of the hill.

3. Now compare the rowhouse style architecture along the rolling hill to the proposed building. Notice the yellow line that indicates first floor elevation of the proposed building. The first floor

of the proposed building will be nearly a full story higher than the buildings at the bottom of the hill. The non-row house architectural style is incompatible with the neighborhood and the downtown and adds significantly to the incompatibility of the proposed building.

4. Notice the sun in this photograph shining on the east facing store fronts and in the apartment windows. The applicant did not provide a solar access analysis (as required by City Code for Site Plan reviews) however, it is easy to see that the solar access to these store fronts will be almost entirely eclipsed by the proposed building.

5. This simple 2D elevation drawing makes it overwhelmingly clear that this proposed building absolutely does NOT meet the criteria of general character and height which will preserve the general character of the neighborhood and therefore, the Special Use Permit cannot be approved.

Findings Statement.

Lastly, a comment regarding the SEQR / GEIS process. The Common Council made a Findings Statement in which they concluded the proposed building height is compatible with the surrounding neighborhood. However, they are not well versed in evaluating this criteria the way that you as a Zoning Board are. The Zoning Board not only has the authority to prepare your own Findings Statement, you are *required* to prepare your own Findings Statement. That is another example of where you are receiving some very bad advice and guidance from City Departments. The Community Development Department in their December 19th letter to the ZBA and PB is confusing the SEQR determination and an GEIS Findings statement and conflating the role of the Common Council as lead agency and diminishing the role of the Zoning Board of Appeals. Specifically, Mr. Miller, representing the City as co-applicant writes, *"Pursuant to the SEQRA regulations, the SEQRA Findings Statement will be binding on all involved agencies."* That is false. If the Zoning Board had its own unbiased Board Attorney rather than the co-applicant's attorney Mr. Schneller, he or she surely should have advised you of the falsity of that direction form the co-applicant.

What Does the SEQR Handbook Say. [The following is taken from the SEQR Handbook]

What is a GEIS Findings Statement.

> A **Finding statement** is a written document prepared following acceptance of a final EIS. **All involved agencies *must* make their own findings statement**.
>
> The finding statement made by the lead agency is most definitely NOT binding on involved agencies as Mr. Miller and Mr. Schneller would have you believe. Quite the contrary. **Each involved agency, not only the lead agency, *must* prepare its own SEQR findings following acceptance of a final EIS.**
>
> The following is a verbatim excerpt from page 155 of the SEQR Handbook:
>
> > **6. Who makes SEQR findings?**
> > All involved agencies *must* make findings.
> >
> > **7. May an involved agency rely on the lead agency to make the required findings?**
> > No. Each involved agency is responsible for preparing its own findings. However, if an involved agency concurs with the completed findings of the lead agency, and those findings

> respond fully to the environmental concerns of the involved agency, then the involved agency may adopt all or a portion of the lead agency's findings within the involved agency's findings.

Therefore, if the Zoning Board feels that any review criteria, such as the building height, will have an adverse impact on the neighborhood, then it is incumbent on you to not only disapprove the SUP application, but also to reflect that in your Findings Statement.

Conclusion.

In conclusion, it is clear to see through objective comparative evaluation that the proposed building is not compatible with the surrounding neighborhood. The GEIS and the SUP do NOT not provide adequate inventory, analysis or visual depiction to properly evaluate this concern either and therefore, must be disapproved on this criteria as well as others criteria. It is the burden of the applicant to demonstrate that the proposed project will preserve the general character of the neighborhood, which they have clearly not done. **Therefore, the only conclusion that can be reached is that this monstrous building, given its size and height relative to the neighborhood, does not satisfy the SUP standard that the general character, height and use will preserve the general character of the neighborhood.** Perhaps if the proposed project were scaled back to 3 stories, then a modest development could be built that is in keeping with the general character and height of the community and that is less disruptive to parking and leave more room for public space, access to the waterfront and safe bicycle and pedestrian travel. But the current application simply does not meet the criteria for SUP approval and must be denied.

Respectfully,

Kevin R. Farrington

Kevin R. Farrington, P.E., Vice President
The Plattsburgh Citizens Coalition

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Prime

1 message

Peter R <22Brinkproperties@outlook.com> Mon, Apr 20, 2020 at 7:40 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

I'll keep this short because I'm exhausted by this whole process on Durkee Street. I own a number of properties in Plattsburgh ...my tax bill will fall about $6,000 short of the proposed tax gift for a 24 million dollar project from Prime companies. A year ago this project was not sustainable and unfeasible for the city of Plattsburgh and now considering the current climate, if you proceed to approve this project it will crater the city forever. 70 businesses voiced their opinion... We are probably going to lose up to 50% of our businesses after this whole virus lockdown is over . 50% .Those shuttered businesses will all be leaving buildings and facilities that are fully functioning.The plan should be to refill those buildings and not build a monolith. The private interests of a Mayor with no regard for the people who live in the city, coupled with a Common Council that is basically a fraud filled with his disciples/Sycophants is disgusting. To further approve this project is a disgrace, and an insult to all of us who live here. Make no mistake, you will all go down in history as the worst administration in city history if you ram this through.
Im exhausted, we all are. Put this project down like the sick animal it is.
Regards, Peter Regnier
22 Brinkerhoff Street

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City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

1 message

Deborah Yokum <debyokum@gmail.com> Sun, Apr 19, 2020 at 10:26 AM
To: cityinfo@plattsburghcitygov.com

To The Zoning Board of Appeals:

We are writing to express our concerns about the proposed Prime Plattsburgh, LLC project in the Durkee Street Parking lot in downtown Plattsburgh. It seems to us that, based on the five criteria that are in the purview of the ZBA, the Prime Project fails on all accounts.

Specifically:

1. The project is out of character with the surrounding historic buildings. It overpowers the scale of the buildings around it. In addition, the target demographic of the proposed building is unrealistic, especially considering what we all foresee as the new economic reality caused by the COVID-19 pandemic. What we need is more affordable housing, not up-scale apartments for a market that never really did, but definitely now does not exist.

2. By building such a tall structure so close to the river and not allowing sufficient space as a buffer, the project functionally interferes with the purpose of the Riverwalk as a community asset.

3. As above, the project provides housing for a demographic that has not been proven to exist. In addition, it precludes the use of the Durkee Street location as the primary parking lot for downtown businesses, agencies and other services. At the same time, newly created parking will not make up for what is lost in that lot.

4. As to the proposed parking provided by Prime Plattsburgh for their tenants, their use of their own metric is not sufficient. In addition, the spaces they say are reserved for public use are not guaranteed for that purpose and could well end up being used for tenant parking.

5. The reconfiguration of Durkee Street is problematic for a number of reasons. Diagonal parking and the switch to one-way traffic will create dangerous and chaotic conditions. Commercial deliveries, which are numerous for Margaret Street businesses, will further block traffic. It would be impossible for emergency vehicles to gain access to the many additional residences created by the project. Plowing in winter and the storage of snow, which currently is piled in the Durkee Street lot is also a concern.

In summary, it seems imprudent to embark on a project of this size at a time when our economy is especially fragile. We can assume that our community is going to take a big hit economically from the COVID 19 pandemic. It would be irresponsible to proceed with a project that runs the risk of turning a public asset into a financial liability for the city and the taxpayers.

Deborah Yokum

Hal Moore

Saranac, NY

Zoning Board of Appeals April 20th meeting.docx

15K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comments 4/6/2020 - 2 - Professional review

3 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 11:44 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

Dear Zoning Board and Planning Board Members:

.

Once again, thank you for your service and especially on this complex project and especially when our entire community and globe is stressed by this historic world pandemic. It's a stressful and difficult time for all of us.

Your job is a difficult one month to month, but a particularly difficult one for a project as complex as the DRI. Your job is made even far more difficult due to the fact that the staff that you normally rely on for guidance is the applicant. However, it doesn't have to be that way and, in fact, shouldn't be that way. Section 360-61 of the City Code provides you the help that you are entitled to, but have not yet exercised. You should have your own attorney and your own technical staff to assist you with these decisions. The The Corporation Counsel's allegiance is to the Common Council. The Planning Board and Zoning Board cannot reasonably rely on advice of counsel that is beholding to the Common Council. There are several examples in which the existing conflicts are problematic. The Corporation Council actually advised you at the May 2019 Board meetings to segment the SEQR process to avoid doing a GEIS as is required by law. Of course, we know now that was bad advice and put your decision in peril. He also advised Planning Board Chairman James Abdallah to vote on the DRI SEQR resolution despite his clear conflict of interest. We know now that this too was bad advice which put the Board's decision at that time in peril. Fortunately, those decisions were later reversed when the City reluctantly committed to a GEIS. The City Planner actually opined that the proposed building will not have an adverse impact on the neighborhood; not the staff's position to lead a Board to a conclusion, much less make the conclusion for them. The Community Development Director advised you that "the Common Council is handling the GEIS", when in fact, as an involved agency, you are REQUIRED to prepare your own Findings Statement on the GEIS. Oddly, the Findings Statement is not even included on your agenda. We're sure that they would like very much for you to rubber stamp the Council's Findings Statement. These folks are all beholding to the co-applicant; the Common Council; they are NOT on your team. You need and deserve your own independent adviser selected by your Board, not by the City. The City Attorney is, without question, a superior attorney and if he were representing your Board, then he would no doubt do an excellent job. But he's not. And as has been pointed out, he has a conflict. Think of how odd it makes your Board look to have the applicant's attorney seated at your table and giving you advice!

Regardless of how anyone feels about the Prime Development Project, every Planning or Zoning Board wants to take pride in their process and decisions. You want to know that you are properly and thoroughly evaluating technical issues. You want to know that you are following proper procedure. And ultimately you want to know that your process will not be challenged in the court of law and if it is that your decisions will be defensible. And at a time like this where there is massive public opposition, you want to be at your best. Now add to all of that the current public health crisis and the questions with respect to whether eliminating the public from public meetings is even legal. For that, you need and deserve your own independent counsel and engineer. And you are entitled to it by City Code, which, by the way, was just updated in 2017. This is not unusual. The Town of Plattsburgh, as an example, has historically always had legal counsel to the Zoning Board and Planning Board that is separate and independent from the Town Board's legal counsel. Many, if not most, boards do the same.

Here is the relevant code section:

§ 360-61 **Professional review fees.**

[Added 12-14-2017 by L.L. No. 8-2017]

A.

Reimbursement of professional review fees.

(1)

In addition to the provisions provided under the terms of Chapter **300**, Subdivision of Land ("Subdivision Regulations"), and this chapter of the City of Plattsburgh Code ("Zoning Code"), the Common Council, the Planning Board and the Zoning Board of Appeals, in the review of any application presented to it, may refer such application, or part of an application, to such planner, engineer, environmental expert, attorney or other professional as such Council or Board shall deem reasonably necessary to enable it to review such application as required by law.

(2)

Fees charged by such professionals shall be in accord with fees usually charged for such services in the Clinton County region or pursuant to an existing contractual agreement between the City and such professional. The Board or Council shall limit such fees as are reasonable in amount and necessarily incurred by the City in connection with a review of an application. For purposes of this section, a fee is reasonable in amount if it bears a reasonable relationship to the expense of the development or the average charge by such an expert to the City or others for services performed in connection with the review of a project similar to that involved in the land use application. All proper charges shall be paid by the City upon submission of a City voucher and in compliance with the City's procurement policy. The applicant shall reimburse the City for the costs of such professional review services upon receipt of a copy of the voucher or, at the discretion of the reviewing Council or Board, in accordance with this chapter. The payment of such fees shall be required in addition to any and all other fees or performance bonds required by this or any other section of this chapter or any other City law or regulation.

B.

Escrow accounts.

(1)

In addition to other mechanisms provided under any other City law or regulation, at the time of submission of any application, or during the review process, the reviewing Council or Board may require the establishment of an escrow account from which withdrawals shall be made to reimburse the City for the cost of professional review services. The applicant shall then provide funds to the City for deposit into such account in an amount to be determined by the reviewing board based on its evaluation of the nature and complexity of the application. The applicant shall be provided with copies of any City voucher for such services as they are submitted to

the City. If the applicant objects to the amount to be placed into escrow, the applicant may request that the Council or Board review the projected amount to be placed in escrow.

(2)
Where the City Council, Planning Board or Zoning Board of Appeals establishes an escrow account for an application, such reviewing board shall not be required to consider that application until the deposit required under this chapter has been made.

(3)
A building permit or certificate of occupancy shall not be issued unless all professional review fees charged in connection with the applicant's project have been reimbursed to the City.

(4)
After all pertinent charges have been paid, the City shall refund to the applicant any funds remaining on deposit.

There are a lot of questions, but to name just a few:

* you've heard a lot about city wide parking. it's a major change. The city claims there's adequate parking. Members of the public have shown flaws and errors in the numbers. You are tasked with reading lengthy documents and lengthy public opposition letters and comments. Are you able to evaluate with certainty which claim is accurate?
* The NYSDOT Regional Traffic engineer went on record to say that the angled parking is dangerous. The applicant claims it isn't. How are you to decide?
* The City is claiming that the Planning and Zoning Board are essential government meetings that can't be postponed. They claim that eliminating the public from public meetings is legal. Is that a defensible position?

To the extent that you have legal and technical questions on this matter, you need your own attorney. Yes, it may take a little time to get the expert objective technical and legal advise that you deserve and that you are entitled to, but in the end that will take far less time and have far less risk than making bad decisions, decisions that are based on bad advice, decisions that are based on misinformation and decisions that are not defensible and will result in lengthy legal battles. Measure twice, cut once!

The Plattsburgh Citizens Coalition and all those we've spoken to welcome a thorough, objective expert review of this project because we know the proposed plan as presented to be critically and fatally flawed and ultimately will have an adverse short term and long term impact on the neighborhood, the community and even the region. We believe any truly objective review will draw the same conclusion. This project, to date, has not been able to receive that kind of unbiased intelligent analysis from the Common Council and we are hopeful that will happen at each of the Board reviews. Whatever you may decide, at least you can hopefully say you as a Board were thorough, evaluated ALL of the information in detail and made good solid defensible decisions based on the best advice and information at your disposal.

You are entitled to this assistance. It is the norm for Planning & Zoning Boards across the State and across the land. Don't ask for it, demand it!

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:18 PM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 20, 2020 at 12:12 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

[Quoted text hidden]

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Incorporated 2019 Under Section 402 of the Not-for-Profit Corporation Law

Plattsburgh Citizens Coalition Inc. is a community-based organization created to advance the interests of businesses, service providers, employees, residents, and visitors of downtown Plattsburgh, NY. PCC advocates and promotes smart growth that enhances and improves the quality of life for all.

January 15, 2020

Zoning Board Member Name

Address

RE: Plattsburgh Durkee Street Development

Dear Zoning Board Member:

We are very grateful for your service as a volunteer member of the City of Plattsburgh Zoning Board. As an autonomous board driven only by concern for our community, the public relies on your board to do the right thing for the community in accordance with State and local rules for Zoning Board review law separated from political influence. We thank you for your service.

Attached please find a compilation of public comments submitted by various community members, downtown property and business owners, agencies and other boards. As you know, one of the questions during SEQR review is "Is the project likely to cause public controversy?". A petition has been signed by nearly 2,000 people in the community opposed to the Prime Development project in our downtown; an impressive number of people for a project in a ward that typically turns out 400 to 600 voters for Ward Councilor.

We urge you to carefully read all these comments and we think you will be convinced that the Prime Development Project as proposed cannot possibly be approved in good conscience. As you know you will be tasked with evaluating whether the applicant(s) have satisfactorily demonstrated that the proposed project will safeguard the public health, convenience and preserve the general character of the neighborhood using the following five standards:

1.) **General character, height and use of the structure**. The proposed 5 story building is mammoth relative to the neighborhood of almost entirely 2-3-story buildings (plus two 4-story buildings). Furthermore, the residential use will appear very much like a gated community in our downtown. The GEIS does not provide adequate inventory, analysis or visual depiction to properly evaluate this concern. It is the burden of the applicant to demonstrate that the proposed project will preserve the general character of the neighborhood, which they have clearly not done. Therefore, the only conclusion that can be reached is that this monstrous building, given its size and height relative to the neighborhood, does not satisfy the SUP standard that the general character, height and use will preserve the general character of the neighborhood. Perhaps if the proposed project were scaled back to 3 stories, then a modest development could be built that is in keeping with the general character and height of the community and that is less disruptive to parking and leave more room for public space, access to the waterfront and safe bicycle and pedestrian travel.

2.) **Provision of surrounding open space and the treatment of grounds.** The intention of the DRI was to create a vibrant downtown and public space of interest that will attract visitors and residents alike. This overarching objective has been largely abandoned in favor of a massive private housing development, converting our critical public asset (i.e. our primary municipal parking lot upon which we all rely) into private corporate housing.

3.) **General fitness of the structure or use to its proposed location.** The Durkee Street Parking Lot is situated on a Public Waterfront property. New York State Public Trust Law forbids the alienation of public waterfront property. A court challenge is forthcoming which will prevent the City of Plattsburgh from violating that law and the public trust. That is an issue for the courts. However, the reason behind that law is an issue for the ZBA. The construction of a massive 6-story / approximately 72-ft tall building (the latest plan indicates a 5-story building at the Durkee Street side which grows to a 6 story building along the river) is not suited for the proposed location nor does it safeguard public health. Throughout the DRI planning process many varieties of waterfront uses were considered; all of them intended to benefit the public and the community. Instead, the proposed plan abandons all those beneficial uses and conveys the public access to a private corporation. The single walkway between the very tall 6-story building and the riverbank will create a very narrow and dangerous alley over 200-ft long. Concerned citizens who have studied this plan closely have dubbed this "danger alley". The applicant will likely tell you about proper lighting and brick pavers as if that removes the danger and makes the danger alley a desirable use of public waterfront property. It does not. Ask yourselves this question: Would you allow your son or daughter to walk down that corridor alone? We know the answer for our children. This proposal is clearly not safeguarding public health.

4.) **Provision for automobile parking or storage**. This project is particularly unique for the ZBA, perhaps unlike any some of you have ever been asked to review. Most applications allow the ZBA to simply consider the parcel itself. However, this application is quite different in that the parcel is currently occupied as a public asset. Therefore, your consideration of whether the application will safeguard the public health, convenience and preserve the general character of the neighborhood cannot be limited to the Durkee parcel. The ZBA must consider the numerous locations in which compensatory parking will be created at various locations around the city. Take for example the issue of convenience. The Durkee neighborhood is the County center for County Surrogate, State and Federal Services, Department of Social Services, Social Security Administration Office for the Aging, which serves everyone from disabled veterans, to seniors, to youth and families all of whom rely heavily on the Durkee Street Municipal parking lot. You will see from the attached comments that the applicant has not demonstrated a viable alternative parking plan; the number of compensatory parking spaces is inadequate; the developer no longer meets the City zoning code parking requirements; on street diagonal parking is deemed unsafe by the NYSDOT Regional Traffic Engineer for pedestrians, bikes and vehicles.

5.) **Street capacity and use**. You will see from the comments that the traffic study is flawed and inaccurate. The study is inconsistent with traffic volumes reported on the NYSDOT Traffic Volume viewer for the streets in question and are inconsistent with previously commissioned City traffic studies. Specifically, the traffic study under reports the most critical leg (City Hall Southbound traffic) of the most critical intersection (Bridge – City Hall / Durkee) by 300% as compared to the Lu Engineers traffic study. Deviations of 5% or 10% are not unusual, but differences of 300% are cause for conducting additional test counts. In terms of street use, the Community adopted Saranac River Trail

Phase 2 project was to have made the ultimate connection along Durkee Street, thus bringing the SRT all the way from the Plattsburgh High School, through the College campus along Steltzer and Pine Streets and ultimately connecting both the Middle School and also, with two new bridges at Saranac Street and at Durkee Street connecting the SRT to the downtown business district. The use of Durkee Street is not only dangerous for all users as pointed out by the NYSDOT Regional Traffic Engineer, it destroys the previously adopted plan for connecting the SRT to the downtown. The use of sidewalks is not an acceptable alternative for bicycles as it is against the law to ride a bike on a sidewalk.

Lastly, a comment regarding the SEQR / GEIS process. You are receiving some very bad advice and guidance from City Departments. The Community Development Department in their December 19th letter to the ZBA and PB seems to be confusing the distinction between a SEQR determination and an EIS Findings statement and conflating the role of the Common Council as lead agency and diminishing the role of the Zoning Board of appeals. Specifically, Mr. Miller writes, *"Pursuant to the SEQRA regulations, the SEQRA Findings Statement will be binding on all involved agencies."* That is incorrect.

Determination vs. Finding Statement.

The SEQR **Determination** was the positive declaration that was made by the lead agency prior to, and triggering the need for, the GEIS. That determination is indeed binding on all involved agencies.

The **Finding statement** is a written document prepared following acceptance of a final EIS. All involved agencies *must* make their own findings statement.

The finding statement made by the lead agency is most definitely NOT binding on involved agencies as Mr. Miller would have you believe. Quite the contrary. Each involved agency, not only the lead agency, *must* prepare its own SEQR findings following acceptance of a final EIS.

The following is a verbatim excerpt from page 155 of the SEQR Handbook:

6. Who makes SEQR findings?
All involved agencies must make findings.

7. May an involved agency rely on the lead agency to make the required findings?
No. Each involved agency is responsible for preparing its own findings. However, if an involved agency concurs with the completed findings of the lead agency, and those findings respond fully to the environmental concerns of the involved agency, then the involved agency may adopt all or a portion of the lead agency's findings within the involved agency's findings.

9. Can findings differ among involved agencies?
Agencies involved in the same action may have entirely different findings. This can result from agencies' differing balancing of environmental with social and economic factors, as well as from fundamental differences among agencies' underlying jurisdictions. **An involved agency is not obligated to make the same findings as the lead agency or any other involved agency**. However, findings must be based on, and related to, information in the EIS record. If one agency prepares positive findings, and another prepares negative findings, the action cannot go forward unless the conflict is resolved.

So, you can see that these and other statements written in the guidance letter from the Community Development Office are an attempt to conflate the role of the Common Council and to diminish the role of the Planning Board and Zoning Board. The community relies on autonomous Boards to make good planning decisions in the interest of the community as a whole and divorced from political influence. That is a difficult

job even *with* dependable staff support, but even more so when you are being misled by those who are supposed to provide a supporting role to assist you.

The attached compilation of comments is lengthy, and we appreciate that reading through all of them will take considerable time, however, it is incumbent on you to do so. As you do, if it feels like a lot of commentary, let that serve as a mounting understanding of the breadth and depth of the rational community opposition to the proposed project. At the end of a thorough evaluation, we hope and trust that you will see that the GEIS is flawed and incomplete and that the proposed project does not meet the standard required for approval of a Special Use Permit (SUP).

Thank you very much for your consideration.

Respectfully,

Plattsburgh Citizens Coalition

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals meeting 4/20/2020 re: Prime LLC Special User Permit

2 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Fri, Apr 17, 2020 at 12:37 PM
To: cityinfo@plattsburghcitygov.com

The proposed Prime Building fails in each of the five following categories which have been presented by myself and other concerned citizens before.

1) General character, height and use of the structure:

Too large, massive and out of character.

2) Provision of surrounding open space:

Green space marginalized.

3) General fitness of the structure in the proposed location:

Unnecessary attempt at gentrification of a historically blue collar neighborhood.

4) Provision for automobile parking and storage:

Long term off street parking inadequate.

5) Street capacity and use:

Unsafe diagonal parking on Durkee Street.

Shift to one way traffic will not meet traffic and safety needs.

My opinions on the proposed development of the Durkee Street Lot are formed by these three standard books; **Strong Towns**, **Palaces for the People** and **Walkable City Rules**. These books offer fundamental city planning principles.

Strong Towns by Charles L. Marohn, Jr. argues that large block developments offer the illusion of wealth but in reality create long term unpayable liabilities. He persuasively argues that rehabbing old areas of a city are more financially productive than shiny new buildings.

A reviewer of **Palaces for the People** by Eric Klienberg says that “This book, but especially the conclusion, warns of the danger of delegating public works to private companies, particularly companies who project a community-minded motto but are really profit driven.”

Dar Williams, reviewer of **Walkable City Rules** by Jeff Speck says “Yes I DO want to make my town more livable, walkable, equal and fun.” The proposed Prime LLC building on the Durkee Street Lot does none of these things but proposes a gated community in a civic space.

Submitted by Tim Pakovic, City Resident

Frank G. Zappala

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To: The Plattsburgh City Planning Board
The Plattsburgh Zoning and Appeals Board

From: Frank Zappala, Esq.

Re: Dean Schneller, Esq. Conflict of Interest

Dated: April 20, 2020

I am a taxpayer in the City of Plattsburg, New York and want to alert you to the conflict of interest concerning Dean Schneller, Esq. the attorney who represents the Mayor Colin Read and the City Council of Plattsburgh. The City of Plattsburgh presently has a SEQR application pending before the Planning Board and the Zoning Board. As a taxpayer I am greatly concerned of the multiple parties he is representing.

The Planning Board and the Zoning Board are independent of the City Council and the Mayor.

New York State General City Law authorizes municipalities within the State of New York to have a Planning Board and a Zoning Board of Appeals. Each of these Boards has the authority to hire their own legal counsel to assist in reviewing applications before them. In fact, the City Charter under section 360-61 allows each Board to hire their own attorney.

Mr. Schneller is in violation of The New York State Rules of Professional Responsibly as follows:

DR 5-105 (a) and (b) (22 NYCRR 1200.24 [a], [b]) — failing to decline proffered employment and continuing multiple employment if the exercise of independent professional judgment on behalf of a client will be or is likely to be adversely affected by his representation of another client, or if it would be likely to involve him in representing differing interests, and a disinterested lawyer would not believe that he could competently represent the interest of each client and each client did not consent to the representation after full disclosure of the implications of the simultaneous representation and the advantages and risks involved; and

DR 5-105 (c) (22 NYCRR 1200.24 [c]) — representing multiple clients with differing interests without disclosing the implications of the simultaneous representation and without obtaining the consent of the clients to the representation.

The Planning Board and the Zoning Board are required by law to approve, disapprove or require modification to the City Council's application. As stated, Mr. Schneller's client is the City Council, so how can he represent the Boards when they have different interests then his client. This is a clear conflict of interest.

His loyalty is to his client, the applicant, the City Council. He cannot represent the applicant before the independent Boards.

Recently, a New York State Court stated in a decision the following:

DR 5-105 (A) and (B) (22 NYCRR § 1200.24) of the Code of Professional Responsibility provides:

A lawyer shall decline proffered employment if the exercise of independent professional judgment in behalf of a client will be or is likely to be adversely affected by the acceptance of the proffered employment, or if it would be likely to involve the lawyer in representing differing interests.... A lawyer shall not continue multiple employment if the exercise of independent professional judgment on behalf of a client will be or is likely to be adversely affected by the lawyer's representation of another client, or if it would be likely to involve the lawyer in representing differing interests....

Given the conflicts inherent in simultaneous representation, a prima facie rule of disqualification applies where there is an existing attorney-client relationship on behalf of a client whose interests are adverse to the interests of another current client (Cinema 5, Ltd. v Cinerama, Inc., 528 F2d 1384 [2d Cir 1976]). Under this standard, where the attorney-client relationship is a continuing one, adverse representation is prima facie improper, (Matter of Kelly, 23 NY2d 368, 376 [1968]), and the attorney must be prepared to meet the very high standard that there will be no actual or apparent conflict in loyalties or diminution in the vigor of representation (Cinema 5, Ltd. v Cinerama, Inc., 528 F2d 1384 [2d Cir. 1976]; Thaler v Jacoby & Meyers Law Offices, 294 AD2d 230, 742 NYS2d 241 [2002]). The prima facie rule of disqualification applies, even though the simultaneous representation occurred unknowingly and inadvertently (see, e.g., Cinema 5, Ltd. v Cinerama, supra).

An attorney must avoid not only representing clients who have actual conflicts but also must avoid representing client whose interests appear conflicting (Cardinale v. Golinello, supra; see also, Kassis v. Teacher's Ins. & Annuity Assn., 93 N.Y.2d 611 [1999]). And, an attorney must avoid not only the fact but even the mere appearance of impropriety (Tekni-Plex, Inc. v Mayner & Landis, 89NY2d 123,130-131 [1996]). Where there is a conflict of representation, doubts as to the existence of a conflict of interest are to be resolved in favor of the disqualification (Lammers v Lammers, 205 AD2d 432,

Mr. Schneller has a conflict of interest and the Boards need to retain outside counsel. Preferably from outside Clinton County. At the very least, the proceedings should be adjourned to obtain a legal opinion from an ethics attorney from outside Clinton County.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

22 Durkee Street

1 message

joseph rotella <jfrotella@hotmail.com> Mon, Apr 20, 2020 at 10:24 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

TO: Zoning and Planning Boards

By allowing ground floor apartments in the central business district you are opening up for other variances from landlords. If you disapproved other landlords it could be a potential article 78!
This project has changed so much since its conception by the mayor.
As I read the city attorney will also represent the developer? If this is the case its the appearance of a conflict and who is paying him if he does represent both?
Under the circumstances of the pandemic it should be tabled to give the public full input in person to do it right.
Besides construction is almost at a stand still.
You are doing an injustice to the public.

J.F. Rotella

Sent from my iPad

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA: Appeal 2232-Durkee Street-SUP comments

April 20, 2020

Dear Zoning Board members and Chairperson:

Once again, I ask that members of ZBA postpone all decisions regarding the Durkee Street parking lot and Prime development until everyone can attend all meetings in person. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

I, along with 42 downtown business owners and over 6,151 petitioners (see attached signatures) ask that you deny all current appeals, special use permits and variances requested by the city of Plattsburgh and Prime Development LLC on grounds that all such requests regarding the development of the Durkee Street Lot have NOT been reviewed as part of the entire DRI project but rather in isolation. And, Prime's current proposal fails to meet both zoning code & all criteria found in zoning ordinance section 360-31 B for standards of such special use permits, in which all 5 criteria for ZBA SUP must be satisfied.

I ask that the Board deny the proposed boundary changes for the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining any ownership. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

I also implore the members of the ZBA to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue and negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density and exacerbate the shortage of long-term year round parking for all tenants living downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures

may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 units & 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

I beseech all ZBA members to include all comments made by everyone into any decision you make, even if their comments exceed the 3-minute recording threshold you have set as a board. As members of Plattsburgh City Zoning Board you have a duty to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements. The following points outlined within explains why Prime's project should be denied.

1. **General Character, height and use of the structure**. Prime's current design is not in keeping with our historic downtown due to its mammoth size, building design and use of metal and clapboard. The majority of the buildings downtown are made of brick or sandstone and are less than 4 stories in height. I ask that the board deny Prime's request to build a 5-story 115-apartment complex with 10,000 square feet of commercial space in the center of downtown, which is in actuality 6 stories above ground along the river and is 2-3 stories above any other building adjacent to the Durkee Street Lot. Prime's building will tower 65 feet above ground on the North side and will be 180 feet high along Bridge Street spanning more than 200 feet along the riverside. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the Clinton County Planning Board expressed their concern with having such a massive structure on top of the Saranac River Walk and right against the sidewalk on Bridge Street. The intent of the DRI is to revitalize our downtown by inviting people to recreate, shop and eat in our downtown business district. Granting such a height variance would detract rather than invite people from visiting our downtown.

2. **Provision of surrounding open space and the treatment of grounds**. Prime's current plan fails to provide any green space for its tenants and therefore does NOT meet criteria 2 of SUP. And in fact, if Prime is given all 3.3 acres of 22 Durkee Street there will be NO guaranteed open green space for public use on site. Access is not ownership and therefore public use will be controlled at the whim of the developer. It is a slap in our face to have Prime merely offer public access to the Saranac River with a walk way through the center of its project. Prime needs to downscale its project and the city needs to retain at least 25 feet along Bridge Street and 50 feet rather than 14 feet along the East side of Durkee Street parking lot in order to provide a green buffer zone between Prime's tenants and city residents and visitors. Prime's current Durkee Street project fails to provide any dedicated green space for its tenants, unlike Prime's Saratoga project and lacks sufficient green space for guaranteed public use. 3. Prime's current project also fails to meet **"general fitness of the structure or use to its proposed location."** Prime's current proposal to build one contiguous structure for up to 293 residential tenants and 10,000 square feet of commercial space not to mention the future transformation of the former farmers market into additional commercial space is NOT a good fit for this site or viable at this time. I suggest rather that Prime rework its design to build a smaller size project in multi-phases that has a better chance of surviving our current economy.

Prime's current plan adds up to 293 tenants living at the northeast corner of Durkee Street Parking lot, which is right on the Saranac River Trail. Cramming such a large population next to the Saranac River trail hardly promotes visitors and city residents from enjoying the river. Members of Clinton County Planning Board have also expressed their concern of the proximity of Primes 5 story 115

unit apartment complex being built right against the Saranac River Trail and only 14 feet away from the river bank. Prime's current plan fails to provide even it tenants any green space adjacent to the river or any green buffer zone next to any city sidewalk. Even Prime's Saratoga project provides open green space on site. 4.

Provision for automobile and parking or storage. I ask the board to deny Prime's request to only provide 226 parking spaces rather than the 317 required by Plattsburgh's zoning code, because Prime cannot compare its Saratoga Springs project, known as "the Hamlet," to its proposed Plattsburgh development, because "the Hamlet" is several miles from the center of downtown Saratoga Springs and is therefore not equivalent to Prime's Plattsburgh project, which will be built in the center of our business district. Permitting Prime to build a 115 apartment complex with more than 10,000 square feet of commercial space will most definitely create a hardship to our downtown, because Prime's tenants and city residents and patrons will be competing for the 100 parking spots that Prime is failing to provide for its tenants and the 150 deficient parking spaces off street that the city has failed to provide the public. Prime should be required to provide at least 317 parking spaces on site, given the fact that Plattsburgh's zoning parking requirements are antiquated, and Plattsburgh does not have public transportation and everyone owns a car. The reality is that Prime should provide 441 parking spaces on site to accommodate full occupancy of both Prime's residential and commercial usage, which doesn't even account for the additional parking needed for Prime's future conversion of the former's farmers market to commercial space. As someone who owns an apartment building near downtown, I am well aware of how important onsite year round parking is to my tenants. What is even more problematic is that Prime has yet to present detailed parking plans that are current and up to date.

Prime has also failed to provide any concealed storage for its tenants' bicycles, outdoor equipment, etc. Plattsburgh zoning and Planning boards have insisted that developers provide such storage on site and adjacent to their units for security, convenience and esthetic purposes. As an apartment owner, I know how important adequate on-site storage is in attracting long-term tenants. Most importantly, ZBA members need to insure that Prime's project is reviewed as part of the entire DRI. Equally important is that all 289 parking spaces currently provided for free to the public off street in the Durkee Street parking lot is replaced with compensatory parking, which the city has failed to do. One of the most critical points to be considered by ZBA regarding parking is that the Durkee Street parking lot provides free and convenient parking for everyone working, living and visiting downtown. Businesses such as; Social Services, JCEO, doctors, counselors, chiropractors, etc. all need convenient and handicap accessible parking close by. Unfortunately, the city's replacement parking plan only provides 125 public parking spaces off street in the center of downtown, which results in 165 deficient off street compensatory parking spots. Even the city notes that they are unable to replace all 289 off street public parking spaces. Furthermore, the city's plan to convert all free downtown street parking to paid parking will create an additional hardship to downtown businesses and property owners struggling to survive. I remind the board that you can NOT count the off street parking that was created by the county at the Government center, because these parking spaces are primarily used by government employees and is not adjacent to the center of downtown businesses. The 15 angled parking spaces that the city anticipates providing on Durkee Street is not off-street and therefore is not considered compensatory replacement parking. DEIS states that parking lots should have less than 85% of the spaces filled and that the Durkee street lot often has 87% usage, thereby showing its importance to downtown. Over 200 employees who work at Social services, JCEO & other offices currently park in the Durkee Street Lot, which would quickly fill the Pavone Parking lot once built, because street parking would be metered. According to Carl Walker Plattsburgh needs to replace "equal" amount of year round off street parking to its community.

5. **Street capacity and use.** Prime's proposed mixed use development will bring close to over 300 additional vehicles to the Northwest corner of Bridge and Durkee Street. This increased vehicular

traffic along with the poor redesign of Durkee Street will result in increased pedestrian, bicycle and vehicular traffic accidents, congestion and bottlenecks, especially during peak delivery times. The city has failed to provide any designated pull offs or tested the viability of such a drastic change to one of downtown's major arteries and unloading zones for local businesses. The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in climate weather due to poor visibility and limited turning ability.

I remind the Board that Bridge Street is a continuation of US route 9, which is to provide safe travel for all delivery trucks, automobiles, motorcycles and bicycles. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

Furthermore, Prime has failed to include any parking plans for its 10,000 square feet of commercial space, future conversion of former farmers market for commercial use, designated loading and unloading areas and a detailed diagram with site elevations and dimensions of all surface and underground parking for its 115 apartment complex.

In conclusion**,** Primes current proposal fails to meet city zoning code parking, height and building requirements, along with its failure to satisfy all 5 Special Use Permit (SUP) criteria and the objectives of the DRI plan set forth by NYS. Primes project is deficient in providing onsite parking for its tenants, visitors and patrons, lacks designated green space for its tenants, fails to provide guaranteed sufficient onsite public parking, and will result in increased vehicular and pedestrian traffic accidents, traffic congestion and additional hardships to our downtown businesses who are struggling to survive the economic crisis that is anticipated to continue for years. Governor Cuomo's DRI grants were intended to revitalize downtowns throughout upstate New York by providing recreation, services and joint business opportunities in the center of downtown. Converting our entire 3.3 acres of 289 public parking spaces into privately owned apartments and over 10,000 square feet of commercial space is not in the best interest of Plattsburgh and will most definitely have a negative impact on our community and Plattsburgh's downtown business district.

Sincerely,

Carol J. Klepper, 17 Couch Street, Plattsburgh, NY

FOR IMMEDIATE RELEASE: October 23, 2018
Contact: Danielle Erb, Co-founder of Strong Towns Plattsburgh, 617-515-4242, danirae11683@gmail.com

Strong Towns Plattsburgh Counters Plattsburgh City Council's Representation of Group

Strong Towns Plattsburgh wishes to correct the record put forth at last week's City of Plattsburgh Common Council meeting held on October 18th, 2018. During a discussion of the future Parking Advisory Board, it was stated at city council that there weren't that many businesses that spoke out against the proposed mixed-use development on Durkee Street or the associated parking plan. Strong Towns Plattsburgh was mentioned, but what wasn't mentioned is that many downtown businesses have banded together with our group to oppose the project and sign our petition.

To date, 41 local businesses listed below have signed our petition against this project and we believe many more will follow. The petition language is attached.

Hobies	Himalaya	Dress Code
T Nails	Pizza Bono	Sammich Shop
Premium Vapes	Diamond Vapors	Green Room
Yama Sushi	Sip	Fleet Feet
Plattsburgh Shoe Hospital	Plattsburgh Hearing	All4U Salon
Adirondack Dance Company	DAWCO Maintenance and Repair	Once Upon a Book
This and That	Plattsburgh Vape Company	North Country Food Co-op
Villari's	All Floors	Plattsburgh Art Detectives
Grow Buddies	Wayward Sound Studio	20 Below
Cornerstone Bookstore	Runs with Scissors	20-22 Brinkerhoff
Xpress Mart	Halcyon Massage	Booth Insurance
Warren Tire	Joli Nail Salon	Living Well Chiropractic
Anie's	J.P.'s Doghouse	Retro Live
Almost Anything	Bridge Street Yoga	

For more information email strongtownsplattsburgh@gmail.com, visit www.strongtownsplattsburgh.com and www.facebook.com/strongtownsplattsburgh

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Strong Towns Plattsburgh - Stop Durkee Street Development Petition

The fate of our downtown is in jeopardy. The city and state are proceeding with plans to turn the Durkee Street parking lot into a mixed-use development even though there has been little to no evidence of public support for the project all along.

The mixed-use development on Durkee Street has received the largest share of the city's ten-million-dollar Downtown Revitalization Initiative (DRI) grant--$4.3M—even though the public has expressed serious concerns about the project and has repeatedly called for the DRI to be invested wisely in many smaller bets spread throughout downtown, including our existing buildings which are underutilized and in dire need of rehabilitation. Click here to see a comparison of public votes to funding decisions.

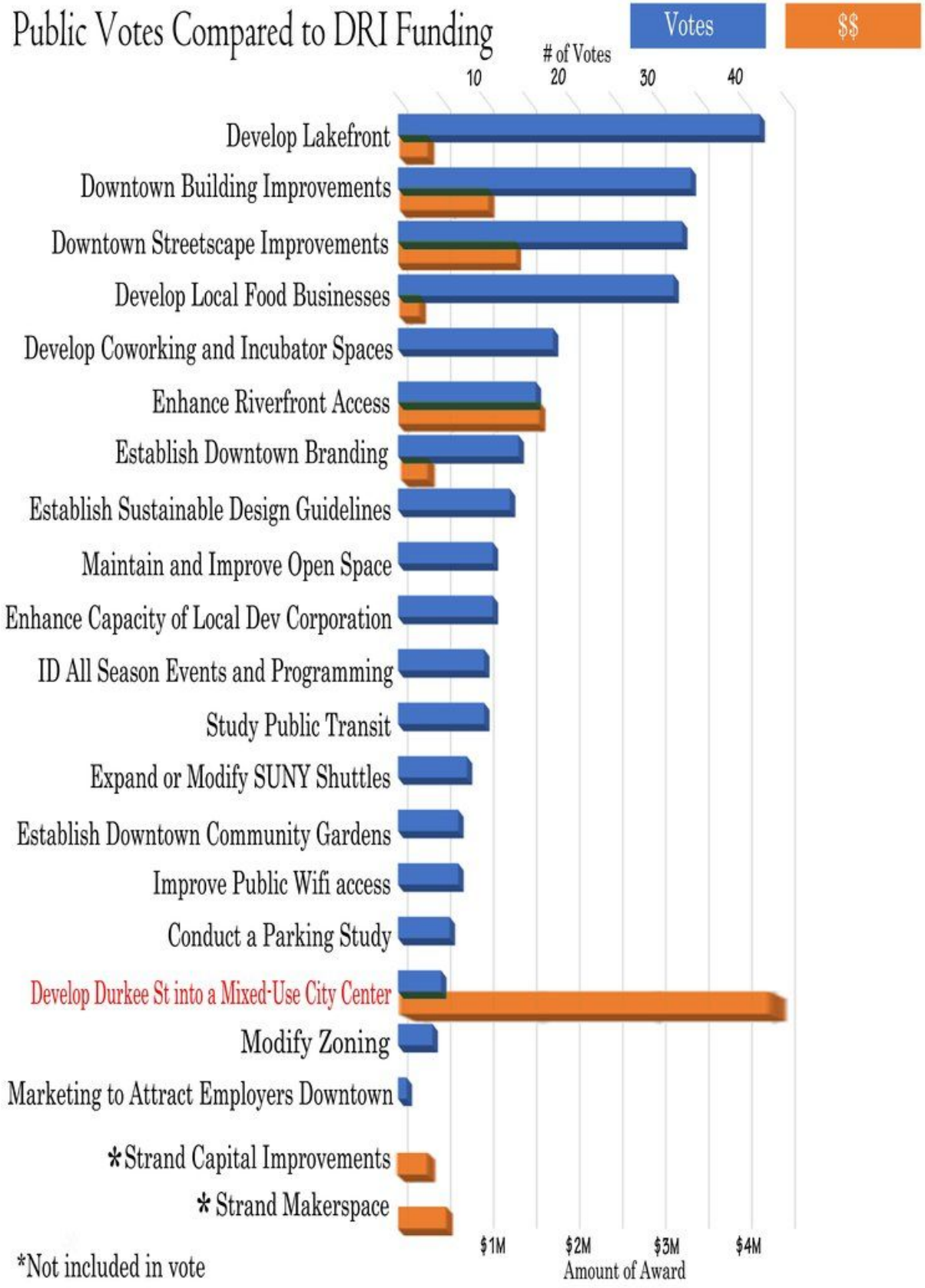
The plan to replace parking at the Durkee Street lot with a privately owned mixed-use development poses a serious threat to small businesses that rely on the city's largest parking lot for convenient access to their stores. As it stands, the lot's 320 spaces will only be replaced with 91 new spaces created on Durkee Street and Bridge Street. Although additional parking spaces will be created on Court Street and Margaret Street, there has not been a careful study of the impact this parking overhaul will have on businesses and residences that rely on parking in the immediate Durkee Street area.

Furthermore, large-scale developments like what is proposed on Durkee Street have a history of failure and of not living up to their promises. We need only look to Dock Street in our city where a $14M hotel and conference center only resulted in a $1.3M parking lot to nowhere. The public has understood this all along and has opted to diversify the DRI investment into many smaller bets that directly benefit the community rather than benefiting a large developer recruited from outside of our region.

Public support for any development is crucial. Members of the public live in our community, have a vested interest in how the city grows, and have a deep understanding of what works and does not in our city because they experience it every day. By contrast, consultants and developers from outside our region do not possess this local knowledge and don't have to live with the consequences of their actions if their plans fall through or go awry.

Public support is also essential because development grants such as the Downtown Revitalization Initiative (DRI) are public tax dollars being put to work to develop public land for the benefit of the public—shouldn't we, the public, control how we use our money in our city?

By signing the following, we petition the city and the state to stop the Durkee Street mixed-use development and to reallocate $4.3M in DRI funding into projects the public actually wants, to be determined by a properly participatory planning process.


Public Votes Compared to DRI Funding
Votes
$$
# of Votes
10
20
30
40
Develop Lakefront
Downtown Building Improvements
Downtown Streetscape Improvements
Develop Local Food Businesses
Develop Coworking and Incubator Spaces
Enhance Riverfront Access
Establish Downtown Branding
Establish Sustainable Design Guidelines
Maintain and Improve Open Space
Enhance Capacity of Local Dev Corporation
ID All Season Events and Programming
Study Public Transit
Expand or Modify SUNY Shuttles
Establish Downtown Community Gardens
Improve Public Wifi access
Conduct a Parking Study
Develop Durkee St into a Mixed-Use City Center
Modify Zoning
Marketing to Attract Employers Downtown
*Strand Capital Improvements
* Strand Makerspace
$1M
$2M
$3M
$4M
Amount of Award
*Not included in vote

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN & SHARE.

Say **No** to PRIME's current plan to Develop 22 DURKEE STREET

- ...**NO** to **LOSS OF OUR HISTORIC DOWNTOWN**...
- ...**NO** to **PRIME PLATTSBURGH LLC taking 95% OWNERSHIP OF 3+ ACRES OF DURKEE STREET PARKING LOT...**
- ...**NO** to **CITY giving $4.3 of $10 million DRI** (Downtown Revitalization Initiative) **Grant monies to PRIME LLC**
- ...**NO** to **114 Apts. + 10,000 SQ. FT of Commercial Space...**
- ...**NO** to **5-Story MASSIVE STRUCTURE overshadowing HISTORIC DOWNTOWN**
- ...**NO** to **PAID PUBLIC PARKING & LOSS of 150 Public Parking spaces**
- ...**NO** to **ANGLED PARKING & ONE-WAY on DURKEE STREET...**
- ...**NO** to **"NO" PUBLIC GREEN SPACE...**
- **...NO** to **PILOT** (Payment in Lieu of Taxes) **tax giveaway**
- **...NO** to **20 YRS. OF PREFERRED TAX RATE TO PRIME!**

YES to REVITALIZATION of OUR HISTORIC DOWNTOWN

- **YES** to **DOWNSIZING PRIME'S PROJECT** from **114 Apts to 45 UNITS and Multi-phasing development of site!**
- **YES** to **JOINT PARTNERSHIP & OWNERSHIP of DURKEE STREET PARKING LOT!**
- **YES** to **at least 150 FREE PUBLIC PARKING SPACES in the DURKEE STREET PARKING LOT**
- **YES** to **PUBLIC OPEN GREEN SPACE adjacent to the SARANAC RIVER TRAIL** to promote tourism & growth.

change.org

Recipient: Local goverment

Letter: Greetings,

Downsize the proposed Durkee Street mixed use development by Prime LLC

Signatures

Name	Location	Date
Concerned Residents	US	2020-03-07
Megan Perez	Plattsburgh, NY	2020-03-12
Kay Woods	Plattsburgh, NY	2020-03-12
Bradley Modelle	Plattsburgh, NY	2020-03-12
Karen Parrotte	Plattsburgh, NY	2020-03-12
Janice Gosselin	Plattsburgh, NY	2020-03-12
Jenny Phan	Renton, US	2020-03-12
William Acosta	Lowell, US	2020-03-12
Isabella Harrison	Renick, US	2020-03-12
Breasia Peary	Frankfort, US	2020-03-12
Matthew Medina	La puente, US	2020-03-12
clay Byers	Santa Clarita, US	2020-03-12
Jonathan Thomas	Ellicott City, US	2020-03-12
nick cstar	Lynn, US	2020-03-12
kylie krise	Wiggins, US	2020-03-12
David Anderson	Carrollton, US	2020-03-12
Yuang Sun	Storrs Mansfield, US	2020-03-12
Tami Hoyt	Longview, WA	2020-03-12
Tayton Mackay	Salt Lake City, US	2020-03-12
Claudia Canal	Naples, US	2020-03-12

Name	Location	Date
Tiffany Marcus	Taylors, US	2020-03-12
Andrea Bright	Eureka, US	2020-03-12
Yasna M	US	2020-03-12
Shayla Lawrence	Seattle, US	2020-03-12
jasmine hudson	Terre Haute, US	2020-03-12
Hugh Anus	Greenbrier, US	2020-03-12
Debbie Papier	Plattsburgh, NY	2020-03-12
Patti Hartshorn	Plattsburgh, NY	2020-03-12
kim Ford	Plattsburgh, NY	2020-03-12
Penny Gaudreau	Plattsburgh, NY	2020-03-12
Elizabeth Baker	Plattsburgh, NY	2020-03-12
Kate Mahoney-Myers	Plattsburgh, NY	2020-03-12
Carol Robert	Plattsburgh, NY	2020-03-12
John Seiden	US	2020-03-12
Kristine Roberts	Plattsburgh, NY	2020-03-12
Deborah Yokum	Saranac, NY	2020-03-12
Kristi Pottichen	Plattsburgh, NY	2020-03-12
Danielle Erb	Plattsburgh, NY	2020-03-12
Raymond Saint-Pierre	Plattsburgh, NY	2020-03-12
Terry Broderick	Plattsburgh, NY	2020-03-12
Timothy Holmes	West Chazy, NY	2020-03-12
MaryAnne Cox	Plattsburgh, NY	2020-03-12

Name	Location	Date
Jarred LaValley	Plattsburgh, NY	2020-03-12
Freymi Hernandez	New York, US	2020-03-12
Lily Smith	Knoxwill, US	2020-03-12
Samantha Sanchez	Monte Alto, US	2020-03-12
Elizabeth Johnson	San Diego, US	2020-03-12
Jia Liu	Fresh Meadows, US	2020-03-12
Ming lao	Clifton, US	2020-03-12
Darby Cronin	Plattsburgh, NY	2020-03-12
Kenny Flame	Oswego, US	2020-03-12
Noemi Higley	Brockton, US	2020-03-12
Lance Lemieux	Derry, US	2020-03-12
Kateryna Mliuzan	Philadelphia, US	2020-03-12
Steven Ji	Cary, US	2020-03-12
Reagan Minutelli	US	2020-03-12
catelin martin	Lagrange, US	2020-03-12
Tejasve Saxena	Cary, US	2020-03-12
Ryan Di carlo	New york, US	2020-03-12
Sodiq Bhadmus	Silver Spring, US	2020-03-12
Ramya Mallina	Apex, US	2020-03-12
Wafaa Ahmed	Atlanta, US	2020-03-12
Hakeem Adebimpe	Chicago, US	2020-03-12
Dom Val	Maryland, US	2020-03-12

Name	Location	Date
Dangela Washington	Carson, US	2020-03-12
Carlos Benitez	Piscataway, US	2020-03-12
Howard Chan	Las Vegas, US	2020-03-12
Armen Nazaryan	Glendale, US	2020-03-12
Eleanor Fisher	Orange, US	2020-03-12
Olivia Lewis	Adams county, US	2020-03-12
JIE HAO	Sunnyvale, CA	2020-03-12
maryeri molina	Fort Lauderdale, US	2020-03-12
Jaiden Rodriguez	Glen Burnie, US	2020-03-12
Kayla Levine-Stephens	Pooler, US	2020-03-12
Chris Carder	Midland, US	2020-03-12
Cynthia Snow	Plattsburgh, NY	2020-03-12
Jeremiah Ward	Plattsburgh, NY	2020-03-12
Alan Mussen	Peru, NY	2020-03-12
Colin Fergusson	Plattsburgh, NY	2020-03-12
Chris Everson	Plattsburgh, NY	2020-03-12
Olivia Williams	Cadyville, NY	2020-03-12
Dale Mainville	West Chazy, NY	2020-03-12
Sarah Downey	Plattsburgh, NY	2020-03-12
Megan Bourgeois	Champlain, NY	2020-03-12
Debra Dutcher	Saranac Lake, NY	2020-03-12
Christina Nori	Plattsburgh, NY	2020-03-12

Name	Location	Date
Courtney Sill	Plattsburgh, NY	2020-03-12
Matt Loach	Plattsburgh, NY	2020-03-12
Rachael Greminger	Plattsburgh, NY	2020-03-12
Margaret Clermont	Plattsburgh, NY	2020-03-12
Brittany Cohen	Plattsburgh, NY	2020-03-12
Austin Ocasio	Plattsburgh, NY	2020-03-12
Olivia Winterbottom	Plattsburgh, NY	2020-03-12
Chelsea Mooney	US	2020-03-12
Michael Dumar	Rouses Point, NY	2020-03-12
Lauren Howard	Plattsburgh, NY	2020-03-12
Sierra Harkey	Plattsburgh, NY	2020-03-12
Halle Carpenter	Ballston Spa, NY	2020-03-12
Craig Brashear	New York, NY	2020-03-12
Elizabeth Yokum	Plattsburgh, NY	2020-03-12
Luis Sierra	Plattsburgh, NY	2020-03-12
Dustin Lamere	Plattsburgh, NY	2020-03-12
Robert Elder	Plattsburgh, NY	2020-03-12
Stephen Sorensen	Davenport, IA	2020-03-12
Caleb Monterroso	Dallas, US	2020-03-12
Dulce Saavedra	Visalia, US	2020-03-12
Jacob Valadez	Grand Prairie, US	2020-03-12
samantha aguilar	Los Angeles, US	2020-03-12

Name	Location	Date
Shay ingham, I don’t even go here lol	Framingham, US	2020-03-12
Chris Taboada	Highwood, US	2020-03-12
megan grimmius	Fremont, US	2020-03-12
Alicia Dorgan	Atlanta, US	2020-03-12
Shawna Mefferd Kelty	Plattsburgh, NY	2020-03-12
Aiden Shultz	Huntingdon, US	2020-03-12
kim Bling	Dallas, US	2020-03-12
Tuyen Ly	Austin, US	2020-03-12
Liam Stewart	Portland, US	2020-03-12
Matthew Bardoo	Bay Shore, US	2020-03-12
Daniel Bratton	Newark, US	2020-03-12
Joseph Rubio	Los Angeles, US	2020-03-12
Adrienne Washington	Massachusetts	2020-03-12
Kelly Lampropoulos	Roslyn Heights, US	2020-03-12
Katherine Magana	Los Angeles, US	2020-03-12
Bailey Goodspeed	US	2020-03-12
jaden lachman	North Bergen, US	2020-03-12
ALTER EKIEK	Kansas City, US	2020-03-12
Kristina Carney	Oceanside, US	2020-03-12
Kali Speers	Indianapolis, US	2020-03-12
Cole Bogard	Grand Prairie, US	2020-03-12

Name	Location	Date
Guadalupe Galindo	North Hollywood, US	2020-03-12
Michael De La Fuente	Weslaco, US	2020-03-12
Will Zimmon	Groton, US	2020-03-12
Daniel Gomez	Sunnyvale, US	2020-03-12
Jolverany Hilario	Bronx, US	2020-03-12
Thomas Emery	Champlain, NY	2020-03-12
Sean Harrigan	Morrisonville, NY	2020-03-12
Dan Clermont	Plattsburgh, NY	2020-03-12
Peter Pokorny	Plattsburgh, NY	2020-03-13
Dinah Miller	New York	2020-03-13
Jennifer Trudeau	Plattsburgh, NY	2020-03-13
Carrie Healy	Morrisonville, NY	2020-03-13
Karen Case	PLATTSBURGH, NY	2020-03-13
Shane Fordham	Plattsburgh, NY	2020-03-13
Jessica Rigby	plattsburgh, NY	2020-03-13
Margret Felty	Plattsburgh, NY	2020-03-13
Holly Duell	Plattsburgh, NY	2020-03-13
Diane Felix	Plattsburgh, NY	2020-03-13
M Violet	Plattsburgh, NY	2020-03-13
Megan Fantinelli	Boulder, CO	2020-03-13
Aung San Htay	Endicott, US	2020-03-13
Latoya Christopher	Minneapolis, US	2020-03-13

Name	Location	Date
Chris Lee	Geneseo, US	2020-03-13
PEDRO TOC RODRIGUEZ	US	2020-03-13
Rubyn Choi	Granada Hills, US	2020-03-13
Jillian Kivelier	Clifton, US	2020-03-13
Alyza Privott-Spencer	Killeen, US	2020-03-13
Jennifer Glynn	Reston, VA	2020-03-13
Jennilee Vasquez	Lawrence, US	2020-03-13
Miguel Reyna	Racine, US	2020-03-13
Jordan Speck	Pomona, US	2020-03-13
Daphne Ortega	Los Angeles, US	2020-03-13
Julian Leon	San Carlos, US	2020-03-13
hannah bardisa	Miami, US	2020-03-13
Tamiyah Rose	Sulphur Springs, US	2020-03-13
larry barry	west covina, US	2020-03-13
Alyssa Nicklin	Henderson, US	2020-03-13
Kai Shong	Redwood City, US	2020-03-13
Kayla Trowel	Killeen, US	2020-03-13
Ur Mom	Santa Ana, US	2020-03-13
Pedro Ortiz	Temple, US	2020-03-13
bitch hoe	Killeen, US	2020-03-13
Megan Baker	Allentown, US	2020-03-13
Isaiah Sir	Carlsbad, US	2020-03-13

Name	Location	Date
Aaron Cabral	California, US	2020-03-13
Keyla Herrera	Sulphur springs, US	2020-03-13
Ko Andy	Fairfield, US	2020-03-13
Jasmine M	San Marcos, US	2020-03-13
Wesley Linden	San Marcos, US	2020-03-13
andrea becerra	Lynwood, US	2020-03-13
richard white	Cleveland, US	2020-03-13
? ?	Pasadena, US	2020-03-13
Mahsa Adib	Columbus, US	2020-03-13
Madalyn Tork	Crowley, US	2020-03-13
Nathalia Rosario	Killeen, US	2020-03-13
Andres Arroyo Coronado	Racine, US	2020-03-13
Julie Hernandez	Sherman Oaks, US	2020-03-13
Fiendout P	La Puente, US	2020-03-13
DEMARCUs LATTIEr	Bradenton, US	2020-03-13
Kaitlin Lemke	Chico, US	2020-03-13
Jake Sanada	Moreno Valley, US	2020-03-13
Brooke Cooksy	Forney, US	2020-03-13
Marymel Barrera	Oak Harbor, US	2020-03-13
Naydeli Villasenor	bakersfield, US	2020-03-13
Zaviar Fenn	Killeen, US	2020-03-13
Dylan Shirley	Matawan, US	2020-03-13

Name	Location	Date
Yang Zhai	San Diego, US	2020-03-13
Justice DuBois	Killeen, US	2020-03-13
Alondra Reyes	Los Angeles, US	2020-03-13
Antonia Clark	Elkhart, US	2020-03-13
Sergio Garci	Los Angeles, US	2020-03-13
James Robison	Dallas, US	2020-03-13
Sebastian Mattar	Woodland Hills, US	2020-03-13
Edwin Darrah	Plattsburgh, NY	2020-03-13
Braden Baum	San Marcos, US	2020-03-13
Surya Baba	Culver City, US	2020-03-13
Treyvon Johnson	Marietta, US	2020-03-13
Abigail Riley	Bakersfield, US	2020-03-13
Christopher Robles	Sylmar, US	2020-03-13
mckenna lucas	Chicago, US	2020-03-13
Jared Cateron	Orange, US	2020-03-13
Shannon Schiller	Portland, US	2020-03-13
Breezy Cory	Sylmar, US	2020-03-13
Mike Marcinkowski	Evergreen, CO	2020-03-13
Avocado Cheese	New York, US	2020-03-13
Val Cantu	Orange, US	2020-03-13
Dan Ashline-Beaudet	Morrisonville, NY	2020-03-13
Tina Osborne	Plattsburgh, NY	2020-03-13

Name	Location	Date
Nick Seiden	Plattsburgh, US	2020-03-13
Richard Clukey	Plattsburgh, NY	2020-03-13
Laura Slatkin	WHALLONSBURG, NY	2020-03-13
JOSEPH LEWIS	Plattsburgh, NY	2020-03-13
Brent Laduke	Elizabethtown, NY	2020-03-13
Terrance Doran	Plattsburgh, NY	2020-03-13
James Puleo	Plattsburgh, NY	2020-03-13
Cameron Doran	Plattsburgh, NY	2020-03-13
michelle hanley	plattsburgh, NY	2020-03-13
Pam Williams	Texas	2020-03-13
James Cayea	Plattsburgh, NY	2020-03-13
Greg Goldsmith	Plattsburgh, NY	2020-03-13
Jordan Feliciano	Plattsburgh, NY	2020-03-13
Emma Arevalo	Plattsburgh, NY	2020-03-13
Jill Parent, RN	Morrisonville, NY	2020-03-13
Carol Arnold	Plattsburgh, NY	2020-03-13
Linda Quigley	US	2020-03-13
Adam Kaluba	Burleson, US	2020-03-13
kaitlyn nguyen	Huntington Beach, US	2020-03-13
Ethan Vazquez	Ridgewood, US	2020-03-13
Amani Smikowski	Franklin, US	2020-03-13
Decari Randle	Chicago, US	2020-03-13

Name	Location	Date
Elfido Quintero Quintero	San Antonio, US	2020-03-13
Corina Rand	Helix, US	2020-03-13
Magda Torres	Bronx, US	2020-03-13
Jose Ramirez	Huntington Beach, US	2020-03-13
Miguel Vasquez	San Antonio, US	2020-03-13
Ayleen Vital	San Antonio, US	2020-03-13
Aukereya Hardy	Orlando, US	2020-03-13
Fabian B	San Antonio, US	2020-03-13
Chris P.	Cary, US	2020-03-13
Jordyn Diserens	Gatesville, US	2020-03-13
Katrina Townsend	Albuquerque, NM	2020-03-13
Ezekiel Soto	Belton, US	2020-03-13
Javon Hayes	Copperas Cove, US	2020-03-13
Giselle Medina	Bound Brook, US	2020-03-13
Christopher Dominguez	Miami, US	2020-03-13
Louis Quinn	Yonkers, US	2020-03-13
eliza nilson	Boston, US	2020-03-13
Nigger Man	Fort Wayne, US	2020-03-13
kaizen simmons	Killeen, US	2020-03-13
diamod wilkins	Houston, US	2020-03-13
Derek Rocha	Somerville, US	2020-03-13
Wyatt Arentz	Vista, US	2020-03-13

Name	Location	Date
Derek Hill	Elk River, US	2020-03-13
Gianna Pataca	Jupiter, US	2020-03-13
Mary Beth Fuller	Statesboro, US	2020-03-13
Jaden Cabrera	Cherry Hill, US	2020-03-13
Magaly Mora	Chicago, US	2020-03-13
Katie Herr	Brooklyn, US	2020-03-13
Zyae Torres	Killeen, US	2020-03-13
tray betts	West, US	2020-03-13
Jaden Nelson	Weare, US	2020-03-13
alyssa mendes	San Antonio, US	2020-03-13
Delaney Tenney	Swanzey, US	2020-03-13
Mohamed Ibrahim	Miami, US	2020-03-13
Dallas Lewis	Mobile, US	2020-03-13
Paetyn Hilborne	Plattsburgh, NY	2020-03-13
Amari Hughes	Springfield, US	2020-03-13
hilario baca	San Antonio, US	2020-03-13
Joshua Herne	Rialto, US	2020-03-13
javari Mcbuger	Los Angeles, US	2020-03-13
Timothy Rule	Plattsburgh, NY	2020-03-13
Alex Murillo	Riverside, US	2020-03-13
Zack Sisitsky	Washington, US	2020-03-13
Dorrine Provost	Plattsburgh, NY	2020-03-13

Name	Location	Date
Melodie Earls	Wadsworth, US	2020-03-13
Chad Cooper	Plattsburgh, US	2020-03-14
Lynn Schneider	West Chazy, NY	2020-03-14
Debra Ciccone	Plattsburgh, NY	2020-03-14
Julie Hogan	Plattsburgh, NY	2020-03-14
Tammy Steady	Morrisonville, NY	2020-03-14
Gregory Savage	Plattsburgh, NY	2020-03-14
Colleen Bishop	Granville, NY	2020-03-14
Gen LaDuke	Plattsburgh, NY	2020-03-14
Mary-Alice Shemo	Plattsburgh, NY	2020-03-14
Glen Mattiello	Morrisonville, NY	2020-03-14
Allen Fitz-Gerald	Jay, NY	2020-03-14
Elizabeth Herkalo	Plattsburgh, NY	2020-03-14
Tamara Fessette	Plattsburgh, NY	2020-03-14
Abby Fessette	Plattsburgh, NY	2020-03-14
Mark Davison	Plattsburgh, NY	2020-03-14
Mary Gertsch Cochran	Plattsburgh, NY	2020-03-14
Danielle Glaum	Manlius, NY	2020-03-14
Deborah Dragoon	Altona, NY	2020-03-14
Randy Kelley	Plattsburgh, NY	2020-03-15
Patricia Fitz-Gerald	Plattsburgh, NY	2020-03-15
Danielle Brooks	Keeseville, NY	2020-03-15

Name	Location	Date
Alex Palmer	Plattsburgh, NY	2020-03-15
Leah Garrant	US	2020-03-15
Daniel Laneville	Bethany, CT	2020-03-15
Roland Venne	Cadyville, NY	2020-03-15
Heather Barlow	Mooers, NY	2020-03-15
Jim Balko	Woodside, NY	2020-03-15
Randy Brooks	Keeseville, NY	2020-03-15
Elise DeCante	Plattsburgh, NY	2020-03-15
Josiah McDaniel	Florissant, US	2020-03-15
Yuan Wang	West Chesterfield, US	2020-03-15
john nagel	Coeur D'alene, US	2020-03-15
Wajahat Mahmood	Saint Albans, US	2020-03-15
Karin Cassidy	Arvada, US	2020-03-15
Mikayla Mason	Littleton, US	2020-03-15
Marla Medellin	Laredo, US	2020-03-15
Tristan Southworth	West Valley, US	2020-03-15
Rudy Mendoza	Niland, US	2020-03-15
Tina Mccrae	Beaverton, US	2020-03-15
Vilma Torres	Blakeslee, US	2020-03-15
Leilani Martin	North Las Vegas, US	2020-03-15
Bobby Milam	Dresden, US	2020-03-15
Loretta Johnson	Spartanburg, US	2020-03-15

Name	Location	Date
Brandon Merry	Las Vegas, US	2020-03-15
Ash Potter	Azle, US	2020-03-15
Pennycup Wolf	US	2020-03-15
James Chen	Corona, US	2020-03-15
Burgos Marien	Brooklyn, US	2020-03-15
Carson Barker	Mount holly, US	2020-03-15
Daniel Mancia	Lowell, US	2020-03-15
Rafael Felipe	New York, US	2020-03-15
Carie Mattox	Plattsburgh, NY	2020-03-15
Carsean Washington	Memphis, US	2020-03-15
Priscilla Velasco	Holtville, US	2020-03-15
Iris Anderson	US	2020-03-15
Sarah Gilliam	Bethel Park, US	2020-03-15
Anahi Gonzalez	Reading, US	2020-03-15
Emma Woodcock	Ardmore, US	2020-03-15
Kevin Rivera	Woodside, US	2020-03-15
David Aguilar-Vargas	North Las Vegas, US	2020-03-15
Delois Purvis	High Point, US	2020-03-15
Ali Turner	Fort Bragg, CA	2020-03-15
Nick Gerr	Philadelphia, US	2020-03-15
Ahmed Bahgat	واشنطن, US	2020-03-15

Name	Location	Date
Ongeziwe Pama	US	2020-03-15
Ethan Strine	York, US	2020-03-15
@santi._.lara .	Waco, US	2020-03-15
Diego Gonzalez	Yuba City, US	2020-03-15
abby davidson	Texarkana, US	2020-03-15
Jada Seaton	Flossmoor, US	2020-03-15
Michelle Cross	Plattsburgh, NY	2020-03-15
Norman Mccray	Plattsburgh, NY	2020-03-15
Marsha Fenimore	Elizabethtown, NY	2020-03-16
Nicole Peluso	Keeseville, NY	2020-03-16
Robert Decker	Plattsburgh, NY	2020-03-16
Mario Cecere	Plattsburgh, NY	2020-03-16
Ken Fenimore	Plattsburgh, NY	2020-03-16
Shaun O'Connell	Plattsburgh, NY	2020-03-16
Elizabeth Gorevic	US	2020-03-20
brenda ireland	plattsburgh, NY	2020-03-20
Bob Bryar	Plattsburgh, NY	2020-03-20
Jillian Husk	Plattsburgh, NY	2020-03-20
Jean Nelson	Plattsburgh, NY	2020-03-21
Andrew Thurber	Plattsburgh, NY	2020-03-21
Tracie Guzzio	Plattsburgh, NY	2020-03-21
Irma Pacock	Plattsburgh, NY	2020-03-21

Name	Location	Date
Mary Ellen Stanton	Plattsburgh, NY	2020-03-21
Lana Provost	Russell, U.S. Outlying Islands	2020-03-21
Gary Lambert	Plattsburgh, NY	2020-03-21
Gregory Light	Plattsburgh, NY	2020-03-21
Matt Ezero	Peru, NY	2020-03-21
Holly Ouimette	Keeseville, NY	2020-03-21
Mary Kay Ezero	Peru, NY	2020-03-21
Cathy Bashaw	Plattsburgh, NY	2020-03-21
Albert Cordes	Punta Gorda, FL	2020-03-21
Russell Puschak	Plattsburgh, NY	2020-03-22
Rachel Pedriani	Portland, OR	2020-03-22
Trudell Ingbretson	Keeseville, NY	2020-03-22
Carol Shuttleworth	Plattsburgh, US	2020-03-22
Daniela Gitlin	Plattsburgh, NY	2020-03-22
Isaac A	A, UK	2020-03-22
Mike Thompson	Champlain, NY	2020-03-23
Rachel Frisch	Plattsburgh, NY	2020-04-02
Matt Salvatore	Plattsburgh, NY	2020-04-02
james moesch	Plattsburgh, NY	2020-04-02
Jan Dean	Plattsburgh, NY	2020-04-02
Danielle Sherman	Plattsburgh, NY	2020-04-02
Stephanie Boutin	Plattsburgh, NY	2020-04-02

Name	Location	Date
Sharon Eagan	Plattsburgh, NY	2020-04-02
Saundra Stortz	Plattsburgh, NY	2020-04-02
Logan Thatcher	Plattsburgh, NY	2020-04-02
Joseph Akey	Morrisonville, NY	2020-04-03
Crystal Black	Lanesboro, US	2020-04-03
David Soucia	Plattsburgh, NY	2020-04-03
Melinda Akey	Morrisonville, NY	2020-04-03
Vickie Martineau	US	2020-04-03
Terri Dubray	Plattsburgh, NY	2020-04-03
Amanda Gohlke	Plattsburgh, NY	2020-04-03
Samantha Nephew	Plattsburgh, NY	2020-04-03
Armand Remillard	Plattsburgh, NY	2020-04-04
Mandy Beaudin	Plattsburgh, NY	2020-04-05
Susan Thew	Plattsburgh, US	2020-04-05
Britany Dubrey	Plattsburgh, NY	2020-04-08

Stop the Prime Company's Development of the Durkee Street Parking Lot

1,429 have signed. Let’s get to 1,500!

concerned citizens started this petition to City of Plattsburgh Planning Board & Zoning Board of Appeals and Concerned Citizens

Say "NO" to the Prime Companys' Durkee Street Development Plan that is bad for our community.

- $4.3 million of public tax dollars going to a large corporation for private gain.
- Transfer of a full city block of public land to a private developer for $1, harming Special Assessment District property owners who paid for and maintained the public parking lot for over 30 years.
- Development plan which grossly violates the guidelines laid out by the DRI Strategic Investment Plan:
  Prime's plan to build 114 apartment units is grossly over the 45 units in the DRI Plan.

Prime's plan displaces 289 public spaces and and introduces new demand in excess of the parking spaces provided for it's own massive private development.

Prime's plan eliminates the 1-acre of open public riverfront space promised and instead leaves less than 1/10th of an acre.

- A PILOT (Payment in Lieu of Taxes) Agreement which will cost the City and School more than Prime will pay in taxes over the next 20 years.
- Increased taxes for local property owners and increased rental rates alike.
- Decreased public access to the riverfront and lack of public gathering space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

Start a petition of your own

Start a petition of your own

This petition starter stood up and took action. Will you do the same?
Start a petition

Updates

Call to Action!

You've already shown your support. Now we need you to take action! There are two critical public meetings tomorrow that NEED YOUR attendance!

...

Call to Action!

- **Discover related petitions**

Save Durkee Street Parking!

2K supporters

- **Petition details**
- News & discussion
- Discover related petitions

Save Durkee Street Parking!

1,655 have signed. Let's get to 2,500!

Strong Towns Plattsburgh started this petition to City of Plattsburgh and 9 others

The fate of our downtown is in jeopardy! The City and State are proceeding with plans to turn the Durkee Street parking lot into a mixed-use development even though there has been little to no evidence of public support for the project all along.

The $10 million State-run Downtown Revitalization Initiative (DRI) was awarded to the City in 2016 on the basis of an application which included the idea for this project, which was developed with very little public input. When concerns about this plan were raised, members of the community were assured that they would have the opportunity to decide for themselves where the money would actually be spent. During the DRI planning process, this project polled at about 1-2% in the only public voting session offered during the planning process. As it turns out, the results of this poll were disregarded and NEVER REPORTED TO THE STATE. The final report to the state, however, FALSELY claimed that this project did have community support - even siting this poll date as evidence! - resulting in this project being awarded nearly HALF of the DRI grant, even though the public had clearly expressed the desire to invest the money in our existing buildings and infrastructure and/or development of the lake front area. Click here to see a comparison of public votes to funding decisions.

The plan to replace parking at the Durkee Street lot with a privately owned mixed-use development poses a serious threat to small businesses that rely on the city's largest parking lot for convenient access to their stores. A business petition with signatures from nearly 60 downtown businesses was delivered to the City of Plattsburgh Common Council last year with little response so far. Students, residents, county employees, welfare recipients, and others who live and work downtown also rely on the free and accessible parking currently available there. When the roads need to be plowed in the winter, it is often the only place to park - at it includes 80% of our off-street parking downtown. As it stands, the plans to replace the lot's 298 spaces remain foggy at best, and deceptive at worst. Replacement of the parking spaces at Durkee Street could end up costing the City far more than the $4.3 million dollars in grant funding allotted to its development. This would effectively make the DRI program a tax on our already struggling community!!!

Furthermore, large-scale developments like what is proposed on Durkee Street have a history of failure and of not living up to their promises. We need only look to Dock Street in our city where a $14M hotel and conference center only resulted in a $1.3M parking lot to nowhere. The public has understood this all along and has repeatedly expressed the desire to either diversify the DRI investment into many smaller bets that directly benefit the community, rather than benefiting a large developer recruited from outside of our region, or else invest the money in development of the waterfront, where city tax payers have ALREADY spent over a million dollars building a parking lot with over 300 parking spaces that have NO CURRENT USE! The proposed development for the Durkee Street Lot submitted by Prime Companies would make MUCH more sense on the lakefront, and they could invest more money into other aspects of their development, because they would not have to build ANY parking at all...it's already there! Representatives from Prime Companies even PUBLICLY EXPRESSED THEIR INTEREST IN THE LAKEFRONT PROPERTY! There is NO excuse for politicians and bureaucrats to allow their own interests to supersede the will of the people - especially for funding from a grant program which claims to support grass-roots, community-driven projects!

Public support for any development is crucial. Members of the public live in our community, have a vested interest in how the city grows, and have a deep understanding of what works and does not in our city because they experience it every day. By contrast, consultants and developers from outside our region do not possess this local knowledge and don't have to live with the consequences of their actions if their plans fall through or go awry.

Public support is also essential because development grants such as the Downtown Revitalization Initiative (DRI) are public tax dollars being put to work to develop public land for the benefit of the public—shouldn't we, the public, control how we use our money in our city?

By signing the following, we petition the city and the state to stop the Durkee Street mixed-use development and either reallocate $4.3M in DRI funding into projects the public actually wants, to be determined by a properly participatory planning process, or else relocate the proposed development by Prime Companies to the Lakefront on Dock Street.

Start a petition of your own
This petition starter stood up and took action. Will you do the same?

change.org

Recipient: City of Plattsburgh Planning Board & Zoning Board of Appeals and Concerned Citizens

Letter: Greetings,

Stop the Prime Company's Development of the Durkee Street Parking Lot

Signatures

Name	Location	Date
concerned citizens	US	2019-06-13
Benjamin Goff	Elizabethtown, US	2019-06-14
Robert French	Plattsburgh, NY	2019-06-14
Patrick Boyde	Plattsburgh, NY	2019-06-14
Erik Falkengren	Bedford, NH	2019-06-14
Taylor Trombley	Plattsburgh, US	2019-06-14
Aaron Patterson	Plattsburgh, US	2019-06-14
Emily Buskey	Plattsburgh, US	2019-06-14
Shannon Vogt	Plattsburgh, US	2019-06-14
Kevin Farrington	Plattsburgh, US	2019-06-14
Michael Metcalf	Plattsburgh, US	2019-06-14
Pravallika Pothula	Plattsburgh, US	2019-06-14
Brad Noviski	Plattsburgh, US	2019-06-14
Amber Desjardins	Plattsburgh, US	2019-06-14
Logan Brien	Plattsburgh, US	2019-06-14
Julie Baughn	Plattsburgh, US	2019-06-14
Anika Fullum	Plattsburgh, NY	2019-06-14
Thomas Hathaway	Central Falls, RI	2019-06-14
Penny Gaudreau	Plattsburgh, NY	2019-06-14
Terry Broderick	Plattsburgh, US	2019-06-14

Name	Location	Date
Kathleen Williamson	Plattsburgh, US	2019-06-14
Carla Brancato	Plattsburgh, US	2019-06-14
steve graf	Plattsburgh, US	2019-06-14
pamela lefebvre	Plattsburgh, NY	2019-06-14
Nastasia Lauzon	Plattsburgh, US	2019-06-14
Scott Friedman	Plattsburgh, NY	2019-06-14
Brooke Elizabeth	US	2019-06-14
Christina Nori	Plattsburgh, NY	2019-06-14
Tanner Charland	Plattsburgh, US	2019-06-14
Alex Fuller	Plattsburgh, NY	2019-06-14
David Rabideau	Upper Jay, US	2019-06-14
Siena Allen	Plattsburgh, US	2019-06-14
Travis Brunet	Plattsburgh, US	2019-06-14
Joanna Laplant	West chazy, US	2019-06-14
Paige Luton	Plattsburgh, US	2019-06-14
Shirley Leblanc	Plattsburgh, NY	2019-06-14
Chasidy Corbel	Plattsburgh, US	2019-06-14
Michael Nori	Mooers forks, US	2019-06-14
lizabeth allen	plattsburgh, NY	2019-06-14
Alexander Cribb	Plattsburgh, US	2019-06-14
Joyce Cepeda	Plattsburgh, NY	2019-06-14
Deliah Lorey	Plattsburgh, US	2019-06-14

Name	Location	Date
Allan O'Brien	Plattsburgh, NY	2019-06-14
Kristen Robinson	Plattsburgh, NY	2019-06-14
April Wood	Chazy, US	2019-06-14
Margali Rae	Plattsburgh, NY	2019-06-14
Lance Arnold	Plattsburgh, US	2019-06-14
David Long	Plattsburgh, US	2019-06-14
Michelle Goddeau	Saranac, US	2019-06-14
Alane Manor	Mooers Forks, NY	2019-06-14
Keith Germain	Alton, US	2019-06-14
Courtney Willey	Plattsburgh, US	2019-06-14
Jonathan schneiderman	Plattsburgh, NY	2019-06-14
Kristine Roberts	Plattsburgh, NY	2019-06-14
Bradi Almodovar	West Chazy, NY	2019-06-14
Lorri Boucher	Plattsburgh, US	2019-06-14
Leeann Engler	Plattsburgh, US	2019-06-14
Danielle Erb	Plattsburgh, NY	2019-06-14
Amanda DeCicco	plattsburgh, US	2019-06-14
Sadie DuBray	Plattsburgh, NY	2019-06-14
Cierra Armstrong	Plattsburgh, NY	2019-06-14
Nate Holmes	Saranac, NY	2019-06-14
Claudio Zantana	Plattsburgh, NY	2019-06-14
Ramona Killam	Chazy, US	2019-06-14

Name	Location	Date
Jeremiah Ward	Plattsburgh, NY	2019-06-14
Carla Brotherton	Plattsburgh, NY	2019-06-14
Crystal Drew	Plattsburgh, NY	2019-06-14
Alsaisha Scott	Niagara Falls, US	2019-06-14
Jerry Cadieux	Plattsburgh, NY	2019-06-14
paul bardis	Plattsburgh, NY	2019-06-14
Cameron Jersey	Plattsburgh, US	2019-06-14
colleen lester	plattsburgh, NY	2019-06-14
Jillian Palumbo	Plattsburgh, NY	2019-06-14
Audra Green	Peru, NY	2019-06-14
Sandra Goodhue	Chazy, US	2019-06-14
Justin Stroup	Plattsburgh, US	2019-06-14
KATHY BAUMGARTEN	Plattsburgh, US	2019-06-14
Jennifer Garrant	New York, US	2019-06-14
Jarred LaValley	Plattsburgh, US	2019-06-14
Paul Stevens	Plattsburgh, NY	2019-06-14
Cynthia Snow	Plattsburgh, NY	2019-06-14
Kieron Britto	Plattsburgh, US	2019-06-14
Karen Trombley	Rouses Point, US	2019-06-14
Jordan Hill	Plattsburgh, US	2019-06-14
Tricia Frampton	Secaucus, NJ	2019-06-14
Ben Key	Plattsburgh, US	2019-06-14

Name	Location	Date
Amanda Kresge	Plattsburgh, NY	2019-06-14
Timothy Barber	Plattsburgh, US	2019-06-14
Colin Fergusson	Plattsburgh, NY	2019-06-14
Bryan Smith	Plattsburgh, NY	2019-06-14
Sarah Rougier	Plattsburgh, US	2019-06-14
Alan Mussen	Peru, NY	2019-06-14
Nicole Annis	Plattsburgh, NY	2019-06-14
Amanda Lepage	Plattsburgh, NY	2019-06-14
Lianna Savage	Saranac, NY	2019-06-14
Jordon Hicks	Plattsburgh, US	2019-06-14
Garrett Cleland	Newport News, VA	2019-06-14
Alexandra Farrington	Secaucus, US	2019-06-14
Gerald Trombley	Chazy, US	2019-06-14
Victoria Hufendick	Plattsburgh, US	2019-06-14
Krystal Lambert	Plattsburgh, US	2019-06-14
Heather Skehan	Austin, US	2019-06-14
Sarah Mundy	Secaucus, US	2019-06-14
Linda Dubay	AuSable Forks, US	2019-06-14
Ben Calhoun	Plattsburgh, US	2019-06-14
Nicky Preston	Plattsburgh, NY	2019-06-14
Anthony Hill	Plattsburgh, US	2019-06-14
Crystal Bonesteel	Malone, US	2019-06-14

Name	Location	Date
Linda Barnes	Plattsburgh, US	2019-06-14
Judy Laramie	plattsburgh, US	2019-06-14
Dustin Towle	Plattsburgh, US	2019-06-14
Dianna Leclair	US	2019-06-14
Kelly Normandin	Plattsburgh, NY	2019-06-14
CHAD Taylor	Plattsburgh, US	2019-06-14
Jessie LaRose	Potsdam, US	2019-06-14
Kelley Leclair	Cadyville, NY	2019-06-14
Kathleen Weaver	Plattsburgh, US	2019-06-14
Cory Vassar	Plattsburgh, US	2019-06-14
Geana Nephew	US	2019-06-14
Megan Perez	Plattsburgh, NY	2019-06-14
Stephanie Griffin	Plattsburgh, US	2019-06-14
Stephen Monahan	Plattsburgh, US	2019-06-14
Dana Berry	Plattsburgh, NY	2019-06-14
Jenarae Beaudin	Plattsburgh, US	2019-06-14
Tim Fergusson	Altona, NY	2019-06-14
Deborah Yokum	Saranac, US	2019-06-14
Adam Drollette	Plattsburgh, NY	2019-06-14
Jill Perreira	Worcester, US	2019-06-14
Kerilyn Guynup	Morrisonville, US	2019-06-14
Matthew Guay	Plattsburgh, US	2019-06-14

Name	Location	Date
Arnold Barretto	Plattsburgh, US	2019-06-14
beth gebo	plattsburgh, NY	2019-06-14
James Dolan	Morrisonville, NY	2019-06-14
Joyce Chambers	Cadyville, Suriname	2019-06-14
Maria Cadieux	US	2019-06-14
Jill Mitchell	Champlain, US	2019-06-14
nicholas dubay	plattsburgh, NY	2019-06-14
Matthew Rock	Plattsburgh, NY	2019-06-14
Nick Plouffe	Saint Albans, US	2019-06-14
John McMahon	Plattsburgh, NY	2019-06-14
Ashley Harron	Plattsburgh, US	2019-06-14
Joe Cashin	Delmar, US	2019-06-14
Stephanie Theobald	Plattsburgh, NY	2019-06-14
John Gordon	Plattsburgh, NY	2019-06-14
Chastity Connell	Peru, NY	2019-06-14
Jodie Lapier	Champlain, NY	2019-06-14
cornelia forrence	Peru, US	2019-06-14
Michael Marbut	Plattsburgh, NY	2019-06-14
John Cech	Plattsburgh, NY	2019-06-14
Brianna Hepburn	Plattsburgh, US	2019-06-14
Kyle Okusky	Plattsburgh, US	2019-06-14
Luke LaPointe	Plattsburgh, US	2019-06-14

Name	Location	Date
Brianna Howie	Peru, US	2019-06-14
Christine OBrien	Plattsburgh, US	2019-06-14
Amanda Miller	Plattsburgh, NY	2019-06-14
Marybeth Valentine	Chazy, NY	2019-06-14
Klaus Baumgarten	Plattsburgh, US	2019-06-14
Jean LaFave	Plattsburgh, US	2019-06-14
Kate Mahoney-Myers	Plattsburgh, US	2019-06-14
Kayla Barber	Plattsburgh, US	2019-06-14
Terry Norcross	Plattsburgh, NY	2019-06-14
Derek Cote	Plattsburgh, US	2019-06-14
Steve Mahoney	Altona, NY	2019-06-14
Scott Allen	Plattsburgh, NY	2019-06-14
Jennifer Pecore	Keeseville, NY	2019-06-14
Christine Clinton	Lake Ronkonkoma, NY	2019-06-14
Caitlyn Johnston	schuyler falls, NY	2019-06-14
Christopher Strebendt	Potsdam, US	2019-06-14
Cynthia Lathrem	Plattsburgh, US	2019-06-14
Christina Kester-Tallman	Cadyville, US	2019-06-14
Cheryl Blair	Plattsburgh, US	2019-06-14
Benjamin Irwin	Plattsburgh, NY	2019-06-14
Aubrey O'Hagan	Plattsburgh, NY	2019-06-14
Courtney Khristiansen	Plattsburgh, US	2019-06-14

Name	Location	Date
sally jarvis	champlain, NY	2019-06-14
Olivia Collins	Plattsburgh, NY	2019-06-14
Wong IAN FU	San Diego, US	2019-06-14
Allison Swick-Duttine	Plattsburgh, US	2019-06-14
Bernie Clifton	Morrisonville, NY	2019-06-14
Felicia Herzog	Plattsburgh, NY	2019-06-14
Jennifer Trudeau	Plattsburgh, NY	2019-06-14
Sydney Sturgen	Plattsburgh, NY	2019-06-14
Scott Pierce	Plattsburgh, NY	2019-06-14
Kay Woods	Plattsburgh, US	2019-06-14
Sabrina Steele	Plattsburgh, US	2019-06-14
Erica Lefebvre	Plattsburgh, US	2019-06-14
Scott Lamoy	West Chazy, NY	2019-06-14
Jason Trudeau	Plattsburgh, US	2019-06-14
Kimberly Cummins	Plattsburgh, US	2019-06-14
carla cowdrey	Collinsville, US	2019-06-14
Natalie Ward	Plattsburgh, US	2019-06-14
Hannah Fisher	Plattsburgh, US	2019-06-14
Peter Garnot	West Chazy, US	2019-06-14
Courtney Sill	Plattsburgh, NY	2019-06-14
James Fleury	Plattsburgh, NY	2019-06-14
Felicia Harn	Plattsburgh, US	2019-06-14

Name	Location	Date
Linda Hatch	Plattsburgh, US	2019-06-14
Lane Buzzell	Saranac Lake, US	2019-06-14
Derrick Racette	Plattsburgh, US	2019-06-14
Kara Lennon	Plattsburgh, US	2019-06-14
Michael Coughlin	Plattsburgh, US	2019-06-14
Kate Giroux	Plattsburgh, US	2019-06-14
Denise Thibodeau	US	2019-06-14
Jessica Hoffman	Saranac, US	2019-06-14
Emma Mahoney	Altona, US	2019-06-14
Jacqueline Barcomb	Plattsburgh, US	2019-06-14
Stephen Prandato	Plattsburgh, US	2019-06-14
Jennifer Dwyer	Plattsburgh, NY	2019-06-14
cathy mallory	plattsburgh, NY	2019-06-14
Jeremy Keach	Willsboro, NY	2019-06-14
Cassidy Thompson.	Plattsburgh, US	2019-06-14
Ashley Bushmoore	Plattsburgh, NY	2019-06-14
Clinton Robinson	Keeseville, US	2019-06-14
jason monto	West Chazy, US	2019-06-14
Olivia Williams	Plattsburgh, US	2019-06-14
Susan Larche	West Chazy, NY	2019-06-14
Jordyn Boisseau	Plattsburgh, NY	2019-06-14
amy m miller	vermontville, NY	2019-06-14

Name	Location	Date
Kim Latour	Plattsburgh, US	2019-06-14
Jennifer Jenkins	Montpelier, VT	2019-06-14
Sean Gerolimatos	Plattsburgh, US	2019-06-14
Thomas Gadway	Plattsburgh, US	2019-06-14
Mike Marcinkowski	Burlington, VT	2019-06-14
Matt McDonald	Champlain, US	2019-06-14
Katy Grant	US	2019-06-14
Katie Currier	West Chazy, NY	2019-06-14
Diane Beaudoin	Plattsburgh, US	2019-06-14
Sylvia Laduke	Plattsburgh, US	2019-06-14
Elise DeCante	Plattsburgh, NY	2019-06-14
Julia Capone	Plattsburgh, US	2019-06-14
Leanna thalmann	Chazy, US	2019-06-14
Marci Gillett	Plattsburgh, US	2019-06-14
Lisa Pendleton Corral	Plattsburgh, NY	2019-06-14
Kristina Premo	Churubusco, US	2019-06-14
Beth Calhoun	Plattsburgh, NY	2019-06-14
Danielle Duprey	Plattsburgh, US	2019-06-14
Tamara Beaudette	Richfield Springs, NY	2019-06-14
Mark Quesnel	Ellenburg, NY	2019-06-14
Dorie Rivers	Plattsburgh, US	2019-06-14
Allison LaMountain	Ellenburg Depot, US	2019-06-14

Name	Location	Date
Jeff Mars	Peru, US	2019-06-14
Dustin Smith	Plattsburgh, NY	2019-06-14
Carrie Gleason	Littleton, CO	2019-06-14
Adrienne LABOMBARD	Plattsburgh, NY	2019-06-14
Nathan Gilmore	Glens Falls, US	2019-06-14
Corey Bourgeois	Rouses Point, US	2019-06-14
Jacob Goddeau	Plattsburgh, US	2019-06-14
Sue Drumgould	Scranton, US	2019-06-14
Gerri Lambert	Peru, US	2019-06-14
Jeremy Drowne	West Chazy, NY	2019-06-14
Tammy Brinson	Plattsburgh, US	2019-06-14
noelle tedford	Plattsburgh, NY	2019-06-14
Michele Duprey	Peru, NY	2019-06-14
Naomi Lemieux	Denver, US	2019-06-14
Jenilee Gillespie	Champlain, US	2019-06-14
Ece Akturk	Framingham, MA	2019-06-14
Elizabeth Yokum	Plattsburgh, NY	2019-06-14
April Hardin	Plattsburgh, NY	2019-06-14
Cindy Potts	Ellenburg Center, US	2019-06-14
Lynn Bezio	Plattsburgh, NY	2019-06-14
Shayla Decker	Saranac, US	2019-06-14
Thomas Phillips	Hudson, US	2019-06-14

Name	Location	Date
Jeremy Baker	Plattsburgh, NY	2019-06-14
Tim Lemieux	Jacksonville, US	2019-06-14
John Friedrich	Chazy, US	2019-06-14
David Nogle	Glen Burnie, US	2019-06-14
David duprey	peru, NY	2019-06-14
Luis Sierra	Plattsburgh, NY	2019-06-14
Pauline McCauley	Palm Bay, FL	2019-06-14
Claire Larson	Plattsburgh, NY	2019-06-14
Shawn Raudenbush	Plattsburgh, US	2019-06-14
nichole lintz	US	2019-06-14
Nathan Bull	Plattsburgh, US	2019-06-14
Claire Deon	Plattsburgh, US	2019-06-14
Sean Howie	Plattsburgh, NY	2019-06-14
Anita Weigelt	Sterling, NY	2019-06-14
James LaPierre	Champlain, US	2019-06-14
Joseph Fountain	Plattsburgh, US	2019-06-14
Criss Bass	AuSable Forks, NY	2019-06-14
Anna Grubb	keeseville, NY	2019-06-14
Annette Hosler Hosler	Chazy, NY	2019-06-14
Mike Pinelli	Port Orange, US	2019-06-14
Nicholas Barcomb	Plattsburgh, US	2019-06-14
Brandy Morse	Plattsburgh, US	2019-06-14

Name	Location	Date
Bryant Robinson	Plattsburgh, US	2019-06-14
Elizabeth Davies	Plattsburgh, US	2019-06-14
patti bradshaw	New York, NY	2019-06-14
Larry Dolan	Plattsburgh, US	2019-06-14
Christina Battinelli	Plattsburgh, US	2019-06-14
Christopher Huchro	Plattsburgh, US	2019-06-14
Bridgid Murnane	Plattsburgh, NY	2019-06-14
Sherry Scofield	Chazy, US	2019-06-14
Shanna Cross	Plattsburgh, US	2019-06-14
Annette St Pierre	Plattsburgh, US	2019-06-14
Jesse Terry	Plattsburgh, NY	2019-06-14
Thomas Tennian	Keeseville, US	2019-06-14
Shawn Mulvaney	Plattsburgh, US	2019-06-14
Kim Sanger	West Chazy, NY	2019-06-14
Jennifer Fuller	Plattsburgh, US	2019-06-14
Dustin Lindsay	Highgate Center, US	2019-06-14
Deborah Wells	Plattsburgh, NY	2019-06-14
Gordon Duprey	Peru, NY	2019-06-14
Pamela Terry	Redford, NY	2019-06-14
Theresa Luperi-koenig	Crescent City, CA	2019-06-14
Amy Rock	Plattsburgh, NY	2019-06-14
yvette tillema	Keene, NY	2019-06-14

Name	Location	Date
Susan Rogers	Plattsburgh, NY	2019-06-14
Lorraine Cole	Chazy, NY	2019-06-14
Anthony Natoli	Sacramento, US	2019-06-14
Ken Van Stockum	West chazy, US	2019-06-14
rosemary maglienti	morrisonville, NY	2019-06-14
Shelley Fracalossi	Plattsburgh, NY	2019-06-14
tanya brandmeier	Plattsburgh, NY	2019-06-14
jeanne COUCHEY	Saranac, US	2019-06-14
Jennifer Kelley	Morrisonville, NY	2019-06-14
Emily Estus	New York	2019-06-14
John Baxter	Greer, US	2019-06-14
Kris Petrashune	Plattsburgh, US	2019-06-14
Anne Kirby	Secaucus, US	2019-06-14
Stacy Edwards	Plattsburgh, NY	2019-06-14
Stephanie McCaughan	Chazy, US	2019-06-14
Megan Aubrey	Rouses Point, US	2019-06-14
catherine van nortwick	east syracuse, NY	2019-06-14
Penny Mesel	West Chazy, NY	2019-06-14
Bradley Knapp	Plattsburgh, US	2019-06-14
Brittany Cohen	Plattsburgh, NY	2019-06-14
Daphne Vassar	Plattsburgh, US	2019-06-14
Natalie Sharlow	Plattsburgh, US	2019-06-14

Name	Location	Date
Patricia Amore	Plattsburgh, NY	2019-06-14
Allison Lambert	Cameron, US	2019-06-14
Holly Baker	Plattsburgh, NY	2019-06-14
Christopher Krohn	Plattsburgh, NY	2019-06-14
Timothy Hill	Plattsburgh, NY	2019-06-14
Marc Woodley	Plattsburgh, US	2019-06-14
Sarah Ormsby	Plattsburgh, US	2019-06-14
Mary Lee Giambruno Fuge	Waxahachie, US	2019-06-14
Robert Stansbury	Cottondale, US	2019-06-14
Ashley Heming	Plattsburgh, US	2019-06-14
Jessica Hayden	Peru, US	2019-06-14
Tina A	Plattsburgh, US	2019-06-14
Angela Garrand	Ellenburg Center, NY	2019-06-14
Nicholas Graton	Plattsburgh, NY	2019-06-14
Luella May	Prairie Farm, US	2019-06-14
Kevin Bedard	Plattsburgh, NY	2019-06-14
Rachael Everleth	Mooers, NY	2019-06-14
Lisa Cotter	Newport, US	2019-06-14
Barbara Ducatte	saranac, NY	2019-06-14
Jana Wynnik	Plattsburgh, NY	2019-06-14
Kim Schafer	Johnstown, US	2019-06-14
samantha allen	plattsburgh, NY	2019-06-14

Name	Location	Date
Deborah Ribis	Albany, US	2019-06-14
Beth Walker	Champlain, US	2019-06-14
Christopher Boucher	Peru, NY	2019-06-14
Kevin McTague	Plattsburgh, US	2019-06-14
Elizabeth Thomas	Plattsburgh, NY	2019-06-14
Camren LeDuc	Saranac, NY	2019-06-14
Lauren Lavorando	Plattsburgh, NY	2019-06-14
Joanne Circelli	Albany, NY	2019-06-14
Timothy Holmes	West Chazy, NY	2019-06-14
nanci williams	peru, NY	2019-06-14
Amanda Boshart	Plattsburgh, US	2019-06-14
Ashlee Rule	Plattsburgh, US	2019-06-14
Abigail St. Onge	Mooers, US	2019-06-14
Vincent O'Driscoll	Plattsburgh, US	2019-06-14
Deanna Mero	Plattsburgh, US	2019-06-14
Derek Bradt	Plattsburgh, US	2019-06-14
Janice Washburn	Keeseville, NY	2019-06-14
Patricia Kalenak	Tupper Lake, NY	2019-06-14
James Yanulavich	Plattsburgh, NY	2019-06-14
Adrienne Smith	Plattsburgh, US	2019-06-14
Charles Burke	Plattsburgh, US	2019-06-14
Lydia Mieses-Monette	Plattsburgh, US	2019-06-14

Name	Location	Date
Angela LaPorte	Plattsburgh, NY	2019-06-14
Kira LaRose	Potsdam, NY	2019-06-14
Eric Trudeau	Plattsburgh, US	2019-06-14
John Kaczkowski	Springfield, US	2019-06-14
Ann Marie LeClair	West Chazy, NY	2019-06-14
johanna Consoli	Fredonia, NY	2019-06-14
William Brault	Morrisonville, US	2019-06-14
Caroline Hillyard	Plattsburgh, NY	2019-06-14
Bobby Annis	New York, US	2019-06-14
Krystal Reyell	Plattsburgh, US	2019-06-14
Melissa Jennette	Plattsburgh, US	2019-06-14
Tyler Elliott	Malone, US	2019-06-14
Elizabeth Jost	Plattsburgh, US	2019-06-14
Nicole Seymour	Chazy, NY	2019-06-14
Shane Passino	US	2019-06-14
Autumn Edmonston	Plattsburgh, US	2019-06-14
Darlene Rabideau	Allentown, US	2019-06-14
Rita Santamore	Texas	2019-06-14
Margaret Clermont	Plattsburgh, NY	2019-06-14
Daniela Gitlin	Plattsburgh, US	2019-06-14
Andra Hogle	US	2019-06-14
Jennifer Barrett	Plattsburgh, US	2019-06-14

Name	Location	Date
Emily Morales	Rancho Cordova, US	2019-06-14
MARY ALBERT KEMP	PLATTSBURGH, NY	2019-06-14
Janelle Bausman	Plattsburgh, US	2019-06-14
Heather Jock	Ogdensburg, US	2019-06-14
Taylor Cassevah	Plattsburgh, US	2019-06-14
Gwen Eamer	Plattsburgh, NY	2019-06-14
Steven Googin	Keeseville, NY	2019-06-14
Jane Reome	Plattsburgh, US	2019-06-14
Heather Darrah	Cadyville, US	2019-06-14
Eileen O'Connor	New York, US	2019-06-14
Kim Ford	Plattsburgh, NY	2019-06-14
Josh Foster	Plattsburgh, US	2019-06-14
Jenn Decarlo	Plattsburgh, US	2019-06-14
Karrie Bouissey	Plattsburgh, NY	2019-06-14
matt tynon	Ogdensburg, NY	2019-06-14
Michelle Drollette	Plattsburgh, NY	2019-06-14
Christy Ladue	Plattsburgh, US	2019-06-14
Kenneth Hausrath	Plattsburgh, US	2019-06-14
Mindy Fay	Plattsburgh, US	2019-06-14
Morgan Maye	Plattsburgh, US	2019-06-14
Lisa Desotell	Plattsburgh, US	2019-06-14
michael bendaravicius	Rouses Point, US	2019-06-14

Name	Location	Date
Shari Miner	US	2019-06-14
Karen Batchelder	Plattsburgh, NY	2019-06-14
Chad Rowe	Plattsburgh, US	2019-06-14
James Hubbard	East Haven, US	2019-06-14
Margo Beyer	Plattsburgh, US	2019-06-14
Scott Monette	US	2019-06-14
Mary Labonte	Guilderland, US	2019-06-14
KRISTA BULL	Plattsburgh, US	2019-06-14
Nick Seiden	Plattsburgh, US	2019-06-14
Larissa Deitering	Chazy, NY	2019-06-14
Sylvia Duquette	Cadyville, US	2019-06-14
Norma Hill	Plattsburgh, NY	2019-06-14
Jordan G	Plattsburgh, US	2019-06-14
RoseMary Huebner	Montpelier, VT	2019-06-14
Hope Edie-Provost	Plattsburgh, US	2019-06-14
Brittany Rousseau	Newport, US	2019-06-14
Nicole Dollar	Stephens City, VA	2019-06-14
Tamayra Rice	Westport, US	2019-06-14
Elliott Harris	Plattsburgh, US	2019-06-14
Marcy McNally	Plattsburgh, US	2019-06-14
aidan keefe	peru, NY	2019-06-14
Ryan Walsh	Buffalo, US	2019-06-14

Name	Location	Date
Jessica Hammer	Peru, US	2019-06-14
Laurie Duprey	Schuylerfalls, US	2019-06-14
Robert Hoff	East Haven, CT	2019-06-14
Christopher Brachio	Plattsburgh, US	2019-06-14
Melanie Bliss-Hall	Plattsburgh, US	2019-06-14
Sarah McCarty	Plattsburgh, US	2019-06-14
Katie Wolson	Plattsburgh, US	2019-06-14
Benjamin McKenzie	Bakersfield, US	2019-06-14
Carol Diliberto	Massapequa Park, US	2019-06-14
Shelly OConnor	Las Vegas, US	2019-06-14
Marilyn Duprey	Altona, US	2019-06-14
Cassie King	Mooers, NY	2019-06-14
Kelly Roberts	Mooers, NY	2019-06-14
Elaine / Jim Sherman	Plattsburgh, US	2019-06-14
Madonna Howard	Fitchburg, MA	2019-06-14
Ivel Kelly	US	2019-06-14
Michael Mason	Chazy Lake, NY	2019-06-14
Christien Gilman	Plattsburgh, US	2019-06-15
MARYANN LEFEVRE	Plattsburgh, NY	2019-06-15
Lois Putnam	Plattsburgh, US	2019-06-15
Denise Ryder	Plattsburgh, US	2019-06-15
Patricia Nelson	Plattsburgh, US	2019-06-15

Name	Location	Date
Lucy McCarthy	Plattsburgh, US	2019-06-15
William Prevo	Plattsburgh, US	2019-06-15
Sarah Titherington	Plattsburgh, US	2019-06-15
Juliette Lynch	Plattsburgh, NY	2019-06-15
Caitlin Jackson	Plattsburgh, NY	2019-06-15
Tracy LaCount	Champlain, NY	2019-06-15
donna dixon	Plattsburgh, US	2019-06-15
Teresa Lemieux	Plattsburgh, NY	2019-06-15
Sierra Harkey	Plattsburgh, NY	2019-06-15
Cassandra Abellard	Plattsburgh, NY	2019-06-15
Allan Trombley	Morrisonville, US	2019-06-15
Linda Trombley	Rouses Point, US	2019-06-15
Maria Flores	East Berne, NY	2019-06-15
S Bush	Plattsburgh, NY	2019-06-15
Robert Dolan	Plattsburgh, US	2019-06-15
Vickie Martineau	US	2019-06-15
Margaret Canning	Plattsburgh, NY	2019-06-15
Kenny Morrison	Camden, US	2019-06-15
Ellen Rogers	Plattsburgh, US	2019-06-15
chris shutts	Plattsburgh, NY	2019-06-15
Nick Kirk	Roseville, US	2019-06-15
Terry Doran	Chazy, US	2019-06-15

Name	Location	Date
Megan Elms	Hartford, US	2019-06-15
Erin Norcross	Morrisonville, US	2019-06-15
Tim Nolan	Fairport, NY	2019-06-15
Courtney Moriarty	Plattsburgh, US	2019-06-15
Adrianna Kowalczyk	Plattsburgh, US	2019-06-15
Jannell Nickols	Saranac, NY	2019-06-15
Kim Skolnick	Plattsburgh, NY	2019-06-15
Stephanie Drown	Mooers, US	2019-06-15
Matthew Arless	Mooers, US	2019-06-15
Caitlin Stebbins	Plattsburgh, NY	2019-06-15
Ian Rogers	Plattsburgh, US	2019-06-15
Jennifer Weeks	Mooers, US	2019-06-15
Renee Yampolsky	Delray Beach, FL	2019-06-15
Andree Sapp	Morrisonville, NY	2019-06-15
Joshua Mitch	Tonawanda, NY	2019-06-15
Alisha Ducatte	Stamford, US	2019-06-15
Chelsea Arrington	University Place, WA	2019-06-15
Kimberly Donnelly	West Chazy, US	2019-06-15
Josh Seymour	Plattsburgh, US	2019-06-15
Heather Willey	Plattsburgh, NY	2019-06-15
Nicholas Sprague	Chazy, US	2019-06-15
Lucas Tooker	Plattsburgh, US	2019-06-15

Name	Location	Date
Margret Felty	Peru, NY	2019-06-15
Ryan West	Wilmington, US	2019-06-15
Hollie Flores	Estero, US	2019-06-15
Penny Bowers	Plattsburgh, US	2019-06-15
Kathleen Sciole	Plattsburgh, US	2019-06-15
Maureen Wright	Leominster, MA	2019-06-15
Jerome Johnson	Plattsburgh, US	2019-06-15
Paul Loner	Plattsburgh, US	2019-06-15
Richard Taylor	Pasadena, US	2019-06-15
Judy Lampros	Humboldt, US	2019-06-15
Tim Savoir	Champlain, US	2019-06-15
Edwin Darrah	Plattsburgh, US	2019-06-15
Andre Lacombe	Eatontown, US	2019-06-15
Matthew Stroinski	Plattsburgh, NY	2019-06-15
Deborah Filion	Sarasota, FL	2019-06-15
Brendan Moneypenny Hall	Delmar, US	2019-06-15
Joseph Akey	Plattsburgh, NY	2019-06-15
Courtenay Miller	Plattsburgh, US	2019-06-15
Frederic Mahieu	Brossard, Canada	2019-06-15
Michelle Mitchell	Plattsburgh, US	2019-06-15
Ngoc Hoang	Arlington, US	2019-06-15
Penny Allen	Plattsburgh, NY	2019-06-15

Name	Location	Date
Phil Drollette	Schuyler Falls, US	2019-06-15
Heather LaBarre	Plattsburgh, US	2019-06-15
Pamela Morgan	Silver City, US	2019-06-15
Kathryn Wendling	Plattsburgh, US	2019-06-15
Steven Willey II	Ballston Spa, US	2019-06-15
Chelsea Johnston	Plattsburgh, US	2019-06-15
James Duerr	Lake placid, US	2019-06-15
Michael Hollis	Brookline, MA	2019-06-15
Levi Lewis	Chazy, US	2019-06-15
Mike Bola	AuSable Forks, US	2019-06-15
Pamela McCarthy	Plattsburgh, US	2019-06-15
Anja Bouchard	Morrisonville, US	2019-06-15
Karen Suydam	Delmar, NY	2019-06-15
Kevin Defayette	Plattsburgh, US	2019-06-15
Lauren kneeobne	Swanton, VT	2019-06-15
Joshua Scheunemann	Plattsburgh, US	2019-06-15
Beth Dobson	Isle la Motte, VT	2019-06-15
julie houghton	Plattsburgh, US	2019-06-15
Neil Sedlak	Silver Spring, US	2019-06-15
Victoria Waple	Lewiston, US	2019-06-15
Keegan Defayette	Dannemora, US	2019-06-15
emery corbine	Canton, US	2019-06-15

Name	Location	Date
Tina Smith	Advance, US	2019-06-15
Lynda Mussen	Peru, US	2019-06-15
Brittany Bracy	Plattsburgh, US	2019-06-15
Isabel MIKSA	North Royalton, US	2019-06-15
Carter Jones	Plattsburgh, US	2019-06-15
Jeffery Laundry	Plattsburgh, US	2019-06-15
Lysandra DeZalia	Peru, US	2019-06-15
Dianne Gizowski	Smyrna, US	2019-06-15
Abby Carr	Plattsburgh, NY	2019-06-15
Gerald Girard	Morrisonville, US	2019-06-15
Faith Zuckerberg	Morrisonville, NY	2019-06-15
Trisha Sessums	Plattsburgh, US	2019-06-15
Marilyn Plishka	Keeseville, US	2019-06-15
Ashley Holmes	Plattsburgh, US	2019-06-15
Shawn Adas	Plattsburgh, NY	2019-06-15
circe hewey	New Russia, NY	2019-06-15
Karen Lassell	Plattsburgh, US	2019-06-15
Jaime Cameron	Milton, US	2019-06-15
Sean Bump	Plattsburgh, NY	2019-06-15
David Gabrault	Morrisonville, US	2019-06-15
Laura Palkovic	Plattsburgh, NY	2019-06-15
Lori Woodley	West Chazy, US	2019-06-15

Name	Location	Date
Jason Brannen	Rouses Point, US	2019-06-15
Lorraine Broderick	Plattsburgh, US	2019-06-15
Jessica McCafferty	Plattsburgh, US	2019-06-15
Nora Connolly	Hackensack, NJ	2019-06-15
Sean Vannostrand	tupper lake, NY	2019-06-15
Charles Grimshaw	Plattsburgh, NY	2019-06-15
Dustin Relation	Altona, US	2019-06-15
Michael Bennett	Montgomery Center, US	2019-06-15
Merissa Barcomb	Rouses Point, NY	2019-06-15
Melissa Fritsch	Sarasota, US	2019-06-15
Justin Prue	Plattsburgh, US	2019-06-15
Susan Tourville	Plattsburgh, NY	2019-06-15
Krysta Stonier	Tiffin, OH	2019-06-15
Samuel Davis	Plattsburgh, US	2019-06-15
Ryan Fessette	Plattsburgh, NY	2019-06-15
Peter Myers	Altona, US	2019-06-15
Sabrina Walker	Willsboro, NY	2019-06-15
James O'Connell	Plattsburgh, US	2019-06-15
Daniel Clermont	Plattsburgh, US	2019-06-15
Gretel Schueller	Arlington, US	2019-06-15
Brittany Lapham	Chazy, US	2019-06-15
Adelia Clifford	New Hartford, NY	2019-06-15

Name	Location	Date
Erin Farrell	Cadyville, US	2019-06-15
Patricia Holmes	Stamford, CT	2019-06-15
Courtney Merrihew	Plattsburgh, NY	2019-06-15
Sarah Randall	Plattsburgh, NY	2019-06-15
Sam Engelhart	Plattsburgh, US	2019-06-15
Chelsea Cooley	Plattsburgh, US	2019-06-15
Rachel Brown	Plattsburgh, US	2019-06-15
Kathy Adamy Broda	Browns Mills, US	2019-06-15
Michelle Randall	Merrill, US	2019-06-15
Travis Nelson	Cadyville, US	2019-06-15
Lynn Miller	DeKalb Jct, NY	2019-06-15
Teshia Hutt	Plattsburgh, US	2019-06-15
Elisa LaFave	Plattsburgh, US	2019-06-15
Michelle Nink	Plattsburgh, NY	2019-06-15
KIM MOUSSEAU	plattsburgh, NY	2019-06-15
Adam Yasin	Beaumont, US	2019-06-15
Josh Woodley	Chazy, US	2019-06-15
Kim Ashlaw	Plattsburgh, NY	2019-06-15
Sharon Dutil	West Chazy, NY	2019-06-15
Peter House	Hartford, CT	2019-06-15
Todd Brenner	Plattsburgh, US	2019-06-15
Kelly Flax	Plattsburgh, NY	2019-06-15

Name	Location	Date
Carrie Robare	Altona, US	2019-06-15
Jared Carson	Pensacola, US	2019-06-15
Shannon Lapham	Plattsburgh, US	2019-06-15
Joshua Dubray	Plattsburgh, NY	2019-06-15
Daniel Khoshkepazi	Plattsburgh, NY	2019-06-15
Judith Palmer	Dannemora, NY	2019-06-15
george bennett	south salem, NY	2019-06-15
Brandon Lalone	Cadyville, US	2019-06-15
Adam Mars	Peru, NY	2019-06-15
Morgan Parse	Wadsworth, US	2019-06-15
Tristyn Moser	Ellenburg Depot, US	2019-06-15
Jerry Senecal	Plattsburgh, US	2019-06-15
Brendan Coyle	Vermont	2019-06-15
Carrie Healy	Morrisonville, NY	2019-06-15
Clara Giroux	Chazy, US	2019-06-15
Donna Calvelo	Plattsburgh, US	2019-06-15
Ruth Graton	Plattsburgh, US	2019-06-15
Bethany Arthur	Peru, NY	2019-06-15
Matthew Nugent	Verona, US	2019-06-15
John Broderick	Plattsburgh, US	2019-06-15
Amy Matott	Plattsburgh, US	2019-06-15
Nelson Moore	Plattsburgh, US	2019-06-15

Name	Location	Date
Sheila Arruda	Mooers, NY	2019-06-15
Taylor Gohlke	Plattsburgh, US	2019-06-15
Phil Henry	Rutland, US	2019-06-15
Maria LeClair	Plattsburgh, US	2019-06-15
Jessica King	Morrisonville, US	2019-06-15
Heather Lavalley	Plattsburgh, US	2019-06-15
Sebas Jo	Astoria, US	2019-06-15
Chantel Dumont	West Chazy, NY	2019-06-15
Amon Na	Plattsburgh, NY	2019-06-15
Matt Loach	Plattsburgh, NY	2019-06-15
Debra Dutcher	Saranac Lake, US	2019-06-15
Ruth Fox	Medina, US	2019-06-15
Susanna Uaeta Ndisiro	Los Angeles, US	2019-06-15
Ann Spilling	Willsboro, NY	2019-06-15
April Pizarro	Plattsburgh, NY	2019-06-15
shannon alexander	Plattsburgh, US	2019-06-15
Nicole Maille	Plattsburgh, US	2019-06-15
Kate Harrica	Plattsburgh, US	2019-06-15
Mary Lou Leavitt	Plattsburgh, NY	2019-06-15
Mary Clifford	Schenectady, US	2019-06-15
Candace Baker	Plattsburgh, US	2019-06-15
Kathryn Nichols	Chazy, NY	2019-06-15

Name	Location	Date
Kyle Dupee	Rouses point, US	2019-06-15
Summer MacAdam	Highland, NY	2019-06-15
Lindsay Reome	Plattsburgh, NY	2019-06-15
George Flynn	Plattsburgh, US	2019-06-15
Karen Willey	Plattsburgh, US	2019-06-15
Cassie Jenkins	Plattsburgh, US	2019-06-15
Jose Gutiérrez de Piñerez Jimenez	Ridgewood, US	2019-06-15
Deb and David Goraj	Plattsburgh, US	2019-06-15
Lisa Bousquet	Plattsburgh, US	2019-06-15
Lorene Easter	ALTONA, US	2019-06-15
Gretchen Rabideau	Plattsburgh, US	2019-06-15
Mary Lou Craumer	Plattsburgh, US	2019-06-15
Mary Blaine	Plattsburgh, NY	2019-06-15
alan karp	sparks, MD	2019-06-15
Raymond Saint-Pierre	Plattsburgh, US	2019-06-15
Chad Baker	Plattsburgh, NY	2019-06-15
Kayla Paige	Plattsburgh, NY	2019-06-15
Deborah Yokum	Saranac, NY	2019-06-15
Harold Moore	Saranac, NY	2019-06-15
patsy liberty	cadyville, NY	2019-06-15
Christopher Brewster	Flushing, NY	2019-06-15

Name	Location	Date
Terry Spinner	Altona, NY	2019-06-15
John Drumm	Plattsburgh, NY	2019-06-15
Darienne Judware	Plattsburgh, US	2019-06-15
stephen harris	Altona, NY	2019-06-15
Rosalie Hardy	Winchendon, US	2019-06-15
Janice Minckler	Plattsburgh, NY	2019-06-15
John Gillen	plattsburgh, NY	2019-06-15
Alyssa hart	Keeseville, NY	2019-06-15
Kevin Connelly	Morrisonville, US	2019-06-15
Spencer Christon	Morrisonville, US	2019-06-15
Kathy Fatta	Canajoharie, US	2019-06-15
Sylvie Beaudreau	Plattsburgh, US	2019-06-15
Garrett Mclean	Plattsburgh, US	2019-06-15
Shawna Mefferd Kelty	Plattsburgh, NY	2019-06-15
Phillip Seror	Plattsburgh, US	2019-06-15
Vienna Ainsworth	Plattsburgh, US	2019-06-15
Debbie McNamee	Morrisonville, US	2019-06-15
Shelby Snell	Altona, US	2019-06-15
Lori Titherington	Plattsburgh, US	2019-06-15
Nicole Ayotte	Plattsburgh, US	2019-06-15
Ovi Ho	Philadelphia, US	2019-06-15
Robert Easter	Augusta, US	2019-06-15

Name	Location	Date
Carolyn Welch	Plattsburgh, NY	2019-06-15
Savanah Rabideau	West Chazy, NY	2019-06-15
Keisha Mccray	Plattsburgh, US	2019-06-15
Ian Spellman	New York	2019-06-15
Pat Bright	Ticonderoga, US	2019-06-15
Asher Feroze	US	2019-06-15
Codie Peryea	Plattsburgh, NY	2019-06-15
Kathleen Patrick	Plattsburgh, US	2019-06-15
Amanda Favreau	Plattsburgh, NY	2019-06-15
Spencer Brodhead	Bethlehem, US	2019-06-15
Nathan Halaburda	Plattsburgh, NY	2019-06-15
Ronald Mesick	Hernando, US	2019-06-15
Sarah Dyer	Plattsburgh, US	2019-06-15
Michael Lawliss	Plattsburgh, US	2019-06-15
Laura Carmichael	Plattsburgh, NY	2019-06-16
Edith Rabideau	West Chazy, US	2019-06-16
K Willingham	Plattsburgh, NY	2019-06-16
Brandi Meseck	Plattsburgh, US	2019-06-16
Bill ALLAN	Peru, NY	2019-06-16
Stuart Bailey	Plattsburgh, NY	2019-06-16
Ingy Adam	Teaneck, US	2019-06-16
Emily Partridge	Renton, US	2019-06-16

Name	Location	Date
Travis Lautenschuetz	Plattsburgh, US	2019-06-16
Scael Andriamahefa	Plattsburgh, NY	2019-06-16
Quintin Jackson	Plattsburgh, US	2019-06-16
Joey Whalen	Plattsburgh, US	2019-06-16
Kristina Kintzel	Plattsburgh, NY	2019-06-16
Sharon Maze	Morrisonville, US	2019-06-16
Ashley Cote	Plattsburgh, US	2019-06-16
Rian Hunt	Plattsburgh, NY	2019-06-16
Christine Lemieux	Plattsburgh, NY	2019-06-16
David Lengel	Brooklyn, US	2019-06-16
Sarah Rascoe	West Chazy, US	2019-06-16
Christina Walton	Plattsburgh, US	2019-06-16
Amber Bleau	Latham, NY	2019-06-16
Rhonda Bailey	Plattsburgh, US	2019-06-16
September Torres	Endicott, US	2019-06-16
Bill Warner	Bethel, US	2019-06-16
Kim Mousseau	Plattsburgh, NY	2019-06-16
Kyle Ferguson	Binghamton, US	2019-06-16
Andrew Gladwin	Plattsburgh, US	2019-06-16
Anita Looby	Port Kent, US	2019-06-16
Joshua Bassler	Secaucus, US	2019-06-16
Teresa Larsen	South Padre Island, TX	2019-06-16

Name	Location	Date
Janice Madden	Morrisonville, US	2019-06-16
Ralph Houghtaling	Plattsburgh, US	2019-06-16
Kelley Cook	Plattsburgh, US	2019-06-16
sherry miller	plattsburgh, NY	2019-06-16
Debbie Walker	Plattsburgh, NY	2019-06-16
Robin Graham	Plattsburgh, US	2019-06-16
Dianne Lavarnway	Plattsburgh, NY	2019-06-16
Lanai Monahan	Naples, US	2019-06-16
Kristin Collins	Plattsburgh, NY	2019-06-16
Elizabeth Coon	Dannemora, NY	2019-06-16
Maureen LaPerriere	Montreal, Canada	2019-06-16
Pam Annis	Cornish, US	2019-06-16
Jennifer Cordick	Plattsburgh, US	2019-06-16
Tami Smith	Plattsburgh, US	2019-06-16
Matthew Jabaut	Plattsburgh, US	2019-06-16
William Stranahan	Peru, NY	2019-06-16
David Guay	Mooers, NY	2019-06-16
Charles Tallman	cadyville, NY	2019-06-16
Jessica Sloan	Troy, US	2019-06-16
Susan Scott	Secaucus, US	2019-06-16
Ashley Besaw	Plattsburgh, US	2019-06-16
Kevin Bulriss	Chazy, US	2019-06-16

Name	Location	Date
Jessica Colburn	Plattsburgh, NY	2019-06-16
Casey Colburn	Plattsburgh, NY	2019-06-16
Lisa Latour	Plattsburgh, US	2019-06-16
Nathaniel Whitten	Plattsburgh, NY	2019-06-16
Caitlin Roy	Plattsburgh, US	2019-06-16
Ethan Giroux	Vienna, Austria	2019-06-16
Lynden Davies	Plattsburgh, US	2019-06-16
Patricia Hensley	Los Alamos, US	2019-06-16
Debra Fuller	Plattsburgh, US	2019-06-16
Tristan Dupigny	Plattsburgh, US	2019-06-16
Thomas Warren	West chazy, NY	2019-06-16
Judith Robinson	Pittsford, US	2019-06-16
Alisha Oakes	plattsburgh, NY	2019-06-16
Ashleigh Leavine	Plattsburgh, US	2019-06-16
Richard Tucker	plattsburgh, US	2019-06-16
Albert Basilio	Renton, US	2019-06-16
Tim Knipp	Philadelphia, US	2019-06-16
Jakub Sosinski	US	2019-06-16
Hannah Miltiades	Winder, US	2019-06-16
Amanda Sexton	Plattsburgh, US	2019-06-16
Brenda Yelle	Oneonta, NY	2019-06-16
Luis Joel Gonzalez	New York, US	2019-06-16

Name	Location	Date
Faith Vital	Plattsburgh, US	2019-06-16
Windy Custode	Plattsburgh, NY	2019-06-16
Karen Macey	US	2019-06-16
Marvin Chu	Brooklyn, US	2019-06-16
Deana Ekpiken	Sanford, US	2019-06-16
James Jones	Lancaster, US	2019-06-16
John Ford	Plattsburgh, US	2019-06-16
Deborah Wood	Plattsburgh, US	2019-06-16
Richard Rolston II	Plattsburgh, NY	2019-06-16
Elizabeth Brokos	Peru, US	2019-06-16
RICHARD CAMARENA	Canoga park, US	2019-06-16
Riley Henne	lake oswego, US	2019-06-16
Susan McGee	Atoka, US	2019-06-16
Jada Woullard	Hollywood, US	2019-06-16
Jake Darragjati	Jacksonville, US	2019-06-16
Kayla Lepage	Peru, US	2019-06-16
Jessica Wood	Plattsburgh, US	2019-06-16
Madisen Hackley	Oakland, US	2019-06-16
Matt H.	Baton Rouge, US	2019-06-16
cristina cummings	Kailua, US	2019-06-16
Maggie Bordeau	US	2019-06-16
Jeff Crawford	Jeffersonville, US	2019-06-16

Name	Location	Date
Candy Riker	Keeseville, US	2019-06-16
Kristen Roushia	Plattsburgh, US	2019-06-16
Kuron Conner	Virginia Beach, US	2019-06-16
Tiffany Tharp	Washington, US	2019-06-16
Christina Pilikyan	North Hollywood, US	2019-06-16
Toni Pelno	Plattsburgh, NY	2019-06-16
Robin Drake	Saint Petersburg, FL	2019-06-16
Leonard Halstensen	Shirley, US	2019-06-16
Dianne Smith	East Aurora, US	2019-06-16
Dawn Leblanc	Fuquay Varina, NC	2019-06-16
Deborah Peryer	Malone, US	2019-06-16
Jamie Guynup	Peru, US	2019-06-16
Lea Mitchell	Plattsburgh, NY	2019-06-16
craig lamere	Plattsburgh, NY	2019-06-16
Joanne Britner	Plattsburgh, US	2019-06-16
Carley Ellis	Coeur D Alene, US	2019-06-16
April Jones	Merritt Island, US	2019-06-16
John Burgess	Plattsburgh, US	2019-06-16
CANDIS ROSS	COLONIAL BEACH, US	2019-06-16
Krista Tousignant	Plattsburgh, US	2019-06-16
Marie Aristide	Brooklyn, US	2019-06-16
Jorge Mireles	Fontana, US	2019-06-16

Name	Location	Date
Betty Lennon	Plattsburgh, NY	2019-06-16
Eric Sacramento	East Elmhurst, US	2019-06-16
Dianna Harvey	Champlain, NY	2019-06-16
Cathy Hickman	Hermiston, US	2019-06-16
Emily Richards	Malone, US	2019-06-16
Benjamin Abrams	West Chazy, NY	2019-06-16
Tom LaPrad	Mooers forks, US	2019-06-16
Robert Annis	Peru, US	2019-06-16
Deborah Aruto	Keeseville, NY	2019-06-16
Rebekah Pritchard	Plattsburgh, US	2019-06-16
Betty Robert	Plattsburgh, NY	2019-06-16
Angela Robert	Rouses Point, NY	2019-06-17
Betty Clinebell	Plattsburgh, US	2019-06-17
Jacob Coleman	Saint Petersburg, US	2019-06-17
Elizabeth LaHart	Plattsburgh, NY	2019-06-17
whitney rasco	Plattsburgh, NY	2019-06-17
Katherine Sullivan	Sandwich, MA	2019-06-17
Danielle Garger	Newnan, US	2019-06-17
Carie Mattox	Plattsburgh, US	2019-06-17
Carol Gokey	Rouses Point, US	2019-06-17
Amy Lopez	Plattsburgh, NY	2019-06-17
Michael Tallman	Malone, NY	2019-06-17

Name	Location	Date
Robin Janendo	Rouses Point, US	2019-06-17
Shelby LaPrad	Mooers forks, US	2019-06-17
David Fuller	Plattsburgh, US	2019-06-17
BARBARA MINER	Plattsburgh, US	2019-06-17
Jacob Gleghorn	Pittsburgh, US	2019-06-17
Melissa Ham-Ellis	Saranac, US	2019-06-17
Deidrie Soucia	Plattsburgh, US	2019-06-17
Maliana Giddings	Plattsburgh, US	2019-06-17
Jahdia Smith	La Plata, US	2019-06-17
Beth Ashabranner	Peru, NY	2019-06-17
Valerie York	Morrisonville, US	2019-06-17
Terrie Jarvis	Plattsburgh, NY	2019-06-17
Louis Mazure	Fayetteville, US	2019-06-17
Heather Jubert	Plattsburgh, US	2019-06-17
Sarah Johnson	Los Angeles, US	2019-06-17
Cameron Colburn	Plattsburgh, US	2019-06-17
Craig Cadotte	Saint Ignace, US	2019-06-17
Jonathan Merrihew	Plattsburgh, US	2019-06-17
Russell Bess	Gastonia, US	2019-06-17
Heather McCarty	Plattsburgh, NY	2019-06-17
Brandy Snide	Malone, US	2019-06-17
Luis Majuelo	Valencia, US	2019-06-17

Name	Location	Date
Jeremy Hicks	Plattsburgh, US	2019-06-17
Gabe Benjamin	Bar harbor, US	2019-06-17
Adam Allen	Plattsburgh, NY	2019-06-17
Ryan Brienza	Plattsburgh, US	2019-06-17
Cori Cooper	Murrieta, US	2019-06-17
Alli DeVaul	New York, NY	2019-06-17
Rachel Pitcher	Secaucus, US	2019-06-17
Gina Lindsey	Plattsburgh, US	2019-06-17
Stacy Lauzon	Plattsburgh, US	2019-06-17
H B	Ontario, Canada	2019-06-17
Ashley Maynard	Burlingame, US	2019-06-17
Darryl Heine	Inverness, US	2019-06-17
Faraz Ahmed	Sachse, US	2019-06-17
Lena Emmery	San Francisco, US	2019-06-17
Linda Dolly	Elizabethton, US	2019-06-17
Diana Busha	Morrisonville, NY	2019-06-17
Sarah Midiros	Shawnee, US	2019-06-17
Aldin Radoncic	brooklyn, US	2019-06-17
Paige Kreckel	Plattsburgh, NY	2019-06-17
Carl Berry	Cocoa, US	2019-06-17
Cole Rock	Plattsburgh, US	2019-06-17
Jesse Thompson	Seneca, US	2019-06-17

Name	Location	Date
Kate DeWitt	Panama City, US	2019-06-17
Martha Camacho	Carolina, US	2019-06-17
Chris Culpeper	Roanoke, US	2019-06-17
Travis Strong	Playa del Rey, US	2019-06-17
Nicole Babu	Plattsburgh, US	2019-06-17
Eugene Banker	Plattsburgh, US	2019-06-17
LISA CRAIN	Plattsburgh, US	2019-06-17
Elyssa Pennington	Plattsburgh, US	2019-06-17
Francesca Bieber	Plattsburgh, NY	2019-06-17
Dominick Monette	Plattsburgh, US	2019-06-17
cory riturban	Waimanalo, US	2019-06-17
Kathleen McCann	Whitesto, US	2019-06-17
QUINN RUFA	Plattsburgh, US	2019-06-17
Jocelyn Racette	Plattsburgh, US	2019-06-17
Justin Dechen	Plattsburgh, US	2019-06-17
Deidre Lacey	Plattsburgh, NY	2019-06-17
Jaspreet Singh gill	Silver Spring, US	2019-06-17
jane houghton	plattsburgh, NY	2019-06-17
Anirudh Srinivas	Plattsburgh, US	2019-06-17
Daniel Evans	Plattsburgh, US	2019-06-17
wayne ryan	Plattsburgh, US	2019-06-17
Tracey Martineau	Plattsburgh, US	2019-06-17

Name	Location	Date
Karen Cecchini-Kemp	Plattsburgh, US	2019-06-17
Jessica Forster	Plattsburgh, NY	2019-06-17
Caitlyn LaPier	Plattsburgh, US	2019-06-17
Julie Woodley	Plattsburgh, NY	2019-06-17
Justine Rotz	plattsburgh, US	2019-06-17
Colleen Pennington	Rensselaer, US	2019-06-17
Dan Burnside	Salt Lake City, UT	2019-06-17
Devin Wolson	Plattsburgh, US	2019-06-17
Dove Phillips	plattsburgh, NY	2019-06-17
meaghan mcnamara	Minnetonka, MN	2019-06-17
Ashley Bunn	Plattsburgh, US	2019-06-17
linsey vega	eustis, US	2019-06-17
rodrigo lopez	Chicago, US	2019-06-17
Jeremiah Bahr	Plymouth, US	2019-06-17
Iris Purvis	Big Spring, TX	2019-06-17
Bailey Waterbury	Plattsburgh, US	2019-06-17
MaryJean Shuknecht	Plattsburgh, NY	2019-06-17
Janielle Freeman	Fort Pierce, US	2019-06-17
Keirston Stalberte	Snellville, US	2019-06-17
Janet Ryan	Winnetka, US	2019-06-17
Stefanie Hanson	Watertown, US	2019-06-17
Suzanne soden	Columbus, GA	2019-06-17

Name	Location	Date
Tyler LaPier	Plattsburgh / Watertown, US	2019-06-17
Rodney Ducharme	Rouses Point, NY	2019-06-17
Ron Kahn	San Francisco, US	2019-06-17
Thomas Ross	New York, US	2019-06-17
Jada Henry	Ewa Beach, US	2019-06-17
Kent Shepherd	Sierra Vista, US	2019-06-17
Jessica Bashaw	Newington, US	2019-06-17
Ashley Ahrent	Willsboro, NY	2019-06-17
Aubrey Frenyea	Plattsburgh, NY	2019-06-17
Leeann Rizzie	Plattsburgh, NY	2019-06-17
Harrison Clodgo	Southbury, US	2019-06-17
jennifer duprey	Cadyville, US	2019-06-17
Annie Charvat	Kirkland, US	2019-06-17
Julia Ramsey	Des Moines, US	2019-06-17
Martine Mousseau	Plattsburgh, US	2019-06-17
Joanne Collins	Ashburn, US	2019-06-17
Evie Ford	Plattsburgh, US	2019-06-17
Julie Whitesell	Plattsburgh, NY	2019-06-17
Emma Ducharme	Rouses point, US	2019-06-17
Dylan Williams	Jersey City, NJ	2019-06-17
Casey Manor	Plattsburgh, US	2019-06-17
Marissa Panton	Piscataway Township, NJ	2019-06-17

Name	Location	Date
Kristen Walker	Saranac, US	2019-06-17
Chris Cayea	Morrisonville, US	2019-06-17
Marc Gendron	Plattsburgh,, NY	2019-06-17
Montana Lil	San Ramon, US	2019-06-17
Heidy Squires	Plattsburgh, NY	2019-06-17
Matthew Gorman	Plattsburgh, NY	2019-06-17
Anni Crahan	Plattsburgh, US	2019-06-17
Adam Smith	Plattsburgh, US	2019-06-17
Tammy Dadds	Peru, NY	2019-06-17
Nicholas Leonard	Plattsburgh, NY	2019-06-17
Alexander Francis	Plattsburgh, US	2019-06-17
Annie Taylor	Cadyville, NY	2019-06-17
Ryan Lynch	Plattsburgh, US	2019-06-17
Kathie Anne McCorry	Plattsburgh, NY	2019-06-17
Katelin Guerin	Altona, US	2019-06-17
Michele Danville	Plattsburgh, US	2019-06-17
Maggie W	Apopka, FL	2019-06-17
Sean O'Neal	San Clemente, US	2019-06-17
Kris Roberts	West Chazy, NY	2019-06-17
Shane Ratliff	Jay, US	2019-06-17
Daljeet Singh	Union City, US	2019-06-17
stephanie hemingway	Peru, US	2019-06-17

Name	Location	Date
Breyana Boyer	Plattsburgh, NY	2019-06-17
Mary Ann P. Chargualaf	Tuckerton, US	2019-06-17
Kevin Turner	Tupper lake, US	2019-06-17
Chr Kni	Plattsburgh, NY	2019-06-17
Jill Mclean	Plattsburgh, US	2019-06-17
Melissa Dominy	US	2019-06-17
Lindsey Post	Plattsburgh, US	2019-06-17
Naomi Fleming	Plattsburgh, US	2019-06-17
Katelyn Hoover	Plattsburgh, US	2019-06-17
Cody Brunet	Plattsburgh, US	2019-06-17
Jeffrey Buskey	Champlain, US	2019-06-17
Kevin Santos	Ridgefield Park, NJ	2019-06-17
Janet Morgan	Jay, NY	2019-06-17
Mandy Treadwell	Plattsburgh, NY	2019-06-17
megan Wolfshadow	Redford, NY	2019-06-17
Jim King	Plattsburgh, NY	2019-06-17
mary ann van de car	los angeles, US	2019-06-17
Roberta Firenze	Plattsburgh, US	2019-06-17
Alex Udrys	Frisco, US	2019-06-17
Twanisha Hart	Palm Bay, US	2019-06-17
Angella Mendez	Salinas, US	2019-06-17
avenging tom	upland., US	2019-06-18

Name	Location	Date
Peggy Eaglefeather	Plattsburgh, US	2019-06-18
Patrick Malark	West Chazy, US	2019-06-18
MICHELLE DRAGON	Silver Spring, US	2019-06-18
Linda Sabourin	Alma, US	2019-06-18
Lorrie Mandigo	Plattsburgh, US	2019-06-18
Kathleen Corrigan-Dumas	Malone, NY	2019-06-18
Michelle Tolosky	West Chazy, NY	2019-06-18
Anne Holshek	Plattsburgh, US	2019-06-18
Aleister Crowley	Plattsburgh, US	2019-06-18
Jacquie Barshow	Plattsburgh, US	2019-06-18
Tara Glynn	Plattsburgh, NY	2019-06-18
Nicholas Puccia	Plattsburgh, NY	2019-06-18
Theresa Mesec	Mooers, US	2019-06-18
Karen Kenworthy	Saranac, NY	2019-06-18
David Johnson	Mountain View, US	2019-06-18
Teressa Martichonok	San Francisco, US	2019-06-18
Janessa Harmon	Georgetown, CO	2019-06-18
Melissa Bushey	Plattsburgh, US	2019-06-18
Melissa Zielinski	Keeseville, US	2019-06-18
Theresa DesOrmeaux	Plattsburgh, US	2019-06-18
John Abrams	Philadelphia, US	2019-06-18
Kailah Easton	US	2019-06-18

Name	Location	Date
Rachael Greminger	Plattsburgh, NY	2019-06-18
Noelle Desormeaux Fitzgerald Fitzgerald	Plattsburgh, US	2019-06-18
Ryan Annis	Plattsburgh, US	2019-06-18
Cory Weidenbach	Walton, NY	2019-06-18
Sue Donohue	Greenville, US	2019-06-18
stephen williams jr	plattsburgh, NY	2019-06-18
Nicole Lewis	Davenport, US	2019-06-18
Marlene Sarbou	Plattsburgh, US	2019-06-18
KL Thomas	Snellville, US	2019-06-18
Jamie Templar	Natick, MA	2019-06-18
Laura Trombley	Plattsburgh, US	2019-06-18
Mary Jo Boslet Sweet	Chazy, NY	2019-06-18
Kelly Hosler	Chazy, US	2019-06-18
Linda Harwood	Plattsburgh, NY	2019-06-18
Jamie Facteau-Gadbois	Cadyville, US	2019-06-18
Dawn Ashline	Plattsburgh, US	2019-06-18
Anastasia Reil	Saranac, NY	2019-06-18
Robin Gwinn	Plattsburgh, US	2019-06-18
carrie desilets	plattsburgh, NY	2019-06-18
Nancy Lavigne	Plattsburgh, US	2019-06-18
Christy Minck	Champlain, US	2019-06-18

Name	Location	Date
Whitney LaCroix	Plattsburgh, NY	2019-06-18
MaryAnne Cox	Plattsburgh, NY	2019-06-18
Kristen Hendrie	Rouses Point, NY	2019-06-18
Jonisa Bombard	Plattsburgh, US	2019-06-18
Curtis Viens	US	2019-06-18
Joni Carr	Plattsburgh, NY	2019-06-18
Billie Davignon	Plattsburgh, NY	2019-06-18
Maria Ely Santoyo	Los Angeles, US	2019-06-18
Conor Handley	Forest City, US	2019-06-18
Kelly Krapf	Lynnwood, WA	2019-06-18
Susan Thomas	Seattle, US	2019-06-18
Alexa Buxkemper	Houston, TX	2019-06-18
Shannan Ray	Ridgeland, US	2019-06-18
Derek Rose	Plattsburgh, US	2019-06-18
Darleen Hernandez	Anaheim, US	2019-06-18
Cheryl Laizure	New York, NY	2019-06-18
April Wood	Morrisonville, US	2019-06-18
Shaunna Santos	Merritt Island, US	2019-06-18
Hunter Sessions	American Fork, US	2019-06-18
William Zakasky	Irvine, US	2019-06-18
Paige Alsabrook	Marietta, US	2019-06-18
Kelly Pratt	Austin, US	2019-06-18

Name	Location	Date
matt sellers	Somerset, US	2019-06-18
Stacia Archie	Steubenville, US	2019-06-18
Bette Brohel	Plattsburgh, NY	2019-06-18
Ingrid Almaguer	Plattsburgh, US	2019-06-18
Taylor Boyer	Plattsburgh, US	2019-06-18
Linden Barrett	Plattsburgh, NY	2019-06-18
Jennifer Galietta	Plattsburgh, US	2019-06-18
Krystina Robert	Rouses Point, NY	2019-06-18
Colby Graves	Plattsburgh, US	2019-06-18
Brenda Taft	Plattsburgh, US	2019-06-18
Janet Booth	Plattsburgh, NY	2019-06-18
Emily Barber	Plattsburgh, NY	2019-06-18
Marsha Fenimore	Elizabethtown, NY	2019-06-18
Emily Hemingway	Plattsburgh, NY	2019-06-18
Shawn Raimo	Plattsburgh, US	2019-06-18
Glenn Rivers	Chesterhill, OH	2019-06-18
Jessica Rivers	Attleboro, US	2019-06-18
Chelsey Trombley	US	2019-06-18
Kari Kipp	Plattsburgh, US	2019-06-18
Shelley Wing	Essex, US	2019-06-18
Rebecca Chauvin	Plattsburgh, NY	2019-06-18
matt carter	schenectady, NY	2019-06-18

Name	Location	Date
Molly Martindale	Saranac, US	2019-06-18
Shannon Forkey	Plattsburgh, US	2019-06-18
Roxanne Coleman	Plattsburgh, US	2019-06-18
Denise Merrill	Plattsburgh, US	2019-06-18
Kelly Lareau	Plattsburgh, US	2019-06-18
Michelle LaDuke	Plattsburgh, NY	2019-06-18
Karen Nolan	Plattsburgh, NY	2019-06-19
Chris Allen	Saranac, US	2019-06-19
Michelle Fowler's	Plattsburgh, US	2019-06-19
Makayla Vincent	Colchester, VT	2019-06-19
Elizabeth Canne	Plattsburgh, NY	2019-06-19
Joe Parshall	Clarkston, US	2019-06-19
Melinda Griffin	Plattsburgh, NY	2019-06-19
Mike Rivers	Plattsburgh, US	2019-06-19
Sandra Geddes	Plattsburgh, US	2019-06-19
Steve Fuller	Plattsburgh, US	2019-06-19
Michelle Gokey	Logan, US	2019-06-19
Christine Hubbell	Decatur, US	2019-06-19
Austin Sotak	Keeseville, US	2019-06-19
Wendy Ewald	Lewis, US	2019-06-19
Tami LaDuke	Plattsburgh, US	2019-06-19
John Figart	Saranac Lake, US	2019-06-19

Name	Location	Date
Ken Fenimore	Elizabethtown, US	2019-06-19
Chad Robart	Cadyville, US	2019-06-19
Steve Miller	Chazy, US	2019-06-19
Brandon Giddings	US	2019-06-19
Allen Anderson	Chazy, NY	2019-06-19
Colleen Smith	North Kingstown, US	2019-06-19
SallyA Freeman	Plattsburgh, US	2019-06-19
B WINGLER	Plattsburgh, US	2019-06-19
Jason Pageau	Dannemora, US	2019-06-19
Julie Spencer	Plattsburgh, US	2019-06-19
Brian Miller	Dannemora, US	2019-06-19
Jodi Faucher	Plattsburgh, NY	2019-06-19
Susan Pennington	Pensacola, FL	2019-06-19
Jesse Hutti	Dillon, US	2019-06-19
Cheyanne Virtue	Minot, ND	2019-06-19
Erin Allison	Plattsburgh, NY	2019-06-19
Patricia Hartshorn	Plattsburgh, US	2019-06-19
Sean Harrigan	Morrisonville, NY	2019-06-19
Ashley Gaul	Plattsburgh, US	2019-06-19
Mary Buckley	Burlington, US	2019-06-19
Brian Thurber	Plattsburgh, US	2019-06-19
Melissa Peck	Plattsburgh, NY	2019-06-19

Name	Location	Date
Emma Puglisi	Marblehead, US	2019-06-19
Ashley Grosskopf	Plattsburgh, US	2019-06-19
Kelsey Norwood	Plattsburgh, NY	2019-06-19
Alexis Hutchins	Plattsburgh, NY	2019-06-19
Nicholas Carter	Plattsburgh, US	2019-06-19
Tyler Carter	Monroe, US	2019-06-20
Dave Neiman	Plattsburgh, US	2019-06-20
Christine Colascione	Brattleboro, VT	2019-06-20
Nichole Carter	Esko, US	2019-06-20
Kristin Forttrell	Chazy, NY	2019-06-20
jared hogle	Plattsburgh, US	2019-06-20
amy robinson	Morrisonville, US	2019-06-20
Michael Lynch	Chazy, US	2019-06-20
Maddy Shiflett	Plattsburgh, NY	2019-06-20
Margaret Hutchins	Plattsburgh, NY	2019-06-20
Mary LaDue	Plattsburgh, NY	2019-06-20
Robert Belcher	Plattsburgh, US	2019-06-20
Connie Markowicz	Peru, NY	2019-06-20
Bryan Bradley	Brooklyn, US	2019-06-20
Maritza Alexander	Paterson, US	2019-06-20
Jordan Rund	Bronx, US	2019-06-20
Arthur Piatt	Woodland Hills, US	2019-06-20

Name	Location	Date
JEREMY BERGH	Livermore, US	2019-06-20
Quinn Stebbins	Plattsburgh, NY	2019-06-20
Judy Bombardier	Mooers, US	2019-06-20
Paul Deyo	Plattsburgh, US	2019-06-20
Nathaniel Horn	Plattsburgh, US	2019-06-20
Lorrielle Racette	Plattsburgh, NY	2019-06-20
Andrew Hurlock	Plattsburgh, US	2019-06-20
Patricia Loughan	Plattsburgh, NY	2019-06-20
Julia Tansor	Plattsburgh, US	2019-06-20
Gary Benoit	Palm Beach Gardens, US	2019-06-21
David Harris	Plattsburgh, NY	2019-06-21
Carol Ann Covey	Chazy, US	2019-06-21
Tina LeFevre	Plattsburgh, US	2019-06-22
Amy Longemps	Cadyville, NY	2019-06-22
Janet Kinne	Plattsburgh, US	2019-06-22
Teri Prunier	West Chazy, US	2019-06-22
Abigail Stgermaine	Plattsburgh, NY	2019-06-22
justin gumlaw	Rouses Point, NY	2019-06-22
Shawna DeAngelo	Morrisonville, NY	2019-06-22
Sarah Forkey	Plattsburgh, US	2019-06-22
Craig Avery	Plattsburgh, NY	2019-06-22
Kevin Butler	Plattsburgh, NY	2019-06-22

Name	Location	Date
Edward Knapp	Plattsburgh, US	2019-06-22
Trevor Deyo	Chazy, US	2019-06-22
Abigail Burdo	Elizabethtown, US	2019-06-22
Cat Taylor	Burlington, US	2019-06-22
Sheryl MacKinnon	Rouses Point, US	2019-06-22
Rob Rivers	Plattsburgh, US	2019-06-22
Megan Kirkland	Lapeer, US	2019-06-22
Ashley Dupra	Plattsburgh, NY	2019-06-22
Robert Inglis	Plattsburgh, NY	2019-06-22
Sara Lincoln	Plattsburgh, US	2019-06-22
Melissa Facteau	Plattsburgh, NY	2019-06-22
Lisa Frennier	Plattsburgh, US	2019-06-22
Jessica Bezrutczyk	Plattsburgh, US	2019-06-22
Erick Stevenson	Dover, NH	2019-06-22
Bradley Rushford	Churubusco, US	2019-06-22
Charles Bruce	Westport, NY	2019-06-22
Margaret Murat	Plattsburgh, NY	2019-06-23
Lisa Fisher	Plattsburgh, NY	2019-06-23
Giovanna Harvey	Plattsburgh, US	2019-06-23
Eileen Wood	Saranac, NY	2019-06-23
Murat Rosanne	Milton, US	2019-06-23
Linda Miller	Plattsburgh, US	2019-06-23

Name	Location	Date
Gretchen Vincent	Keene, NY	2019-06-23
rochelle ginis	plattsburgh, NY	2019-06-23
Jaime Simpson Mooney	Plattsburgh, US	2019-06-24
Greg Terry	Salem, US	2019-06-24
Devin Conner	Ellenburg Center, NY	2019-06-24
Vanessa Dickinson	Chazy, NY	2019-06-24
William Johnston	Plattsburgh, US	2019-06-24
Chris Mcfadden	Plattsburgh, NY	2019-06-24
Dale Juneau	Plattsburgh, US	2019-06-24
nikki lang	Moriah, NY	2019-06-24
Stephanie chauvin	West Chazy, NY	2019-06-24
kellan Wheeler	Plattsburgh, US	2019-06-25
Sherry Frenia	Schuyler Falls, US	2019-06-25
Beth Walker	Plattsburgh, NY	2019-06-25
Neil Walker	Champlain, US	2019-06-25
Jeremy Drayton	Lombard, US	2019-06-25
Mary Rietbrock	Warrensburg, US	2019-06-25
Dominique Giroux	Plattsburgh, US	2019-06-25
Timothy Palkovic	Plattsburgh, NY	2019-06-26
Daniel Sturrock	Plattsburgh, US	2019-06-26
Stephanie Phillips	Plattsburgh, US	2019-06-26
Stephen Schwartz	US	2019-06-26

Name	Location	Date
Shawna Weaver	West Chazy, NY	2019-06-26
Ron LaFountain	Plattsburgh, US	2019-06-26
Casey Myers	Plattsburgh, US	2019-06-26
Kaitlyn Mroczka	Plattsburgh, US	2019-06-26
Ethan Worley	Plattsburgh, NY	2019-06-26
Michael Racine	Plattsburgh, US	2019-06-26
Eugene Solomon	Roselle, US	2019-06-26
Jada Sisneros	Pueblo, US	2019-06-26
Ileas Harb	Derry, US	2019-06-26
Brea Hunt	Bakersfield, US	2019-06-26
Jaymon Resquer-Yorkman	Makaweli, US	2019-06-26
David Boucher	Delmar, US	2019-06-27
Brian Walsh	Plattsburgh, US	2019-06-27
Amanda Passino	Plattsburgh, US	2019-06-28
Ryan Imondi	Plattsburgh, NY	2019-06-28
Ryan Beebie	Plattsburgh, NY	2019-06-28
Terry Broderick	Plattsburgh, NY	2019-06-29
Robin Brown	Plattsburgh, NY	2019-06-30
Allison Hulbert-Bruce	Peru, US	2019-06-30
Diane Fine	Plattsburgh, US	2019-06-30
Jason McNabb	Aubrey, US	2019-06-30
Janet McDowell	Plattsburgh, US	2019-06-30

Name	Location	Date
Sharon Ratner	Plattsburgh, NY	2019-06-30
Susan Spissinger	Plattsburgh, US	2019-06-30
Lyndon Bohanan	Santa Rosa, US	2019-06-30
Josh Lezcano	Walnut Creek, US	2019-06-30
Monica Keith	Hyattsville, MD	2019-06-30
renee cao	Corona, US	2019-06-30
Tommy Dinet	US	2019-06-30
Sandra Murray	Bakersfield, US	2019-06-30
Edward Ackey	Plattsburgh, NY	2019-06-30
Robert Wolf	Plattsburgh, NY	2019-06-30
Casey McClain	Plattsburgh, NY	2019-07-01
Lisa Barron	Yelm, US	2019-07-01
Mindy Goldsmith	Plattsburgh, NY	2019-07-01
Noor Chalabi	Iraq, US	2019-07-01
Michelle Angelo	Nyack, US	2019-07-01
Autumn Sesta	Miami, US	2019-07-01
isabella garcia	Orlando, US	2019-07-01
Jolean Field	Central, US	2019-07-01
Shannon Bond	Plattsburgh, NY	2019-07-02
Henry Prewitt	Lexington, US	2019-07-02
Allissa Destini Miller	Ocala, US	2019-07-02
Alban Reci	Brooklyn, US	2019-07-02

Name	Location	Date
Kyle Jarchow	Englewood, US	2019-07-02
Heather Norcross	Champlain, US	2019-07-02
Ian Isenhour	Brooklyn, US	2019-07-02
Angelica Garza	Madera, US	2019-07-02
Johnathan Ortega	Phoenix, US	2019-07-02
Noah Contreras	Lakeside, US	2019-07-02
Ruben Savelson	Brooklyn, US	2019-07-02
Dominique Olivas	Riverside drive, US	2019-07-02
Derrick Almeida	Pompano Beach, US	2019-07-02
Josiah Henderson	Bakersfield, US	2019-07-02
Tammy LaBonte	West Chazy, NY	2019-07-02
Grant Walters	Seneca, US	2019-07-02
Brennain Degenhardt	Kirksville, US	2019-07-02
Franchesca Julian	Plattsburgh, US	2019-07-02
Edmund Hohls	Apex, US	2019-07-02
Kevin Bryan	Fort Pierce, US	2019-07-02
Adam Bullis	Dunnellon, US	2019-07-02
Ethan Partee	Pendleton, US	2019-07-02
Brittany Bain	US	2019-07-02
Jameel Charles	Brooklyn, US	2019-07-02
John Chapa	La Quinta, US	2019-07-02
Carly Smith	Plattsburgh, NY	2019-07-02

Name	Location	Date
Roscoe Duquette	Plattsburgh, NY	2019-07-03
Kara Bouyea	Plattsburgh, US	2019-07-03
Rachael Maurer	Plattsburgh, NY	2019-07-03
Nallely Zavala	San Diego, US	2019-07-04
Wendy Bridges	Champlain, US	2019-07-06
Kristi Pottichen	Plattsburgh, NY	2019-07-06
Jeremiah Benjamin	Plattsburgh, NY	2019-07-06
Brian McGinley Jr	Plattsburgh, US	2019-07-07
Heather Rager	Dallas, US	2019-07-10
kyleigh cemensky	Henderson, US	2019-07-10
Janet Lear	Fort Collins, US	2019-07-10
sebastian cole	medford, US	2019-07-10
Tamara Kcehowski	El Segundo, US	2019-07-10

7/9/19

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
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- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Robin Davis	25 Hickory St Plattsburgh NY	
Cory L Cereske	25 Hickory St Plattsburgh NY	
LENNI KNEPP	24 CLINTON ST PLATTS NY	
~~Matt~~ Scott MACKEY	7 Crown Pointe Rd	
Jesse Macey	Plattsburgh NY	
Evan Conroy	Plattsburgh NY	
Mike Cotter	Plattsburgh N.Y.	
David Turan	Plattsburgh, NY	David Turan
Randolph Hemmings	Plattsburgh NY	
KRISTEN NEVERETT-BROWN	85 MARGARET ST	

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PRINT NAME	ADDRESS	SIGNATURE
Ronald A Marino	47 Sandra Ave City	
Alan B. Booth	9 Flagler Drive 20 Bruckhoff St	A. B. Booth
Aaron Stanley	257 S. Peru St.	
William Lopez	13 Court St	
Chris Barrow	28 City Hall Pl	
Nora Gunjar	108 Cooper Drive	
Patricia Miller	Miller St	Patricia Miller
Jeanine Sawyer	85 Miller	
Hannah McCawley	105 Montcalm Ave	
Sean Feeney	9 Ormsby Creek Dr	
Beth Ashabranner	604 St. Rte 22B, Unit 3 Peru NY 12972	

7/9/09

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PRINT NAME	ADDRESS	SIGNATURE
Susan E Bruno	Wilsboro, NY	Susan E. Bruno
Tumber Shepard	37 Elizabeth St, Platts.	Tamber Shepard
Travis Shepard	"	
CLAYTON WRAY	423 CUMBERLAND HEAD RD	
LISA RICHARDS	PO BOX 15 Morrisonville NY	
Katharine Preston	Essex, NY	Katharine M. Prest
Kolleen Duley	SARANAC, NY	
SUSAN FREEN	1488 CH. Rd. P'burgh	
JACKIE ANN CIANFRANCO	16 Champlain Plbrgh	Jackie Cianfranco
Terri Charlebois	2 Pinebrook Dr 12962	T Charlebois
Emily Furman	309 Mason Rd Westport 12993	
Joe Steel	7 High St.	
E Gadoua	288 Cumberland	E Gadoua
Gaye Grabowski	City of Plattsburgh	G Grabowski
Mitch Willette	City of Plattsburgh	M Willette

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Michelle Hills	Plattsburgh, NY	M. Hills
Cheryl Lyng	Platts. NY	
Maria Del Rio	Platts. NY	
Jane Lincourt	Plattsburgh NY	Jane M. Lincourt
Laura Benjamin	Lake Placid, NY	Laura Benjamin
Darby Turner	Cmby, NY	
Heather Schlitt	Peru NY	Heather Schlitt
Tom Nicholas	" "	
T. Gwyestroff	Peru, NY	T. G.
Lynn C. Valenti	Plattsburgh, N.Y.	Lynn C. Valenti
Autumn Edmonston	Ellenburg Depot, NY	Edmonston
Taylor Edmonston	" "	
Cindy Arnold	Plattsburgh NY	Cindy Arnold
Jennifer Luther	Morrisonville, NY	Jennifer Luther
Deborah Allen	Plattsburgh NY	Deborah Allen
Heather Wetzstein	Plattsburgh NY	
Arthur Hallinger	Champlain NY	
Russell McCarthy	Mooers NY	Russell McCarthy
Kailey Maher	Rouses Point, NY	Kailey Maher
Sharon Schenker	Peru NY	
Mary Neil Beckman	Whallonsburg, NY	Mary-Neil Beckman
Kathy Livingston	7 University Plattsburgh NY	Kathy Livingston
Erin Michaels	36 Durkee St Plattsburgh NY	
Jessica OBrien		

7/9/19

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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Paul DuBuque		
Stephanie Smide		
Karie Matthews		
Elizabeth Eldredge	11 Tioga Lane Plattsburgh	
Martha Chase	27 Catalan Standish	
Abby Yolann	7 Point View Terr	
	87 Elizabethtown	
Lori Schudde	42 Elizabeth St	

6/17/2019 ~~97~~

- Decreased public access to the riverfront and lack of public gatherings space. 492
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Torrie Atkinson-Waldron	13 Durkee St Plattsburgh	Torrie Atkinson Waldron
SONYA DUBOIS	13 DURKEE ST PLATTSBURGH	
Shannan Gillespie	13 Durkee St. Plattsburgh	Shannan Gillespie
Angie Boyea	13 Durkee St. Platts	Angie Boyea
Laura Irwin	13 Durkee St Plattsburgh	
Megan Verkey	13 Durkee st. Plattsburgh	Megan Verkey
Amy Brown	13 Durkee st Plattsburgh	Amy Brown
Kelly Clukey	13 Durkee St. Platts burgh	Kelly Clukey
Ann McCarty	13 Durkee St Plattsburgh	Ann McCarty
Catherine LeBlanc	13 Durkee St Plattsburgh	Catherine LeBlanc
Kathy Atkinson	13 Durkee St Plattsburgh	Kathy Atkinson
Dawn Rushford	13 Durkee St. Plattsburgh	Dawn Rushford
Dalia Farrad	13 Durkee St	Dalia Farrad
Jason Pageau	13 Durkee St	Jason Pageau
Jayden King	13 Durkee St	
Heather Mason	13 Durkee St	Heather Mason
Debra Guynup	13 Durkee St.	Debra Guynup
Nancy Crouthers	13 Durkee St	Nancy Crouthers
William Wells	13 Durkee St	William Wells

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PRINT NAME	ADDRESS	SIGNATURE
Marcie Wyand	CC-DSS 13Durkee	Marcie Wyand
Shelly Peryea	CCDSS/13 Durkee	Shelly Peryea
Amanda Therrian	CCDSS 13 Durkee St	Amanda Therrian
Christine Allard	CCDSS 13 Durkee St.	Christine Allard
Travis Gorham	CCDSS 13 Durkee St	Travis Gorham
Lorene Easter	13 Durkee St Platts	Lorene Easter
Kristen Delria	CCDSS - 13 Durkee St	Kristen Delria
Alane Manor	CCDSS-13 Durkee St.	Alane Manor
Katie Coleman	CCDSS -13 Durkee St	Katie Coleman
Stephanie Howes	CCDSS- 13 Durkee St	S. Howes
Maria Gushlaw	CCDSS - 13 Durkee St.	Maria Gushlaw
Amanda LePage	CC DSS 13 Durkee St.	Amanda LePage
Stacey Seredal	CCDSS 13 Durkee St	Stacey Seredal
Cristina Bordeau	CCDSS 13 Durkee Street	Cristina Bordeau
Suzanne L. Neale	CCDSS - 13 Durkee St.	Suzanne L. Neale
Lisa Beger	CCDSS-13 Durkee St.	Lisa Beger
Brooke Maynard	CCDSS - 13 Durkee St.	Brooke Maynard
Jennifer Smith	CCDSS-13 Durkee St	Jennifer Smith
Nicole Rowe	CCDSS - 13 Durkee St.	Nicole Rowe

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WORK ADDRESS if you like

PRINT NAME	ADDRESS	SIGNATURE
LIZ ALLEN	156 CORNELIA ST	
Jean McKa	13 Durkee St	
Meagan Vanderlaan	30 Sally Ave	
Daisy Robertson	13 Durkee St	
Christy Palmer	13 Durkee St	
JOHN KHALEN	13 DURKEE ST	
Cassandra Fletcher	13 Durkee St	
Melinda Todd	13 Durkee St.	
Claudia Drollette	13 Durkee St	
Sherrre Siskavich	13 Durkee St.	
Lisa Jordan	13 Durkee St.	
Sheryl Moore	13 Durkee Str.	
Susan Alley SUSAN ALEY	13 Durkee St.	
Tonya Greene	13 Durkee St.	
Kim Peels	13 Durkee St	
Joan Foley	13 Durkee St	
Ed Darrah / ED DARRAH	CORNELIA St.	
Robert J. Waldron	13 Durkee St.	
Barbara Hollenbach	13 Durkee St	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Anne Arthur	13 Durkee St, Plattsburgh	Anne Arthur
Yvonne Hampton	5219 North Catherine Platts	Yvonne Hampton
Laura Drum	5221 N. Catherine Platts	Laura Drum

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Alison Kaurofsky	21 Linda Ln. P'burgh	Alison Kaurofsky
A Bunker	4383 STRT 3 REDFORD	
Tammie Pagean	PO Box 202 Dannemora, NY	Tammie Pagean
Lynn LaPierre	263 Cornelia St- Platts	Lynn LaP
Anne Kirby	194 Rand Hill Rd Morrisonville	
Karen Favaro	DSS	Karen L Favaro
Jenna Kilcoyne	726 Jersey Swamp Rd West Chazy, NY 12992	Jenna L Kilcoyne
ALYCIA Cooney	DSS 13 Durkee Platts 12901	A Cooney
Gisele Ogrock	13 DURKEE ST. Platts	
Kenlyn Brymup	13 Durkee St Platts	Kenlyn Brymup
Debra O'Brien	14 Matthew Way #2 Plattsburgh	
Lori Jenkins	172 Rugar St	
Kay Cook	58 LYNDE St.	Kay Cook
Charles Arthur	13 Durkee St	
Sally Rock	4 Durand St Plattsburgh NY	Sally Rock
Kim Case	Rt 22 Plattsburgh NY 12901	K Case
Colleen Irwin	13 Durkee St Plattsburgh 12901	Colleen Irwin
Carol A Chauvin	Plattsburgh NY	Carol A Chauvin

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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

WORK ADDRESS

PRINT NAME	ADDRESS	SIGNATURE
Thomas Webb	13 Durkee St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Kaylee Murnane	CCDSS - 13 Durkee St	
Janice Minckler	CCDSS - 13 Durkee St.	
Jessica Gainer	CCDSS - 13 Durkee St	
Kendra Bertsch	CCDSS - 13 Durkee St	
Kelley O'Connell	CCDSS - 13 Durkee St	
Paula K Dew	13 Durkee St, Plattsburgh CCDSS NY 12901	
Paul Ivans	CCDSS - 13 Durkee St	
Judy McKee	CCDSS - 13 Durkee St.	
Peggy Way	CCDSS 13 Durkee St	
Trevor St. Clair	CCDSS 13 Durkee ST	
Heather Contessa	CCDSS 13 Durkee St	
Starr Burke	CCDSS 13 Durkee St	

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5 TO BE BROUGHT TO city Zoning Committee on MONDAY!

- Decreased public access to the riverfront and lack of public gatherings space.
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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Tess Bailey	CCDSS	Tess Bailey
William T. McNeely	CCDSS	William T. McNeely
Karen Ales	CCDSS.	Karen Ales
Mandy Provost	CCDSS	Mandy Provost
Juanita Blanchard	CCDSS	SAME

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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
Tony Hoang	42 Ray Ave	Tony Hoang
Jon Parker	13 Lorraine St	
HALEIGH WILLETTE	13 Lorraine ST	
Tyler Rivers	110 Bridge St.	Tyler Rivers
[redacted]	55 [illegible] St	[redacted]
[illegible]	43 Pike St.	Ray Segarra
Jonathan Burke	4 Carmel Drive	Jonathan Burke
D'Llon Cashman	5483 Perú St	D'Llon Cashman
Dennis Barkem	118 SAILLEY #21	D Phnic Barkem
Mark LaPointe	24 Broad St Apt 11	Mark LaPointe
Joey Ormsby	64 elizabeth	Joey Ormsby
Chris Sarvis	30 Cobb Spring	Chris Sarvis
[redacted]		[redacted]
Lillie Corn		Lillie Corn
Steven Murray	7 Pine St. Apt 2	Steven Murray
Tara Daly	5045 S. Catherine #5	Tara Daly
Julie Bouyer	8 Hamilton St Apt A	Julie Bouyer

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PRINT NAME	ADDRESS	SIGNATURE
Ashley Taylor	27 Macomb St	Ashley Taylor
Melissa Jennette	8 Hamilton St Apt B	Melissa Jennette
David Turan	15 bridge st	David Turan

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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
PETER M. CENTRELLA	3 O'CONNELL WAY #11 PLATTSburgh, NY, 12901	Peter M Centrella

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PRINT NAME	ADDRESS	SIGNATURE
Ana Trombley	46 1/2 montcalm Ave	Ana Trombley
Myranda Carr	5155 North Cut. Street	
Darryll Best	8 Mallard St.	
Stanley Rock	P.O. Box 1787 Plattsburgh	Stanley Rock
Gabrielle Rose	21 clinton St Apt 11	
Matthew Sullivan	81 Champlain St #2	
Shawn Switser	40 Sailly Ave	Shawn Switser

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PRINT NAME	ADDRESS	SIGNATURE
David Brown	3954 NY 22 Platts	
Christian Velazquez	64 Broad St.	
Nicole Fisher	314 Irish Settlement Rd 12901	
Lisa Hoover	32 Broad St. Platts 12901	
Nathan Phinney	32 Broad St Platts 12901	
Jillian Zajac	27 Ryan St	
Morgan Mack	27 Broad St.	
Kim O Budwick	4 Cornelia St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Natalie Ward	383 CHR Plattsburgh	
Drako Shirley	44 main mill st	
William Ashabranner	5059 S. Catherine st	
Brandon O'Connell	76 Oak street	
Chris Byrne	178 Cornelia St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
RANDALL MARTIN	17 Kennedy Ave Plattsburgh	Randall Martin
BETH MARTIN	"	Beth Martin
Christian Rodriguez	Plattsburgh, NY	
Carole Morin	Malone, NY	
Alan Kay	80 Margaret St	
Charles Shatraw	4950 St. Rt. 374 Lyon Mt	
Janelle Michowski	123 RIVERRD. PERU, NY	
Sonia Hazelden	132 Prospect St Bloomingdale	Sonia Hazelden
Bill Peter	PO Box 49 Rainbow Lk	
Jason Halaburda	5283 N. Catherine St Plattsburgh	
Jim Stafford	667A Calkins Rd Peru	Jim Stafford
Kate Lavery	1062 Cumberland Rd	
Valerie Trayah	170 Irish Settlement Rd	
Shawn Lyons	140 US 9	
Carla Hausrath	1 Mc Martin St. Plattsburgh	
Anita Bodray	63 Cumberland	
Marie-Josée Métivot	162 ch. St-Charles, Greenfield Park	
Tommy Aka	53 mason Rd. Champlain	
Nicole DiVita	5225 N. Catherine St.	
VICTORIA GARROW	178 WALLACE HILL Rd Plattsburgh	
Kelsey Chatelle	342 Murtagh Hill Rd West Chazy, NY	
JIM FLEURY	PLATTSBURGH 100 CORNELIA ST.	
Patrick Malley	6 city Hall Place	
Kellie Breay	166 Ashley Rd #2 West Chazy, NY 12992	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
April King	401 Bashow Road Mavers Mass	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Halie Simmons	117 Court St.	
Kathy Moran	30 Macomb St	
M. RISLEY	100 RUMRORE	
Aubrey O'Hagan	9 Elizabeth St.	
Ryan Denes	15 TOM MILLER RD	
Paul J. Miller	25 Bridge Street	
Amanda Miller	25 Bridge Street	
Lauren Parnes	22 US Grant Hills	
Carrie Wray	203 Patent Rd Peru	
Patrick Cole	39 Bridge St.	
Lisa L Mitchell	207 John Boswell Rd	
BRIDGET ST. JOHN	306 Lake Serenity Rd Peru NY	
Susan Griskonis	2871 Silver Lake Rd Saranac, NY 12981	
Calvin Tubo	802 Route 9 Plattsburgh NY	
Brandon Brackett	13 City Hall Place	
Laurie	9 Champlain St	Laurie Dabay
MATTHEW HALL	28 CITY HALL PL. #8	
Lawrence Paola	433 Point Au Roche Rd Plattsburgh, NY	
Margaret Snide	5329 Rt 374 Merrill NY 12955	
Lynn Nephew	787 Durand Rd Plattsburgh 12901	
Casey Nephew	787 Durand Rd Plattsburgh NY 12901	
Victoria Babbie	18 Smith St Plattsburgh NY	
Kim LeClair	111 Elizabeth	
Barbara Cox	56 Robar RD Keeseville	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Ruth Yourdon	Keeseville	Ruth Yourdon
Andra Green	Cadyville	Andra Green
Tyler Pudrick	Plattsburgh	
Claudia Tantara	Plattsburgh	
Sarah Mundy	Plattsburgh	
Alexandra Jarone	Plattsburgh	
Libby Yokum	Plattsburgh	Elizabeth (Libby) Yokum
Bonita Tonegawa	Moore	Tonegawa
LOGAN BRIEN	PLATTSBURGH	
Andrew J. Wilson	Lyon Mt.	
Sydney Durham	Plattsburgh	Sydney Durham
Jordan A. Ford	Plattsburgh	
JAMES SORREL	AU SABLE FORKS	
ALLAIRE D MORONT	PLATTSBURGH	Allaire D Moront
Brenda Towne	Plattsburgh NY	
DANA DONAHUE	Saranac, NY	
Carol Pennell	Willsboro, NY	
AUSTIN PETRASHUNE	PLATTSBURGH, NY	
PAT OSTRANDER	PLATTSBURGH, NY	
Jeannie Howard	Plattsburgh, NY	
Samuel Breyette	Plattsburgh, NY	
Juanita DesRocher	Plattsburgh	
Mollie DesRocher	Plattsburgh (Downtown)	
Amanda Reil	Plattsburgh	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
CAROLE DUBOIS	65 FORT BROWN Rd	Carole DuBois
Megan Monica	plattsburgh NY	Megan Monica
John S Stolen	Durkee St	
Bryan Kieser	Plattsburgh NY	
DIANA STAHL	KEESEVILLE NY	Diana Stahl
MATT LOACH	PLATTSBURGH, NY	
MARY MAIER	137 Miller P'burg	
Dakota Flynn	64 US OVAL	
Erica Brooks	40 Lunde Street	
Collin Fuller	Keeseville NY	
Jennifer Fiske	18 Covel Way, Peru	
[illegible] Mulvey	10 City Hall Pl	
Eddie Vega	10 City Hall Pl	
Shannon Lapham	153 Margaret St Apt 3 Plattsburgh NY	
CRIS ROWLES	124 Margaret St. #202	
June Foley	41 [illegible]	
Denise Thibodeau	1 Howard Dr Peru, NY	
Donald E. Thibodeau	1 Howard Dr. Peru NY	
Linda Hayes	32 Sand Hill Rd Morrisonville NY	
Kimberly LaRock	1353 Cumberland Head Road	
Michelle Rondeau	Mcvill, NY 12955	
[redacted] Teshia Hutt	907 State Route 22-B	
GEORGE FLYNN	71 Clinton St Apt 9	
Greg Gaul	13 Blueberry Road, Peru	

24

- Decreased public access to the riverfront and lack of public gatherings space.
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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Paul Adams	Peru, NY	
Victoria Marsh	Plattsburgh, NY	
Joseph Brown	Peru Street	
Jesse Mace	Ellenburg, NY	
Olivia Winterbottom	Plattsburgh, NY	
Nicole Clukey	~~Mott~~ Plattsburgh, NY	
Elizabeth Herkalo	Plattsburgh, NY Shamrock, ct.	
Heather LaBarre	Plattsburgh NY	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
DAVE GAINER	231 Margaret St	D Gainer
Ian Matthews	3 Miller St.	Ian Matthews
ALEX NARAU	1 DOC STREET	Alex
Sonny Mathis	134 Margaret St	
Travis Gorham	14 LeBlanc Lane	
~~Amber Musso~~	~~14 LeBlanc Lane~~	
~~Essence Gorham~~	~~14 LeBlanc Lane~~	
~~Amora Gorham~~	~~14 LeBlanc Lane~~	
~~Devai Gorham~~	~~14 LeBlanc Lane~~	
~~Kyrin Gorham~~	~~14 LeBlanc Lane~~	
~~Astoria Gorham~~	~~14 LeBlanc Lane~~	
~~Loxxen Gorham~~	~~14 LeBlanc Lane~~	
~~Joseph Musso~~	~~67 Grace Ave Apt.~~	
Justin	70 broad st	
Lynn Bouleris	7673 Rt 9	Lynn Bouleris
Kathy Baker	7673 Rt 9	Kathy Baker
Angela Esposito	Harsey Ct	Angela Esposito
Meghan O'Toole	7673 Rt 9	Meghan O'Toole
Jon-Paul Deshaies	7675 Rt 9	Jon-Paul Deshaies
Judy LaBounty	93 Mgt St	
Cory St. John	131 Cornelia St	
Christina Elliott	131 Cornelia St.	
Brad Izzo	189 Parker Rd west dwy	
Adam Lagrave	7714 Gilmore Lane	Adam Lagrave

16

16

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PRINT NAME	ADDRESS	SIGNATURE
[redacted] Favian Vera	21 Wells Street	
John C. LaRabee	72 Clinton St	
Daniel Cole	3884 Rt 22 Apartment 2	
Kayla Sorrell	3884 Rt 22 Apt. 2	
Kira Miller	8 green tree drive	
Edwin Gonzalez	73 Cornelia Apt E	
Andrew Kovanic	Platts Burghley	
Joshua DuBray	24 city Hall Pl	
Danielle Lauria	75 Beekman	
Scotty Miller	2 margarett	
Christopher Buerkett	26 Cornelia St.	
Jamie Christensen	214 Ganong Dr. Saranac	
John Zayas	96 margaret	
Richard Gray	225 Rugars	
Larry DeTan	84 Wall St.	
Les Cosgrove	84 Wall St.	
Spencer Ferguson	170 Monty Rd	
Andrew Ferguson	170 Monty Rd	
Hannah Farley	175 Monty Rd	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

	PRINT NAME	ADDRESS	SIGNATURE
1	Robert LaFleur	23 Sanborn Ave	
2	MARY LOVASSEUR	53 champlain St	mary L.
3	Allison Tatro	5498 Peru St.	
4	M. Sheikh	63 Bridge St	
5	Karen Salka	90 Bridge St	
6	JEAN LAFAVE	Cliff Haven	Jean M Lafave
7	Jane Freehling	90 Bridge St	
8	Allison Anctil	44 Bridge St	
9	Earl Dahl	60 Bridge st	
10	DJ King	60 Bridge St	
	TYLER WHITE	280 CORNELIA ST	
	Richard Masick	13 Pond street	
		5446 Prue ST	Marcus Raine
	Brigitte Duhamel	33 Fort Brown Drive	
	Michelle Mosher	18 Maple ST	
		121 Miller Street	
	Kelsey Cutcher	141 Beekman St	
24			

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Nicole L. Hamilton	7 Renaissance Village Way	
Vincent Tricozzi	39 Clinton St.	Vincent Tricozzi
Lynn Neale	38 Clinton St.	Lynn Neale
Terry Engler	1 Brookview Dr	
Linda Gemich BLAKE	23 Clinton st	Linda Gemich Blake
David h. Murcheson	89 Margret St.	
Corey Duquette	Plattsburgh	
Cameron Guerth	Plattsburgh	
Corey Dragoon	Plattsburgh	
Daryn Johnston	Plattsburgh	
TONY CHAI	Plattsburgh	
Zach R Moore	Plattsburgh	
Wendy F Cribb	5061 South Catherine St. Plattsburgh, NY 12901	
Kyle McArthey	86 pine St	
Dakota Gowett	9 Macomb st	
Syrieanna Barker	205 Route 9N	Syrieanna A Barker
T Vicerance	HWESTWOOD	
Donovan Schiraldi	61 Lafayette	
Will Griffith	40 Tiffany Way	
Tonya Quimette	70 Salmon River Rd	
Catherine Hernandez	5116 North Catherine	
Natasha Carter	4 Tiffany Way	
Sara Leeper	Cottonwood Way	
Carla Brotherton	23 SANBORN AVE	

24

24

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	PRINT NAME	ADDRESS	SIGNATURE
1	André Whitaker	4819 #16	André Whitaker
2	Peter Forster	63 Margaret St	Peter Forster
3	Danielle Wiebel	4957 S Catherine St Apt B Plattsburgh, NY 12901	Danielle Wiebel
4	Alesha Bailey	Waterhouse St	Alesha Bailey
5	Chad Dickson	7 Protection Ave	Chad Dickson
6	Brittany Evens	28 Clinton St.	Brittany Evens
7	DEBRA WILKIE	28 Clinton Street	Debra Wilkie
8	GAIL WILFORE	50 CLINTON ST.	PLATTSBURGH, NY 12901
9	Kasey Young	43 Clinton St	Kasey Young
10	Maribeth Rhodes	43 Clinton St.	Maribeth Rhodes
11	Michele Phillips	P.O. Box 177 Ellenburg Depot, NY 12935	Michele C. Phillips
12	Ramona L. Killam	194 Dead Rd. W. Chazy, NY. 12992	Ramona L. Killam
13	JANE DESOTELLE	61 RILEY AVE. PLATTSBURGH, NY	Jane DeSotelle
14	MARILYN C. BECHARD	44 Sawyer Ln. West Chazy NY	Marilyn C. Bechard
15	CONNIE CASSEVAUGH	Farmer's MKT vendor	Connie Cassevaugh
16	Bonnie Gonyo	308 W Church St W. Chazy	Bonnie Gonyo
17	Debbie Hughes	2 Flanagan DR Plattsburgh	Debbie Hughes
18	Lou Lesniak	239 ADAMS RD MALONE	Lou Lesniak
19	Kimberly Ostt	239 Adams Rd Malone	Kimberly Ostt

19

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	PRINT NAME	ADDRESS	SIGNATURE
1.	Marcie Gokey	PO Box 161 Saranac 12981	Marcie Gokey
2	Rebecca Lasalle	432 Bucks Corners rd Saranac NY 12981	Rebecca Lasalle
3	Aaron Cross	10 Sunborn Ave	A Cr
4	Richard Corbel	1469 Rt 9 K Ville	
5	Robin Burl	347 Bradford Rd Plattsburgh	Robin Burl
6	Josh Rivers	158 Ainerson Rd Plattsburgh NY	Josh Rivers
7		Warren Tire	James Vincent
8		warren tire	
9	Todd LaMere	Body Art Tattoo	
10	Joseph Lamoy	456 Boper Street	
11	Stephanie Gray	37 Broad St. Apt 4	
12	Christopher Nicholson	122A Robare Rd. Keeseville, NY	
13	Melissa Poirier	Farmers market Vendor 93 Earlville Rd Chateaugay NY	Melissa Poirier
14	Lance Ayer Ld	21 Quarry Dr Plattsburgh	
15	Eddy Reed	15 Bridge St	
16	Jason Ownsby	6 Glen Court Plattsburgh	
17	John A. Cook	27 MACOMB. Street	John A. Cook
18	LARRY Church	14 WEED ST	Larry Church
19			

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

	PRINT NAME	ADDRESS	SIGNATURE	
1	Mary Fredetto	6086R122 Platt	Mary Fredetto	
2	Genevieve Noone	377 Cavanaugh Rd	Genevieve Noone	(Vendor PBurg Farmers)
3	Van Tran	16 Brinkerhoff St	Van Tran	
4	Sheila Dego	12 Brinkerhoff St	Sheila Dego	
5	Shelley Fracalossi	12 Brinkerhoff St	Shelley Fracalossi	
6	JANE GALLETTI	11 LAFAYETTE ST APT A	Jane Galletti	
7	Shaunice Bonnier	11 Clapham Mills Rd	Shaw Bonnie	
8	Jared Blisher	15 Fuller Rd		
9	Brooke Hughes	17 Court Street		
10	Tina Ashline	24 S Ames Manway		
11	Melissa Rebarber	West Chazy		
12	Barry Goeman	Platts burgh		
13	Michael Agoney	Po Box 766 Malone		
14	Michael Ucciardino	3 Stoneway Apt 2		Vendor @ The Farmers Market.
15	Praxedis Adolfo Leyva	4 terrace west way		(vendor @ PFCM)
16	James Cayea	Vendor	James Cayea	
17	Rita Santamore	264 Santamore Vendor Churubusco NY	Rita Santamore	
18	Susan Carlsone	vendor- 432 Emery Rd Moores Forks NY	Susan Carlsone	
19	Susan Aspinwall	Patron, VT	Susan Aspinwall	
20	Crystal Georgeson	376 Margaret St. Platts.		
21	Sean Ferrell	376 Margaret St. Platts		
22	Ashley Levasseur	73 Blaire Rd Moores M 12958		
23	Kathleen Craig	62 Nashville Rd Saranac		
24	Terri A Baughn	27 Appons St Plattsburgh		

24

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PRINT NAME	ADDRESS	SIGNATURE
Michael Holdridge	20 Brown RD Peru NY	
Travis Dumas	30 Sailey RD NY	
LEONARD SEMBLY	12 Eddie Drive	Leonard D Sembly
Tina M. Dameron	12 Eddie Drive NY	Tina Dameron
Cynthia Lathrem	24 Grace Ave	
Sharon Reid	82 Montcalm Ave	
Cathy Sterling	9450 Rt. 9 Chazy	
Sarah Laumb	21 Dunsforth Pl Massena NY	
JON LAYO	14398 st. hwy 37 Massena NY	
Joseph Bodette	4 College Cir	Joseph Bodette
Jordan Barrett	100 OAK	
	12 ~~Miller~~ Westland Ave	
Duane Saine	12 Westland Ave	Duane Saine
Abby LaBounty	34 Champlain St.	
MARC SOLA	24 BROAD St #11	
Teresa Minardi	44 Grace Ave	Teresa Minardi
Jesse Hoffman	44 Grace Ave	
Mike Slominski	5 Broad	
Mitchell Terry	102 Oak st	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Joe Garcia	53 Court St	Joseph R. Garcia
Jesse Hoffman	44 Grace Ave	
Teresa Minardi	44 Grace Ave	Teresa Minardi
Nicholas Thaw	6 Palmer Street Apt 3	
Joey Jamison	116 Cornelia St Apt C	Joey Jamison
Michael Cahill	59 Margaret St	
~~Chad~~ Brad Burdick	85 Margaret st	
Tammy Russell	5045 S. Catherine St. Apt 14	Tammy L. Russell
Mike Obert	44 Court St	Mike Obert
Stacie Carver	54 Steuben	
Suzanne Daley	4 Lexington Ave	Suzanne Daley
Jay Rabbitoe	13 Couch St	
Zach McNulty	22 Pleasant St	
Ashley Rasco	10 Goff Ave	Ashley Rasco
Brenda Dodds	2016 apt C South Catherine	Brenda Dodds
[illegible]	35 Dennis Ave	~~Vicki~~ Victie Carpenter
Beth Dobson	5263 No Catherine	Beth Dobson
Erin K	5263 No. Catherine	Erin K. Casey
Rob [illegible]	74 Brinkerhoff St	Rob [illegible]
Lawrence Dygert	17 Pike St.	Lawrence Dygert
Matt Stowe	273 Mount Pleasant Rd	
Scott Stowe	62 Bartlett Hollow Rd	
Nathan Ames	621 Barney Downs Rd	Nathan Ames
Victoria Ratliff	81 Sand Rd	Victoria Ratliff

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PRINT NAME	ADDRESS	SIGNATURE
Trudell Ingbretson	PO Box 189 Keeseville, NY	
Samuel Marcotte	11	
Sharron Black	Miller St	
Jeff Watts	87 Maynard St	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Andrew Durkee	64 Margret	

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PRINT NAME	ADDRESS	SIGNATURE
Patrick Collins Jr		
Dustin Hoosinger		
Dimitri Hagar	41 Couch St.	
KRISTIN CONWAY	138 Montcalm Ave	
Nathan Giroux	95 oak st.	
Olivia Gonyo	164 Herrick Road	
Sierra Gonyo	164 Herrick Road	
Brad		
	15	
	12 Oakland St	
Elijah M Cameron	80 Scully Ave	
Taylor Manor	10 Joyce Ave Hudson	
SARAH WOLF	143 Connecticut St Apt B	
	142 Brookside	

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14 2 5 4 2

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Jennifer Boyer	17 Heritage Dr. Pittsburgh	
	9 Pond St	KARLA OEHLER
Kim J Carpenter	1673 Rock St	Kim J Carpenter
Stasi Tavenier	8e Arno Rd	
Jody Leavens	24 Margaret St.	
Christine Seller	23 Brinkerhoff	Christine Seller
BRIANNE KENNEDY	59 BROAD STREET	Brianne Kennedy
Pat MacMannis	486 Miner Farm Rd	Pat MacManning
Tenzin Dorjee	78 Margaret St	
Laura Cochran	82 Margaret St.	
Art Glover	110 Margaret St.	
Emily Hutchins	103 Margaret St.	
Ariel Voss	103 Margaret St.	
Matthew Waldron	50 Plank, Ellenburg	
Peter Kalyviotis	103 MARGARET ST	
David A. MacIntosh	1138 Cumberland Head Rd	
Victoria Goddeau	5043 South Catherine St	
Shane Fordham	70 margaret St	
Camera Dan	28 City Hall	
Jerry Doran	28 City Hall	
Ryan Lynch	37 Set Point	
Kelly Lynch	37 Set Pt	
Stephen Jackson	6 Isabella Ave	Stephen Jackson
Dave Bowe	29 Tom Miller	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Sam Nelson	6 Shelburne st	
Theresa Mesec	562 St. Johns Rd. Champlain, NY	Theresa Mesec
	53 Clinton St.	
Jim Reid	42 Set Point	
William Versnay	53 Clinton St	
Ziad Sassine	Hobie's	
Joey Whalen	58 Sailly Ave	
Rachael Demirgor	5080 S. Catherine	
Brandon Martineau	35 clinton st.	
Jacy Sewell	5498 Peru St.	
Saverio Minardi	93 Margaret St.	
Pamela Minardi	93 Margaret st	
Nick Ratliff	28 Nichols Rd	
Joe Malay	91 Margaret st	
Lily Adams	53 Broad st	
Kylee Snider	12 Sonya way	
Shawnn Lushia	55 Cross Rd.	
Dylan Cladd	1 Lilac Lane	
Richard Cladd	1 Lilac Lane champlain	
Jim Waldron	8 Iannelli Ave	
Minardi Gian T.	103 Oak	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Corey Rapp	80B Margaret St.	
Timmy Blaze	2014 northcat	
Jeff Watts	87 Margaret St.	
Shannon Browne	77 Margaret St.	
Jeremy Browne	77 Margaret St	
MARK MESCHINELLI	9 CITY HALL PL	
Meg Leary	13 City Hall	

Please support our Downtown Community!

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PRINT NAME	ADDRESS	SIGNATURE
Rya M Guynup	3 Stonegate Way	
Brian Thurston	198 Fox Farm rd	
Julie Duquette	24 Margaret Street	
Collin McCullough	444 Elm St. Apt. 2	
David Parent	35 Clinton St. Apt 2	
Joyce Samonek	1305 Fiske Rd Chaz4	Joyce Samonek
Kyle Reeves	534 salmon River	
Emalie Nestle	534 salmon river	
Joe Mahaney	91 Market	
Tim Cable	84 magett st	
Maurice Daniels	134 Brinkerhoff St Apt 3	
Nichole Dominy	2091 Alderbend Rd	
Michael Carey	46 miller St Apt 6	
Julius Burres	128 Court St	
Ms. Dupree	194 Oak St.	
William Price	63 Brinkerhoff	
Nancy Price	63 Brinkerhoff	
Mark Lautenschlager	44 Grace Ave	
Melanie Taylor	44 Grace Ave	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Brionna Wildman / Brionna Wildman	17 Cross Rd	Brionna Wildman
Nathaniel Barber	9 Lafayette St	[illegible]
Maurice [illegible]	419 Street Chazy / Champlain	[illegible]
Kelly [illegible]	4897 US AV 12901	Kelly [illegible]
Alexy Herrera	85 Gynup Ln	[illegible]
Bradley B. Marr	6 Mohican Ln	[illegible]
Richard Riley	3 [illegible]	[illegible]
Walter Moussai	Champlain	[illegible]
Ken Delafrange	29 Cedar St Champlain	Ken Del[illegible]
Adam Jacques	15 Holland Ave	[illegible]
Kathleen Lee	81A Cornelia	K. Lee
Daniel Laurence	6 Lorraine St. Apt. 35	[illegible]
[illegible] Wisniewski	190 State Rt. 22	Javier R Wisniewski
[illegible]	100 Cornelia St.	Spencer Brackey
[illegible]	25 Hartwell St.	[illegible]
[illegible]		
Kevin Sanchez Carlos	Ramm SR JR	[illegible]
Toni Shahbazova		Toni Shah
Shanna Bruyette	Rt Vanumer	Shanna Bruyette
Marty Munson	15 CV Way	[illegible]
Lindsey Neenan	4067 State Route 22	Lindsey Neenan
Tim Schwer	4063 Route 22	[illegible]
Brayan Fulgencio	57 broad st	Brayan Fulgencio
Jack baboa	55 broad st	Jackie baboa

23

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
BRYAN G PARROTTE	239 MANNING BLVD	Bryan Parrotte
Roberta Firenze	7 Arrowhead Dr	[illegible]
Nathan Armey	621 Barney Downs Rd	Nathan Armey
Debra A. Lopez Debra A. Lopez	Box 1113 Plattsburgh	Debra A. Lopez
Keith McCaughey	8 Pond St. Apt. 106	[illegible]
Jennifer AnneRock	183 So. Peru St.	Jennifer Anne Rock
Andrew Kramer	25 Sheep Lane	[illegible]
Taylor Olmstead	73 View St. W	[illegible]
Susan Bro	8 Spaulding Dr.	Susan B
Dustin King	24 Broad st	Dustin K
Dustin Nartz	87 Metcalf	[illegible]
John Stitt		
CHRIS GIAGAMI	2. Cornelia	[illegible]
Greg Phelix	36 Weed St	[illegible]
Makayla Stoddard	6 Hardwood Dr	Mak Sto
Brittany Sayah	1 Mill St.	Brittany Sayah
Josh Mihuc	56 Sandra Ave	[illegible]
Kyle Brace	184 brinkerhoff	Kyle Brace
Kathryn Murphy Fields	73 Margaret St	[illegible]
Aguilar Elba	164 Rugar St.	Aguilar Elba
Paul M. Walentz	16 Center St. Ft. Cov. NY	Paul M. Walentz
Bry Smith	219 wallace hill rd	[illegible]
Steven Rivers	110 Bridge Street	[illegible]
William Badger	12 Lafayette St Apt 3	William A Badger

23

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PRINT NAME	ADDRESS	SIGNATURE
Valerie Mero	15 Holland Ave. Plattsburgh	Valerie J Mero
Kate Friedrich	Dannemora NY	Kate Friedrich
Aubrey Offagan	9 Elizabeth St Plattsburgh	
Peggy Conroy	Conroy Rd W. Chazy	Peggy Conroy
Phil Benson		
Alex Benson		
Carlad Thompson	4564 State Rte 9 Ellenville NY	
Amy Newgarden	21 Ash St. P'burgh	Amy Newgarden
Jaxson Gowett	56 Harmon Line Plattsburgh	
Mackenzie Ring		Mackenzie Ring
Tim Rhoades	742 Dorand Rd	Tim Rhoades
Vern Witherbee	2048 State Rt 22B Morrisonville	Vern Witherbee
Caitlyn LaPier	10 City Hall Place Plattsburgh	Caitlyn LaPier
Luis F. Sroma	7 Pt-View Terrace	
Lynn Trombly	144 Ratta Rd. Chazy	
Andy Kohn	7A Elizabeth St	
Tom Friedrich	47 Set Pt, Plattsburgh	
Kate Friedrich	47 Set Pt, Plattsburgh	Katherine Friedrich
Rev NICOLINE GUERRIER	4 Palmer St Plattsburgh	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Jessica Hoffman	POBox 134 Saranac, NY	
Reagan Monarch	Peru NY	
Shawn Straub	Plattsburgh, NY	
Nancy Armitage	16 Pine Plattsburgh	
	133 Broad	
	27 Addoms St	
Dawn Palmer		
Lt Col, Major	46 Maryland Rd	
E MURPHY	288 Cumberland	
Lori Provost	307 Rugar St. Plattsburgh 4th Rd	
Kathleen Marant	295 Ore Bed Rd Schuyler Falls	
Sandi Freeborn	69 Swamp Rd Fairfax VT	
Jolene Struck	1005 Plattsburgh	
Linda Weisman	10 Olivetti Pl.	
Luther Weisman	" "	
Charlene Barry	23 Club Rd #3 Plattsburgh	
Helen Nerska	87 Jabez Allen Rd Peru	
SHANNON VEEDOCK	87 JABEZ ALLEN RD PERU	
Brooke Marbut	36 Main Mill Point	
Susan	27 Facteau Ave	
ARLETTE PROTHIN	19 Dennis Ave	
PATRICIA BEST	314 MacDonough Rd	
Beverly Witter	925 Green St Jay	
Matthew Cincinnati	256 Margaret St.	
Kat Ryan	273 Martin Hill West Chazy	

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSES WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Naomi Bradshaw	Naomi Bradshaw	107 Maryland St	3/7/20
2	Carlos Gonzalez	CARLOS GONZALEZ	31 CHURCH ST.	3/7/20
3	Lisa Arena	Lisa Arena	3 Cumren St	3/7/20
4	Tenzin Dorjee	Tenzin Dorjee	148 US oval	3/7/20
5	Jane Desotelle	JANE DESOTELLE	61 RILEY AVE.	3/7/20
6	Patricia Couture	Patricia Couture	Dannemora	3/7/20
7	Amanda Miller	Amanda Miller	7 Loch Street	3/7/20
8	Martha E Connor	Martha E Connor	68 USO Val	3/7/20
9	Heather Wetzstein	Heather Wetzstein	85 Johnson Ave.	3/7/2020
10	Lana Beckow	LANA BECKOW	34 Flynn Apt 4 Plattsburgh	3/7/2020
11	Sherri Provost	Sherri Provost	134 Rockwell Plattsburgh	3/7/20
12	Ann Ferguson	Ann Ferguson	14 Moreau Way	3/7/2020
13	Kathie Wunderlich	Kathie Wunderlich	210 River Rd Peru	3/7/2020
14	Annie James	1918 Rt 22B	Mooers Forks	3/7/20
15	Tim Hayden	28 Erin Ave	Plattsburgh, NY	3/7/20
16	Shari Ryan	Shari Ryan	36 Tremblay Ave	3/7/20
17	Sally Kehoe	SALLY KEHOE	35 COGAN AVE	3/9/20
18	Sandy Morley	SANDY MORLEY	35 COGAN AVE	3/9/20
19	Christina Durgan	Christina Durgan	39 Cogan Ave.	3/9/20
20		Michael Kavanaugh	32 Sandra Ave.	3/9/20
21	Lindsay Brady	LINDSAY BRADY	99 PARK AVE W.	3/9/20
22	Scott Witt	SCOTT WITT	10 Asslocville	3/10/20
23	Ray Mitchell	RAY MITCHELL	28 T. BROWN DR. (P.O. Box 2574)	3/10/20
24	Crystal Lewis	Arlene Smith		
25	Terry L. Morris	Terry L. Morris	21 Sailly Ave #1	3/10/20

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Angel Perham	76-3 Brinkerhoff St Plattsburgh, NY 12901	3/7
2		Elaine Miller	Ellenburg Depot, NY 12935	
3		Lisa M. Contini	76 Ft. Brown Dr	3/7
4		Colleen Lester	16 Troga Ln Plattsburgh	3-7
5		LIZ ALLEN	156 CORNELIA ST APT A	3/7
6		Heidi Williams	2981 Main St Peru	3/7
7		Diane Sabourin	62 Club Rd. #104 Plattsburgh NY	3/7
8		JOAN JANSON	29 cogan Plattsburgh	3/7
9		ANTONIO GAGLIARDI	8 Lakeforest Dr	3/10
10		Shagr Rasmussen	40 Nms Way Platts burg	3/10/2020
11		Mary-Alice Shemo	29A Champlain ST Plattsburgh	3/10/20
12		Deborah L. Bell	326 Reservoir Rd, Peru	3/10/2020
13		Howard Paul Bell	326 Reservoir Road Peru	3/10/2020
14		Virginia DeGray	78 Maryland Rd.	3/10/2020
15				
16		Madeleine Ambrose	8 Glen Dr. #10-3	3/10/20
17			50 Anderson Dr.	3/11/2020
18		Dustin Tosle	College Ave	3/11/2020
19		Joan Doyle	10 Sandra Ave	3/11/2020
20		Chris Sweet	7 Dogwood Ave	3/11/2020
21		Bambi James	5A Sandra Drive	3/11/2020
22		morgan kinney	Sandra ave	3/11/20
23		Asana Mir	74 Sandra Ave	3/11/20
24		JoAnn Farrell	11 Sandra Ave	3/11/20
25		TOM ADAMS	15 SANDRA AVE	3/11/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Megan Dandrow	Megan Dandrow	21 Sandra Ave Plattsburgh	3/11/20
27	[illegible]	Dennis ERO	23 Sandra Ave, Plattsburgh	3/11/20
28	[illegible]	James Metlig	3 Shamrock Ct	3-11-20
29	Katherine LaVarnway	Katherine LaVarnway	173 Patnode Rd W Chazy	3-11-20
30	Elizabeth Herkalo	Elizabeth Herkalo	5 Shamrock Ct., Plattsburgh	3-11-20
31	[illegible]	STEPHEN LAVARNWAY	173 PATNODE WEST CHAZY	3/11-2020
32	Kari Herkalo	Kari Herkalo	5 Shamrock Ct. Plattsburgh	3-11-2020
33	[illegible]	Brian Herkalo	5 Shamrock Ct Plattsburgh	3-11-2020
34	[illegible]	Jay Nye	6 Shamrock Ct Plattsburgh	3-11-20
35 ★	[illegible]	Andrew Strack	2 Shamrock Ct	3/11/20
36	[illegible]	Benjamin Boyea	139 Dix St	3/11/20
37	[illegible]	CATHERINE CLAIMAT	35 KENNEDY AVE	3/11/20
38	[illegible]	JOE CORRAL	30 Glen Dr #3	3/11/20
39	[illegible]	BRUCE CHAMPAGNE	28 Glen Dr #1	3/11/20
40	[illegible]	ROBERT J. BOWER	16 TREMBLAY AVE	3/11/20
41	Wanda LaRose	Wanda LaRose	27 Cogan Ave	3/12/20
42	Chris LaRose	Chris LaRose	27 Cogan Ave.	3/12/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Carol Shuttleworth	Carol Shuttleworth	25 Kansas Avenue Plattsburgh, NY 12903	3/8/20
2		D.V. GITLIN	69 Cumberland Ave Plattsburgh NY 12901	3/8/2020
3		Michael Affleck	3885 Watson Rd Mallius	13104 3/14/20
4		Kaitlyn Jubert	175 Tappin Road Moers NY 12958	3/14/2020
5		Kim Berg	489 EAST RD Cadyville	3/14/20
6		John C. Allen	1165 Cumberland Head Rd	14mar20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Rosemary Gaulin	ROSEMARY GAULIN	24 Bateau Way Apt 511	3.8.20
2	Sean O'Halloran	SEAN O'Halloran	24 Bateau Way 523	3/8/20
3	Rita M. Bouncell	Rita M. Bouncell	24 Bateau Way 513	3/8/20
4	Lynn Laurin	Lynn Laurin	24 Bateau Way #514	3/8/20
5	Bobby Richards	Bobby Richards	24 Bateau Way #524	3/8/20
6	Karen Richards	Karen Richards	24 Bateau Way Apt 524	3/8/2020
7	Deborah Hammond	Deborah Hammond	24 Bateau Way Apt. 522	3-8-20
8	Michelle Phaneuf	Michelle PHANEUF	477 US Avenue	3/8/2020
9	Timothy Bohannon	Timothy Bohannon	4775 US Ave Apt. 2	3/8/2020
10	John Campbell	John Campbell	4897 US Ave Apt 115	3/8/2020
11	John Kowal	John Kowal	4897 US Ave #114	3/8/2020
12	Katherine Gaddes	Katherine Gaddes	4897 US Ave #116	3/8/2020
13	[illegible]	"	"	"
14	Gregory Upton	Gregory UPTON	4897 US Ave # 111	3/8/2020
15	Nicole Devins	Nicole Devins	4897 US Ave Apt 217	3/8/2020
16	Carolyn Keenan	Carolyn Keenan	4897 US Ave Apt 313	3/8/2020
17	Richard T. Smith	Richard T. Smith	4897 US Ave Apt 315	3/8/2020
18	Karen Smith	Karen SMITH	4897 US Ave Apt 315	3/8/2020
19	Wendy Wesson	Wendy Wesson	4897 US Ave Apt 327	3/8/2020
20	[illegible]	CHRIS WESSON	4897 US Ave Apt 327	3/8/20
21	K Shea	Kim Shea	4897 US Ave #413	3/8/20
22	[illegible]	Mary Beth Lanese	4897 US # 415	3/8/20
23	[illegible]	M. LONERGAN	4897 US #415	3/8/20
24	Andy MacDougall	Andy MacDougall	77 Brinkerhoff St.	3/8/20
25	Linda Carpenter	Linda Carpenter	9 Turner Ct.	3/8/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Olivia Winterbottom	61 Lafayette St	3/9/2020
2		GLENN A LABARRE	43 SALLY AVE.	3/9/20
3		Sierra Congelosi	61 Lafayette St.	3/9/20
4		CHRIS CONGELOSI	61 LAFAYETTE ST	3/9/2020
5	Chelsea Mooney	Chelsea Mooney	4613 Route 9	3/10/20
6	Alex Mousseau	Alex Mousseau	Wood Street	3/10/20
7		CHARLES F. VOORHEES	11 SMITH ST	3/11/2020
8		THERESA VOORHEES	11 SMITH ST.	3/11/2020
9		Donovan Schirald	61 Lafayette St.	3/11/2020
10		Allen Canepa	29 Riverside ave	3/11/2020
11		John Carlin	29 Riverside ave	3/11/2020
12		Hale Carpenter	29 Riverside Ave	3-11-2020
13		Heather LaBarre	254 Margaret St	3/11/20
14		Jessica Coffman	41 Smith St PA	3/12/20
15		Matthew Mero	87 Macey Lane, P'Burgh	3/12/20
16		Elizabeth Herkalo	5 shamrock ct. Plattsburgh	3/12/20
17		Helene Ferner	13 Rugar St	3/13/2020
18	Megan Hyde	Megan Hyde	86 Broad St	3/13/20
19		Nicole Jaeggli	73 Rugar St	3/13/2020
20		Frankie J. Rolando	59 Broad St	3/13/2020
21		Megan Leary	6 Stonegate, Plattsburgh	3/14/2020
22		Marikate Parmeter	35 Dennis Ave Platts	3/14/20
23	Ada Johnston	Ada Johnston	34 Fay lane Platts	3/14/20
24	Micalli Johnston	micalli Johnston	34 fay lane Platts	3/14/20
25	Jaelyn Johnston	Jaelyn Johnston	34 Faylane, Platts	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Danielle Martin	Danielle Martin	100 Cornelia Street	3/13/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Madison Trombley	9 Hillcrest Ave.	3/14/20
27		Molly LeClair	264 Champlain Drive	3/14/20
28		Beth Dumas	96 Maryland Rd	3/14/20
29		Nicole Clukey	242 Butler Rd	3/14/20
30		Hollie Deshaies	5279 N. Catherine	3/14/20
31		Jessica R. Pedersen	45 Rand Hill Rd Morrisonville	3/14/20
32		Marcia Newcombe	4382 Rt 3 Redford NY	3/14/20
33		Jennifer Stone	158 Beartown Rd West Chazy	3/14/20
34		Bryan Frank	5 Broadway Rd	3/14/20
35		Scott Dubuque	16 Broadway Rd	3/14/20
36		Kim Phaneuf	10 Lake Breeze Drive	3/14/20
37		Donald M Phaneuf	10 Lake Breeze Drive	3/14/20
38		Anika von Elbe	27 Westwood drive 12901	03/14/20
39		Kristen Kneussle	16 McMartin St. Apt 3 12901	3/14/20
40		Kelly Breen	25 Lakeside Ct 12901	03/14/20
41		Kasey Farreau	27 Westwood drive 12901	03/14/20
42		Alex Stone	16 McMartin St Apt 3 12901	3/14/20
43		Matt Drollette	3 Westwood Drive 12901	3/14/20
44		Michaela Vnelbe	25 Lakeside Court 12901	03/14/20
45		Robin R. Brunelle	7647 West Chazy 12992 NY	3-14-20
46		Jonah Phaneuf	10 lakebreeze Dr 12401 Plattsburgh	3/14/20
47		Ronald Brunelle	7647 Rt 22 W. Chazy	3/14/20
48		Elizabeth Rukavina	224 Salmon River Rd Platts	3/14/20
49		TYLEE PIERHAMUS	224 Salmon River Rd Platts	3/14/20
50		Hayden Gibbons	51 Lorraine St	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51	Bailey McGregor	Bailey McGregor	101 Bears Way Apt 101	3/14/20
52	Abby Barnes	Abby Barnes	1351 Cnty Rt 35	3/14/20
53		Rachel DeLosse	7429 US Route 11	3/14/20
54	Kara Taylor	Kara Taylor	3 Fort Brown Dr	3/14/20
55	Reyanin Brown	Reyanin Brown	Rt 3, Vermontville	3/14/20
56		Amy McCormick	Rt 3, Vermontville	3/14/20
57	Melany Adams	Melany Adams	1795 St. Rt. 11	3/14/20
58	Shaylyn Rowe	Shaylyn Rowe	4901 S. Catherine	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Laura Odell	Laura Odell	P.O. Box 357, Dannemora NY 12929	3-7-20
2		Shasta Whitford	1201 Rand Hill Rd Morrisonville, NY 12962	3/7/2020
3		Jennifer Kranaly	287 John Boswell Rd Peru NY 12972	3/12/2020
4		Benjamin Delaney	416 Soper Rd Keeseville	3-13-20
5	Jessica Goldman	Jessica Goldman	16 Seven Lakes Dr. Sloatsburg NY 10974	3-13-20
6		Berlin Kreis	PO Box 34 Westport	3/13/20
7		Stephanie Crawford	620 Barrimore Lane Mamaroneck, NY 10543	3/13/20
8		MARLT SNIDER	252 MAIN ST MASSENA, NY 13662	3/14/20
9		CORINNE SNIDER	176 RAILE STREET ROUSES POINT, NY	3/14/2020
10		Scott Price	27 Woodland Drive	3/14/2020
11		Joshua Wright	376 Margaret St.	3/14/2020
12		Gary M Lashley	208 Pine Ave	3/14/2020
13				
14		Sam Pinsky	126 Mine Rd.	3/14/20
15		Devon Kennedy	4 Sanborn Ave	3/14/20
16	Deena Lewis Mulders	Deena Lewis Mulders	77 Lafayette St.	3/14/2020
17	Kristine Buck		2334 Monkton Rd Bristol, VT 05443	3/14/2020
18		Brooke Lynch	1977 County Rt 38, Norfolk NY 13667	3/14/20
19		Patricia A. Mason	12 Prospect St Canton NY 13617	3/14/2020
20		David V. Gillis	69 Cumberland Ave	3/14/2020
21		Kevin Griffin	69 Cumberland Ave	3/14/20
22		Richard Lacki	61 Cumberland Ave	3/14/20
23		Diane Patyjewicz	5 Mason Drive Plattsburgh	3/14/20
24		Cynthia Lacki	61 Cumberland Ave	3/14/20
25		Jos. Patyjewicz	5 Mason Dr. Plattsburgh	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		LARS GALLOW	40 Old Dock Rd, 12901	3/14/20
27		Sara Wing	" "	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		James Guyett	[redacted], 180 Cornelia	3/10/20
2		Suzette Lomeli	60 couch st Plattsburg	3/10/20
3		Armando Martinez	60 couch st	3/10/20
4		Diana Lomeli	123 oak st	3/10/20
5		Edward Lomeli	123 oak st	3/10/20
6	EMeza	Erika Meza	69 Brinkerhoff	3/10/20
7	EAngle	EVIE Angle	69 Brinkerhoff ST APT C	3/10/20
8		Chris McGovern	141 Brinkerhoff	3/12/20
9		Khloé Pierre	3 Broad st	3/12/20
10		Stephanie A		3/14/20
11		SHELBY KLEINHANS	68 OAK ST	3/14/20
12	BrittneyDayle	BritNey Dayle	91 MontCalm Ave	3/14/20
13		Daniel Doyle	91 MontCalm Ave	3/14/20
14		Julie Merrill	39 Set Point	3/14/2020
15	Carol J Kleppler	CAROL J. KLEPPLER	17 COUCH STREET	3/14/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Kay A. Woods	Kay A. Woods	119 Maine Rd, Plattsburgh, NY	3/12/2020
2	Ashley E. Harron	Ashley E. Harron	119 Maine Road, Plattsburgh NY 12903	3/12/2020
3	Sam Blair	Sam Blair	5246 N Catherine Plattsburgh 12901	3/12/2020
4	Charles Byrne	CHARLES BYRNE	178 CORNELIA ST. PLATTS 12901	3/12/2020
5	Heyley Yando		113 Montcalm Avenue	3/14/20
6	CeBrone	Anna Pavone	31 Prospect avenue	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		CHRISTINA HOLLAND	78 S. PERU ST. #201	03/08/2020
2	MARLET	MARLET SEBASTIEN	78 S. PERU ST. #201	03/08/2020
3	C Teaford	Christine Teaford	62 Grace Ave	3/11/2020
4		Jennifer Mousseau	14 Elm Street	3/11/2020
5	M Lamontagne	Michele Lamontagne	62 Grace Ave	3/11/20
6		Jeremiah Ward	117 COURT ST	3/11/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	[signature]	Rowan Kintner	1 Pine St	03/14/20
2		Nick J Moore	5018 south Catherine st	3/13/20
3	[signature]	Richard Kozik	10 Bruce Ave	3/13/20
4	[signature]	ALEXIS Fountain	85 Margaret St	3/14/20
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PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Elysha O'Connell	7 Oak St Plattsburgh NY 12901	3/12/20
2		KYLE Brane	118 Bridge st	3/14/20
3		[illegible]	Sara [illegible]	[illegible]
4		Seth Mills	5499 Peru St	3/14/20
5		Nathan Giroux	95 oak st. apt 2	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		CHRISTINA HOLLAND	78 S. PERU ST. #201	03/08/2020
2		MALLET SEBASTIEN	78 S. PERU ST. #201	03/08/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	I Amedeo	ISABEL AMED.	11 COVCH ST	3-10-20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Amanda Baker	11 Patriot Dr Plattsburgh	3/7/20
2	Dakota Flynn	Dakota Flynn	73 Wall St. Apt. A	3/7/20
3	Nigel Clark	Nigel Clark	13833 St. Rte 3 Cmbrae	3/7/20
4	Jonathan Baker	Jonathan Baker	73 Wall St Apt. A	3/7/20
5	Jonathan Kirby	Jonathan Kirby	55 Broad st. Apt 2.	3/7/20
6	Mindy Meserve	Mindy Meserve	59 Broad ST #207	3/7/2020
7	Antenia Block	Antenia BLOCK	78 Maine Road	3/7/20
8	Amanda Boshnak	Amanda Boshnak	76 Main Rd	3/7/20
9	Darcy Staterger	Darcy Staterger	4 Marcy Ln	3/7/20
10			4 Marcy Ln	3/7/20
11	Kelsy Hastings	Kelsy Hastings	50 Broad St.	3/7/20
12	Tenzin Dorjee	Tenzin Dorjee	148 US Oval/78 Margaret	3/7/20
13		ANDREW KERR	11 BROADWAY RD	3/7/20
14	Marilyn B. Kerr	Marilyn Kerr	11 Broadway Rd	3/7/20
15		Laura Cochran	82 Margaret	3/7/20
16		Aubrey O'Hagan	9 Elizabeth St	3/7/20
17		Matt Bennett	21 clinton St	3/7/2020
18		Allison Tatro	21 Clinton St.	3/7/2020
19		Shawn Johnson	7 Durand St.	3/7/20
20	Malgorzata Bid	Malgorzata Bid	7 Durand St	3/7/20
21		Samuel Ertzbarger	25 Palmer St	3/7/20
22		John McMahon	21 Clinton St.	3/7/20
23		Sydni Rubin	21 Clinton St	3/7/20
24		Bevan Cochran	82 Margret	3/7/20
25		Carlene Rensberger	113 Montcalm	3/7/20

Mindy Meserve

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Holly Carey	66 US Oval Plattsburgh	3/7/2020
27	Daniela Ch. G.	Daniela Chanduvi	17 st John St	3/7/20
28	Gloria Chanduvi	Gloria Chanduvi	76 Bushey Blvd	3/7/20
29	C.M. Rotella	C.M. ROTELLA	4 Durand St.	3-7-20
30	Katherine Denham	K. Durkin	43 Durand St	3-7-20
31		D. Shirley	414 main mill st	3-7-20
32	Parina Soprasetth	Parina Soprasetth	44 main mill st	3/7/20
33	Kristie Gonyea	Kristie Gonyea	169 Rugar St. Apt#2	3/7/20
34		Logan Akins	5058 S Catherine st	3/7/20
35	Gabriella Kenna	Gabriella Kenna	5058 South Catherine	3/7/20
36		Kasey Tremblay	#72 court street	3/7/20
37		Katie Ryan	72 Cora St	3/7/20
38	Lucas Matteson	Lucas Matteson	56 South Platt st	3/7/2020
39		NELLIE BONVILLE	22 HILCREST AVE	3/7/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51		Michael Miranti	8 Couch St	March 8th 2020
52		Meghan Tanner	23 Durkee Street	3/8/2020
53		Kyrsten Lyman	59 BROAD STREET	3/8/2020
54	Brenda Phillips	Brenda Phillips	6 Jerry Dr	3/8/2020
55		Teresa Mahoney	20 Dennis Ave	3/8/20
56		Alan B. Booth	20 Brinkerhoff	3/8/20
57		Sylvie Leblanc	58 Cumberland Ave	3/8/20
58		Richard Trombly	58 Cumberland Ave	3/8/20
59		Scael ANDRIAMAHEFA Andriamahefa	60 Olivetti Place	3/8/20
60		Jill Benham	230 Ruger St	3/8/20
61		Lucia Anderson	34 Broad St	3/8/20
62		Alissa Momot	39 Bridge St	3/8/20
63	Kelsey Mrozik	Kelsey Mrozik	25 Bridge Street Apt.	3/8/20
64		Sarah Mundy	28 City Hall Pl	3/8/20
65		Judy McDonald		3/8/20
66		Keith Kilby	5 Jerry Dr	3/8/20
67		Ray Hazelton	60 CLUBRD 204	3/8/20
68		Dev. Momot	39 Bridge St Plattsburgh	3/8/2020
69		Mary Gilbert	70 US Oval Plattsburgh	3/8/2020
70			70 US Oval Plattsburgh	3/8/2020
71		Amanda Trombly	85 Jersey Swamp Rd	3/8/2020
72		Lisa Gadway	45 Cogan Ave	3/8/2020
73		MARC PAPA	64 Champlain St	3/8/2020
74		Gabrielle McGinley	12 montcalm Ave	3/8/2020
75		Kathleen Maksimow	16 Olivetti Pl.	3/8/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76		Charles Leahy	34 Clinton St	03/08/20
77		Jennifer Cowling	11 11	03/08/20
78		Christy LaPlue Christy LaPlue	27 Clinton St	3/8/20
79		Jordan Paolini Jordan Paolini	27 Clinton St	3/8/20
80		Jessica M. Eagan Jessica M. Eagan	700 Oak St	03/08/2020
81		Gabrielle Rose	71 clinton st Apt 11	3/8/2020
82		Sarah Butler	71 Clinton Street Apt 3	3/08/2020
83		C. St. Pauls	17 Cotton Square	3/1/20
84		Megan Hyde	88 Broad St	3/8/20
85		Timothy McDevitt	75 Oak St	3-8-2020
86		Cheryl Brunet	25 Bateau Way	3-8-2020
87		Rich Drollette	25 Bateau Way	3/8/2020
88		Meg Wilkinson	25 Bateau Way #412	3-8-20
89		Joanne Matyas	323 Bateau Way	3/8/2020
90		John Matyas	Apt 323 Bateau Way	3/8/20
91		Carol Nedeau	19 Bateau Way U.311	3/8/20
92		JOHN O'CONNOR	19 BATEAU WAY 312	3/8/20
93		Tatyana Parzen	11 Bateau Way 223	3/8/20
94		Zane Parzen	11 Bateau way #223	3/8/2020
95		Karen Nichols	11 Bateau Way Apt. H	3/8/20
96		Michael Nichols	68 Set Point	3/8/20
97		LOUIS LINGEBACH	11 BATEAU WAY #221	3/8/20
98		Bonnie Gosson	11 Bateau way # 224	3/8/20
99		Robert Gosson	11 Bateau Way # 224	3/8/20
100		Carolyn Sener	5 Bateau Way # 113	3/8/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Carrie Hall	121-Montcalm Ave	3/03/20
2		Chantale Audet	6 Shane Ave Malone, NY	3/7/20
3	Alissa Vidulich	Alissa Vidulich	17 Cedarwood Ln	03/07/20
4	Terry DeRider	Terry DeRider	203 Margaret St	03/7/20
5	Roy Miller	Roy Miller	128 Cornelia St.	03/7/20
6		Catherine Hernandez	5116 North Catherine St.	03/7/20
7		Erin Wilson	73 Sugar St.	3/7/20
8		Kaitlyn Bielko	4 Independence Dr.	3/7/20
9		Jean Drown	19 Bateau Way	3/7/202
10		John T. Dustin	70 Brinkerhoff St.	3/7/20
11		John Farrell	70 Brinkerhoff	3/7/20
12		Karen Boule'	14 Couch Street	3/7/20
13		Joan Miller	14 Couch Street	3/7/20
14		RICHARD MILLER	14 COUCH ST.	3/7/20
15		Monica Warren	52 Broad St.	3/7/20
16		Eric Christensen	21 Bridge St	3/7/20
17		Pamela Rainer	2 Helen St	3/7/20
18		Amy Pinchiaroli	2 Helen Street	3/7/20
19		Carolyn [illegible]	86 Bay St	3/7/20
20		Adam Jagosh	131 Second ST	3/7/20
21		Sayyed Muhammad	97 Broad St	3/4/20
22		Marvin Leon	1098 averyown	3/7/20
23		Casey Allen	123 Drive	3/7/20
24		Josh Fact-tau	123 Drive	3/7/20
25		Hudson Sparks	123 Drive	3/7/2

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Zach Boyer	[illegible]	123 Drive	[illegible]
27	Krystal Gilbert	Krystell Gilbert	145 Dr.	[illegible]
28	Ron Taylor	Ron Taylor	127 Dr.	3-8-20
29	[illegible]	Taylor Scott	68 Broad St	3-7-20
30	Jana Nadien	Jana Nadien	68 Broad St	3-7-20
31	Ashley Cayetano	Ashley Cayetano	2 Helen St	3-7-20
32	[illegible]	Nicholas Von Ronn	14 William Street	3-7-20
33	[illegible]	Tabitha Butch	73 Broad Street	3-7-20
34	[illegible]	Stephanie Geoghegan	59 Broad Street	3-7-2020
35	Rebecca Mahon	Rebecca Mahon	53 Broad	3-7-20
36	Julia Oakley	Julia Oakley	54 Broad	3-7-20
37	Erika Finkle	Erika Finkle	6 McDonough	3/7/20
38	[illegible]	Cody Mitchell	120 Sharron	3/7/20
39	[illegible]	Deiondre Wilson	121 Cornelia St	3/7/20
40	[illegible]	Julien Waterous	121 Cornelia St	3/7/2020
41	[illegible]	Hailey Hall	121 Cornelia St	3/7/2020
42	Kacey Sardina	Kaicey Sardina	121 cornella ST	3/7/2020
43	Chantz Bardos	Chantz Bardos	121 cornella St	3/7/2020
44	[illegible]	Sacha Illis	127 Cornella ST	3/7/2020
45	Ashley Holmes	Ashley Holmes	54 Marie Rd	3/7/2020
46	[illegible]	Carly DeVisser	127 Conelia ST	3/7/2020
47	[illegible]	[illegible]	24 [illegible]	3/7/2020
48	[illegible]	Meghan Shuler	12 Tiffany Way	3/7/2020
49	Jared Kalinowski	Jared Kalinowski	12 Tiffany Way	3/7/2020
50	Hannah Booth	Hannah Booth	12 Tiffany Way	3/7/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51		Jenna Sharp	Plattsburgh State	3/7/2020
52		Britney Smoke	Broad Street Plattsburgh NY	3/7/2020
53		Natalye Fleck	Platt 80 Broad	3/7/20
54		Gabby [illegible]	857 Broad St 12901	3/7/20
55	Rachael A. Williams	Rachael A. Williams	14 margret st Platts	3/7/20
56		Cynthia Lathrem	24 Grace Ave Plbrgh	3/7/20
57		MaryLou Craumer	64 Set Point Platts.	3/7/20
58		Sacra Sanger	117 Court Street	3/7/20
59		Ellen Fitzgerald-Comins	72 Cogan Ave Platts	3/7/20
60		Karley Hunt	1005 Ashley Rd	3/7/20
61		Jaime Mullen	32 Sonya way	3/7/20
62		Henry Derrick	143 Brinkerhoff st	3/7/20
63		Cailene Allen	85 Brinkerhoff St	3/7/20
64		Ejava Elam	10 Carlton Dr	3/7/2020
65		Kelly Brennan	17A Couch St	3/7/20
66		Keeley Breen	113 Brinkerhoff	3/7/20
67		[illegible]	88 Broad	3/7/2020
68		Ariana Monterroso	93 Court	3/7/20
69		Megan [illegible]	102 Court Street	3/7/20
70		Will [illegible]	"	3/7/20
71		Kelly Dalton	80 Broad St.	3/7/20
72		Mariti Johnson	50 Broad St	3/7/20
73		Christopher Johnston	6 John st 6 Bellingham Apt 4	3/7/20
74		Brandon Vachon	169 Cornelia st	3/7/20
75		Kyla Church	59 Broad St	3/7/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76		Billie Carlisle	98 Broad St	3/7/20
77		Daniil Gychtchenko	53 Broad St	3/7/20
78		Casey Buck	3 Right Way	3/7/20
79		Amelia Bartolino	24 Broad St	3/7/20
80		Noel Flores	52 Cornelia	3/7/20
81		Sam PATRICA	68 Broad ST	3/7/2020
82		Jackie corbett	31B williams St	3/7/20
83		Nicky Chun	54 Broad	3/7/20
84		Jess Lewis	59 Broad	3/7/2020
85		KARLA OEHLER	9 pond	3/7/20
86		Karen R Reis	~~9~~ 9 Pond Street	3/7/20
87		TOM KONDA	~~41 HILCREST AVE~~ 41 H Mount Ave	3/7/20
88		MARK LAPLANTE	112 SALLY AVE	3/7/20
89		Gloria Douglass	3 Baltimore Way	3/7/2020
90		CATHERINE BIGGS	4945 So CITY CATHERINE	3/7/2020
91		Melissa Ward	4819 US ave	3/7/2020
92		Michael Garcia	4819 US Ave.	3/7/2020
93		Gerald Duprey	100 Prospect Ave	3/7/2020
94		Allison Tatro	21 Clinton Street.	3/7/2020
95		Matt Bennett	21 clinton St.	3/7/2020
96		Robert Graves	99 MK ST.	3/7/2020
97		MARY LEVASSEUR	53 CHAMPLAIN ST	3/7/2020
98		Michelle Ellis	27 Iowa St.	3-7-20
99		Brent Ellis	156 Cornelia St.	3/7/2020
100		Derek Drumm	PO Box 1980 3 King Court, Plattsburgh NY	3.7.20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Ayana Barnette	88 Broad St Apt 4	3/8/20
2		mabella Santana	145 Broad Street Apt. 2	3/8/20
3		Jade Estremera	88 Broad St. Apt. 4	3/8/20
4		Hunter Bickett	5 Broad St	3/8/20
5	Fima Swaray	Fima Swaray	43 couch street	3/8/20
6	Saiyara Tazul	Saiyara Tazul	57 Broad	3/8/20
7	Kiaira Vasquez	Kiaira Vasquez	5058 s catherine	3/8/20
8		Humberto Alvarado	57 Broad St.	3/8/20
9		suzzi Frimpong	59 Broad St	3/8/20
10	Jake Pham	Jake Pham	280 Cornelia St	03/08/20
11		Claire H. Keever	5245 N. Catherine St.	3/8/2020
12		Shayna Neville	60 Broad St	3/8/2020
13	KIMBERLY QUINN		60 BROAD ST	3/8/2020
14		Kunshan Girard-Isaac	59 Broad St	3/8/2020
15		Andrew Guerci	12 montcalm Ave	3/8/2020
16		Peter Lewis	59 Broad St	3/8/2020
17	Joy	Sum Yee Lau	73 Ragur st.	3/8/2020
18		Carley Saladine	139 Brinkerhoff St	3/8/20
19		Eileen Wilson	5671 South Catherine st	3/8/20
20	Nicolas Kiray	Nicolas Kiray	1 Dare street	3/8/20
21		Kennyll Gaster	59 Broad Street	3/8/2020
22		Summer Mackdanielsantana	2 helen st	3/8/2020
23		Emily Amann	5078 S. Cat	3/8/20
24		Joshua Roa	88 Broad St.	3/8/20
25	Raven	Raven Cunningham	59 Broad	03/09/2020

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Gene Copeland	Gene Copeland	72 Cornelia St	03/08
27	Madison Rondeau	Madison Rondeau	4 Wolfe Way	3/8
28	Hannah Rondeau	Hannah Rondeau	4 Wolfe Way	3-8
29	Saralee gloria	Saralee gloria	432 Margaret St	3-8
30	Eleana Kelly	Eleana Kelly	25 Montcalm Avenue	3/8
31		Yusif Okine	64 Broad St	3/8
32		Mousa Keita	129 Broad st	3/8
33		ANYE FRIMEONG	129 Broad ST	3/8/2020
34		Robert Garcia	19 Guy Way, A,	3/8/2020
35		John Ashline	34 Clinton 301	3/8/2020
36		Cathrine Snow	53 ~~Chenplain~~ Street	3/8/20
37		Joshua Tudden	5 Lafayette street	3/08/20
38		Munya Chimanye	5 Lafayette St	3/9/20
39		Ethan Wilder	5 Lafayette st	3/8/20
40	Laura Whitworth	Laura Whitworth	5401 Peru St. Apt 1	3/8/20
41		Timothy P. Wilson	32 Broad St. Apt.	3/9/20
42		Thomas Romack	32 Broad St. Apt 2	3/9/20
43		Jeremy Downe	267 Fisher Rd	3/9/20
44		Pathcia Alling	59 Sally Awe Apt c	3/9/2020
45		Edward morris	99 Montcalm	3/9/20
46		Angelica velez	99 Montcalm Ave	3/9/20
47		JOHN A. Cook	27 MACOMBE	3/9/20
48		Ariel Voss	103 Margaret	3/9/20
49		Brandie Hammons	103 Margaret St	3/9/20
50		Victoria Goddeau	103 margaret St	3/9/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51	RileyRobeAs	Riley Robeats	64 Margaretst apt 305	3/9
52	Brent Allen	~~Brent~~ Allen	5 Palmer st	3/9
53	Walter Harrman	Walter Harrman	7695 state route 9	3/9
54	Terry Doran	Terry Doran	103 Margaret St	3/9
55		Lynch Vranian	39 Haymeadow Rd.	3/9
56		John Vranian	39 Haymeadow Rd	3/9
57	Gabe Dickens	Gabe Dickens	33 Durand St	3/9
58	David Boise	DAVID BOISE	95 Margaret ST	3/9
59	Nathan Armes	Nathan Armes	95 Margaret St.	3/9/20
60	Kathy Baumgarten	KATHY BAUMGARTEN	18 ELM Plattsburgh NY	3/9/20
61	Demarcus Henry	Demarcus Henry	35A Smithfield AB59	3/9/2020
62	Phil J. Wilson	Phil J. Wilson	47 Cavel Street	3/9/2020
63	Melissa Ruest	Melissa Ruest	14A Cavon St	3/9/20
64	Jake Fox	JACOB FOX	24 Champlain St	3/9/20
65		DALE DOLAN	27 1/2 Cavalk	3/9/20
66		KAREN DERUSHA	" "	3/9/20
67	Katherine Campbell	Katherine Campbell	21 Cavon St	3/9/2020
68	Alison Hayes	Alison Hayes	17A Cavon St	3/9/2020
69		Aaron Cross	142 Brown St	3/11/20
70		JON MULHOLAND	4 CIRCLE GROVE	3/11/20
71	Jody L Gladden	Jody L. Gladden	38 Hyde St.	3/11/20
72	Karen Graham	Karen Graham	35 Crescent Dr	3/11/20
73		Mikayla Spindler	44 Champlain St	3/11/2020
74		Neal Steinbrugh	44 Champlain Street	3/11/2020
75	Kathie Cameron	Kathie Cameron	61 Prospect Ave	3/11/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76	Tracey Giroux	Tracey ~~Leet~~ Giroux	110 US Oval	3/11/20
77		Elsa hoop-Angelicola	34 Broad St.	3/11/20
78		Keri Comey	17 Couch.	3/12/2020
79		Olivia Baker	40 William	3/12/20
80		Ihcb Abdellatif	43 Hamilton St	3/12/20
81		Manel Boulares	43 Hamilton St	3/12/20
82		Carol McLean	13 Carlton Dr	3/13/2020
83		SAVERIO MINARDI	93 MARGARET	3/13/20
84		Jon Parker	13 Lorraine	3/13/20
85		Michael Cahill	91 Margaret #3	3/13/20
86		Victoria Patt	91 Margaret #3	3/13/20
87		Ziad Sassine	5348 peru st	3/13/20
88	Rachael	Rachael Gremore	5498 Peru	3/13/20
89		Jacy Sewell	5498 Peru	3/13/20
90	Jeffrey	Jeffrey Hibbard	113 Cornelia	3/13/20
91		Loic Quéguiner	8 Alana Way	3/13/20
92		Caryl Provost	25A Champlain St	3/13/20
93		Dimitri Hagar	41 couch st	3/13/20
94		Tyler Stanley	7 Pine Street	3/13/20
95		Alex Conklin	14 Macomb St	3/13/20
96		[illegible]	7 Cardinal Ave	3/13/20
97		BRIAN HYNES	50 LAKESHORE DR.	3-13-20
98		Nicole DeTullio	40 Montcalm Ave.	3-13-2020
99		Richard Bates	"	3-13-2020
100	Corbin Lucas	Corbin Lucas	54 Montcalm Ave	3/13/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Lucy Ward	LUCY Ward	59 Broad St.	3/9/20
2	Sydney R. Greene	Sydney Greene	102 Court St.	3/9/2020
3	Larry Church	LARRY Church	14 WEED ST	3/9/2020
4	Troy Anderson	Troy Anderson	14 Durkee Street	3/10/20
5	Edwin Hamblet	EDWIN HAMBLET	16 Edgewater Estates	3/10/20
6	Cyle Jersey		22 Hamilton St Apt	2/10/20
7	Christian Velazquez	Christian Velazquez	127 COURT ST.	03/10/20
8	CAS	Chris Shutts	29 Burke Rd	3/11/20
9	[redacted]			
10	[illegible]	Matthew Cincinnati	256 Margaret St	3/11/20
11	Pauline Ramsey	Pauline Ramsey	12 Oakland Drive	3/12/20
12	[illegible]	Michelle Markwick	56 Ampersand Drive #103	3/13/20
13	FF	Frances Fournier	26 Margaret St #302	3/13/20
14	Michelle McCullough	Michelle McCullough	[illegible]	3.14.20
15	William McCullough	William McCullough	[illegible]	3.14.20
16	Steve	Steve Shutts	840 Durand Rd	3.14.20
17	Sarah Shutts	Sarah Shutts	840 Durand	3.14.20
18	Pam Ormsby	Pam Ormsby	13 Addoms St Plattsburg	3.14.20
19	Kyle Visoky	Kyle Visoky	113 Brinkerhoff St	3.14.20
20	[illegible]	Eric Stickler	113 Brinkerhoff St	3-14-2020
21	Rachel Olsen	Rachel Olsen	244 Margaret St.	3/14/20
22	Chadwick Olsen	Chadwick Olsen	244 Margaret St	3/14/20
23	Nyxi Olsen	Nyxi Olsen	244 Margaret St	3/14/20
24	Carly Jacob	Carly Jacob	5022 S. Catherine St.	3/14/20
25	[illegible]	80 Wilson RD	SARANAC NY	3-14-2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Shannon Sorli	71 Sailly Ave. Apt. 3	3/14/20
27		Erica Dailly	71 Sailly Ave.	3/14/2020
28		Justin Bushey	— Clinton Street	3/15/20
29		Jay WB Frank	Keeseville NY	15 Mar 20
30		John Gordon	93 Sailly #2	3/15/20
31		Johnny Pelkey	110 Oak St. # A Apt	3/15/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Jennifer Stubellany	77 Brinkerhoff St.	3/9/20
2		David Corker	77 Brinkerhoff St	3/9/20
3		EMMY BODROGI	77 Brinkerhoff	3/9/20
4		Frank Keresztesi	77 Brinkerhoff	3/9/20
5		Janice Freer	12 Holland Ave.	3/9/20
6			"	3/9/20
7		Candace Osborn	1981 St Rt 22B	3/2/2020
8		Jarrett Meek	1981 St. Rt. 22B	3/2/2020
9		Tyler Emmons	10 Battery St Apt 3	3/9/20
10		Patricia Mihal	2 Jennifer Dr. Platts	3/9/20
11		Louise Jenkins	3 Jennifer Drive Plattsburg	3/9/20
12		JACOB R ATKINSON	346 marquette st Platts	3/9/2020
13		Daisy Heckard	53 Palmer Street	03/09/2020
14		Hugo Leon	20 Trembly Ave	3/9/2020
15		Shirley Holling	36 Southpark St	3/9/2020
16		Lisa Hoang	4 Jennifer Dr. 12901	3/9/2020
17		Jocelyne Erkenbeck	36 Durand ST	3/10/2020
18		Sarah Wright	157 Bradford Rd, Plattsburgh NY	3/10/2020
19		DONNA SICA	155 BEEKMAN ST	3/10/2020
20		Paul Carson	155 Beekman St. Platts	3/10/2020
21		Will Lighthall	31 MARYLAND Rd	3/10/20
22		Hazard H Chaskey	Jr 260 [illegible] 157 BRIDGE ST	3/10/20
23		Connie Fishbeck	42 Cumberland Ave	3/10/20
24		LINDA JOYAL	68 US Oval #333	3/10/20
25		Anthony Moran	21 weeks St	3/10/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Nancy Taylor	Nancy Taylor	33 Clinton St Plattsburgh	3/10/20
27	Donald Romeo	DONALD ROMEO	4 LYNDE ST. PLATTSBURGH	03-10-2020
28	David Dwyer	DAVID DWYER	5297 No. Catherine St Platts	3-10-2020
29	HAZEL DWYER	HAZEL DWYER	5297 No. Catherine St.	3-10-2020
30	Donna Caramia	Donna Caramia	20 Tremblay Ave	3-10-2020
31	Sawyer White	Sawyer White	10 Macomb St. Apt. 4	3/10/2020
32	John B. Primmer	JOHN B. PRIMMER	P.O. Box 1848	3-10-2020
33	RONALD GUST	RONALD GUST	241 Moffitt Rd, Platts	3/10/2020
34	Steven Bouchard	Steven Bouchard	1 Grand Isle Way Plattsburgh	3/10/2020
35		Audrey Le	23 Draper Ave, Plattsburgh	3/10/2020
36		Rana HIJAZI	18B Couch St.	3/10/2020
37		Saran Kabo	5090 S Catherine St	3/11/2020
38		Tyzara Robinson	59 Broad St	3/11/20
39	Donna Evans	Donna Evans	Joe's Barber Shop	3/11/20
40	Elizabeth M Lynn	ELIZABETH M LEHNIN	73 LAFAYETTE ST	3/11/20
41	JoAnne Frechette	JoAnne Frechette	347 Lyn Ave	3-11-20
42		Tammi Lahey	10 Honey Dr	3/11/2020
43		Cynthia Hecht	84 Stellzer Rd	11 Mar 2020
44	Tamara Gadbois	Tamara GADBOIS	4875 So Catherine	3/11/2020
45	Sean Strack	Sean Strack	11 Hartwell St	3/11/2020
46	Matt Dunsmore		153 margaret st apt 2	3/11/2020
47	William W Wood	William W. Wood	4956 apt C. S Catherine St	3/11/2020
48	Kayla Cook	Kayla Cook	94 Bushey Blvd	3/11/2020
49	Shawn O'Connell	Shawn O'Connell	1168 CUMBERLAND HEAD	3/11/20
50	Jennifer Duell	Jennifer Duell	2 Leblanc Lane Apt A	3/12/20

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51	Bruce M. Carter	BRUCE CARTER	St CATHARINE P'BURGH	3/12/20
52	Amanda LaPorte	Amanda LaPorte	122 Sharron Ave	3/12/20
53	Hector Santos	Hector SANTOS	3 CV Way	3/12/20
54	Taylor Richard	TAYLOR RICHARD	3 CV WAY	3/12/20
55	Patti Pugh	~~Patti Pugh~~ Patti Pugh	US Ave	3/12/20
56	Cheis Bedore	Cheis Bedore	Dry Dock	3-12-20
57	Vicki Boulds	Vicki Boulds	US Ave	3/12/20
58	~~Patrick Celi~~	Patrick Celi	Bridge St.	3/12/20
59	Brooke Marbut	Brooke Marbut	36 Main Mill	3/12/20
60	Shalauna Baker	Shalauna Baker	Carmel Dr.	3/12/20
61	Robert Marbut	Robert Marbut	36 main Mill	3/12/20
62	Cathrine Shaw	Cathrine Shaw	53 Champlain St	3/12/20
63		Nicholas Sisson	42 Brinkerhoff	3/12/20
64	Matt Loach	Matt Loach	141 BROAD ST. PLATTSBURGH	2 MAR
65	JERRY REYELL	Jerry Reyell	44 LEONARD AVE. APT 9 PLATTSB	3/12/2
66	Brian Armstrong		121 Miller St APTB Plattsburgh	3/12/2020
67	Jenne King		289 Lorna Court	3/13/2020.
68	Maxwell Maverick	MAXWELL MAVERICK	5153 North Catherine St.	03/13/20
69	Cherise Bruce	Cherise Bruce	58 Sailly Apt B	3/13/20
70	Kathleen Dumont	Kathleen Dumont	21 TRINITY Place	3/13/20
71	Linda Hall-Tripp	Linda Hall-TRIPP	21 TRINITY Place	3/13/20
72	Shelley Payson	SHELLEY PAYSON	BRIDGE ST.	3/13/2020
73	Olivia Moran	Olivia Moran	25 Nancy Drive	3/13/20
74	Shawn Lavelle	Shawn Lavelle	16 Cornelia St	3/13/20
75	Kaitlyn Guyette	Kaitlyn Guyette	5 Deland	3/13/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76		BARRELL	15 WALNUT A	3/13
77		Charles Thompson	280 Cornelia St.	3/13/20
78		SALVADOR GUTIERREZ	127 Prospect Ave	3/13/20
79		Jul. of Sorell	4774 Crete Blvd Apt 3 Plattsburgh	3/13
80				
81		Samantha Woodley	5016B S. Catherine st. Plattsburgh NY	3-13-20
82		Jamie Crossley	116A Brinkerhoff Plattsburgh	3/13/20
83		Kaylee Crossley	116A Brinkerhoff Plattsburgh	3/13/20
84			121 Brinkerhoff st	3/13/20
85		John T. Reese, IV	139 Rinaldi	3/13/20
86		James Oliver	01 College ave	3/13/20
87		Jessela Morales	67 brinkerhoff	3/13/20
88		Grace Paramni	122 Brinkerhoff	3/13/20
89		Brielyn Mccoy	5115 N catherine st	3/14/20
90		EDWARD M. GOODMAN	4 UNIVERSITY PL	3/14/20
91		Logan Chapman	77 Brinkerhoff	3/15/20
92		Connie Shene	3 Broadway	3/13/20
93		ROY FISCHER	8 Broadway	3-14-20
94		chris Dziuba	62 miller st #1	3/15/20
95		James Holland	18 Terrace West #26 Platts N.Y.	3/15/20
96		Michael LaPorte	40 Daytona Blvd 12901	3/15/20
97		Vienna Ainsworth	11 Draper ave	3/15
98		Stacy Lottus	23 Hamilton St	3/15
99			91 Cooper	3/15
100		Philip Butler	122 Montcalm Ave	3/15/2020
101		Steven T. Wilson	10 Weed ST. APT. B.	3/15/2020.
102		Ray Burgey	3 Bushey	3/15/20
103		Kathy Burgess	3 Bushey	3/15/20

	SIGN	PRINT	ADDRESS	DATE
104	Kathleen Cameli	Kathleen Cameli	38 Cumberland Ave	
105	Cathy Lelitzy			
106	James Bake			
107	Susan Cooper	Susan Cooper	1 Alana Way	3/15/20
108	Mary Penfield	Mary Penfield	49 Tremlay Ave	3/15/20
109	Karen C Donoghue	Karen Donoghue	171 Rugar. St	3/15/2020
110		JAY LESAGE	6 LEXINGTON AVE	3/15/2020
111	Mary Lou Lafrogue	Mary Lou Lafrogue	11 Leonard Ave	3/15/202
112	Elisa Megdo	Elisa Megdo	11 Leonard Ave	3/10/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Tommy Rockwood	13 Couch St - Apt 4 Plattsburgh NY	3/9/20
2		Amy Lyn	22 Cornelia	3/10/20
3		Kari Mashaw	542 Hardscrabble Rd	5/10/20
4		Christina Lashway	18 Charles way	3-10-2020
5		154 Fellers	Road	3/10/20
6		Damion Ickirker	5 couch	3/10/20
7		Jeremie Whitney	72 Spellman rd	3/10/20
8		Linnea Sailey	72 Spellman rd.	3/10/2020
9		Joshua J. Haycoss	Beacon Motel	3/10/2020
10		Crystal Bell	9 Hickory st	3/10/20
~~11~~				3/10/20
12		Jeffery Golden	55 D Cornelia St.	3/11/20
13		Durkee Des	10 Kayla Pl	3/11/20
14		Joshua Lee Hotulip	7091 us state Rt 9	3/11/20
15		Star Dubuque	72 Spellman Rd	3/11/20
16		Kaytlin Blodgett	225 Margot	3/11/20
17		Zacharysemorse	the villa Motel	3/11/20
18		MART in Corinne		3/11/20
19		Ingrid Pitcomb		3/11/20
20		Debra Turner	8 Pennfore	3/11/20
21		Bridgette Tice	469 State Rt 22 Peru	3/13/20
22		HOPE of Mission	64 Margot Apt 204	3-13-20
23		Carol	W. Chazy	3-13-20
24	Eugene Gaudreau	Eugene Gaudreau	1 Old Orchard St Morrisonville, NY	3-13-2020
25	Logan Chapman	Logan Chapman	77 Bridlepath ct.	3/13/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Kevin R. Defayette	131 Woodcliff Dr. Plattsburgh, NY 12901	3/10/20
27	Leora Williams	LEORA WILLIAMS	129 NEVADA OVAL PLATTSBURGH, NY 12903	3/10/20
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PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Scott B. Allen	Scott B. Allen	10 City Hall, Plattsburgh	3/9/20
2	Max Villanueva	Max Villanueva	61 Bridge St, Plattsburgh	3/9/20
3	Logan Bolan	Logan Bolan	6 Davies Ln Plattsburgh	3/9/20
4	Lucy Munz	Lucy Munz	4 Davies Ln Plattsburgh	3/9/2020
5	David Gabrault	David Gabrault	2 Alfreda Ct. Morrisonville	3/9/2020
6	Kevin Farrington	Kevin Farrington	10 City Hall Plattsburgh	3/9/20
7	Evan M. Reil	Evan M. Reil	413 Canning Rd. Saranac NY	3/9/20
8	Patrick Boyle	Patrick J Boyle	333 Durkee St	3/10/20
9	Benjamin Goff	Benjamin Goff	245 Carlott Rd. Elizabethtown NY	3/10/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Melissa Dominy	Melissa Dominy	39 Fisher Rd W. Chazy	3/9/20
2		Jonathan Schneiderman	202 Smith Dr. Platts.	3/10/20
3	Caitlyn LaPier	Caitlyn LaPier	10 City Hall Place	3/10/20
4	Nicole Mcgino		10 City Hall Pl.	3/11/20
5	F. Scott Culley	F. Scott Culley	Plattsburgh	3/12/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Nastasia Lauzon	20 Clinton St Apt 3	3/9/20
2		Taylor Trombley	1209 General Learoyd Rd	3/9/20
3		Erik Falkengren	7 Ianelli Ave Plattsburgh	3/9/20
4		Quinn Rufa	41 Couch Street Platts	3/9/20
5		ANIRUDH SRINIVAS	57 BROAD ST, PLATTSBURGH	3/10/2020
6		JENNIFER WEEKS	9175 STATE RT. 22, MOORES	3/10/20
7		Jaelyn Racette	29 Lumber St. Pottkent	3/11/20
8		Michael J. Patnode	110 Quaker Highlands Rd, Peru	3-13-2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Holly Allerton	Holly Vedder	43 Hamilton St Apt 202 Plattsburgh	March 14-2020
27		Niles Goode	#310, 43 HAMILTON ST	3-14-2020
28		Andrew Gott	8 South Platt St	3.14.2020
29		Matthew Dresser	43 Hamilton St, Apt 106	3-14-2020
30	Diane Danford	Diane DANFORD	43 HAMILTON ST Apt 203 PLATTSBURGH, NY	3-14-20
31		Michael Petrino	43 Hamilton St. Apt 203 Plattsburgh, NY	3-14-20
32	Kim Lamere	Kim Lamere	43 Hamilton Apt 216 Plattsburgh	3-14-20
33	Judy Oehler	Judy Oehler	43 Hamilton St. #309	3/15/2020
34	Scott Amon	Scott Amon	43 Hamilton St #316	3/15/2020
35	Kathleen Kelly	Kathleen Kelly	43 Hamilton St #202	3/15/2020
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Say **NO** to PRIME'S current plan to Develop 22 DURKEE STREET

.... **NO** to **LOSS OF OUR HISTORIC DOWNTOWN**...

.... **NO** to **PRIME PLATTSBURGH LLC taking 95% OWNERSHIP OF 3+ ACRES of DURKEE STREET PARKING LOT...**

.... **NO** to **CITY giving $4.3 of $10 million DRI** (Downtown Revitalization Initiative) **Grant monies to PRIME LLC**

.... **NO** to **114 Apts. + 10,000 SQ. FT. of Commercial Space**...

.... **NO** to **5-Story MASSIVE STRUCTURE overshadowing HISTORIC DOWNTOWN**

.... **NO** to **PAID PUBLIC PARKING** & **LOSS of 150 Public Parking**

.... NO to **ANGLED PARKING & ONE-WAY on DURKEE STREET...**

.... NO to **"NO" PUBLIC GREEN SPACE...**

.... NO to **NO PILOT** (Payment in Lieu of Taxes)

.... **NO** to **20 YRS.** OF **PREFERRED TAX RATE TO PRIME !**

But Say YES to....

YES to REVITILIZATION of OUR HISTORIC DOWNTOWN

*** YES** to **DOWNSIZING PRIME'S PROJECT** from **114 Apts to 45 UNITS and Multi-phasing development of site!**

*** YES** to **JOINT PARTNERSHIP & OWNERSHIP of DURKEE STREET PARKING LOT!**

*** YES to at least 150 FREE PUBLIC PARKING SPACES in the DURKEE STREET PARKING LOT!**

* **YES to PUBLIC OPEN GREEN SPACE adjacent to the SARANAC RIVER TRAIL** to promote tourism & growth.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment appeal 2232-Durkee Street-SUP + Prime's application

1 message

Carol CJK <carolcjk@gmail.com> Mon, Apr 20, 2020 at 11:45 AM
To: cityinfo@plattsburghcitygov.com

I am writing to you to plead with you to please postpone ZBA meeting dealing with Prime Development until city residents and other interested parties can attend all meetings in person and fully participate. The development of the Durkee Street Parking lot will effects everyone in Plattsburgh, the county and surrounding communities. Prime's project will have a far-reaching effect on everone for years to come. All non-essential businesses have been ordered to close and everyone is struggling to survive. New York State has asked that all NON-EMERGENCY public meetings be postponed until the public can participate in person safely. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

Furthermore, I beseech all ZBA members to include all comments made by everyone into any decision you make, even if their comments exceed the 3-minute recording threshold you have set as a board. As members of Plattsburgh City Zoning Board you have a duty to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements.

Please see my attached letters regarding comments regarding appeal 2232-Durkee Street-SUP. Thanks carol Klepper

672 signatures March 2020 to save .5 acre Durke...

6 attachments

Klepper-ZBA April 20, 2020 appeal 2232-Durkee Street-SUP_000073.pdf
2770K

41 Downtown Business owners opposed to Prime.pdf
230K

416 signatures-March 2020.pdf
137K

1,429 signatures opposed to Prime.pdf
129K

1,655 signatures Petition · Save Durkee Street Parking!.pdf
137K

1,979 signatures concerned citizens.pdf
6613K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 04/20/2020

1 message

Courtney Shipman <clcshipman@gmail.com> Mon, Apr 20, 2020 at 11:43 AM
To: cityinfo@plattsburghcitygov.com

To the members of the Zoning Board,

I am a resident of the City of Plattsburgh, and urge you to consider not approving the proposed development for the Prime LLC building at the Durkee Street Parking lot because the proposed development does not abide by the special use permits guidelines #2 and #5.

Thank you,
Courtney Meisenheimer

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Durkee st project(to be read at this evening's zoning board meeting)

1 message

John Seiden <johnnys4466@gmail.com> Mon, Apr 20, 2020 at 11:35 AM
To: cityinfo@plattsburghcitygov.com, ron.nolland@gmail.com

To all zoning board members ,
First of all as the project has been presented today I am vehemently oppose this development does not fit into the historical nature nor does it visually fit into our existing downtown. Current project has morphed into a behemoth which has deviated substantially from the first presentation in the ultimate goal of the DRI money to infuse the vibrancy and energy to create a new downtown. I use to be on the zoning board for 20 years and have re-developed over 20 properties in the city. When I was on the zoning board the importance of keeping the visual integrity of the downtown was always Paramont. The importance of the streetscape keeping the first floor for commercial retail should always be number one priority to add to the vibrancy of any downtown any notion of creating housing is misguided and I would highly recommend to the zoning board not to allow this short sighted development scheme. We are not here to Enrich any developer. The city zoning and planning boards both have a responsibility of not deviating from our norms I would also recommend not to allow the height to be any higher than what our existing four-story allow. In any redevelopment plan should enhance not take away what we already have this new project completely fails in creating a more livable community and utilizing the surrounding grounds and add any benefit to the city recreational aspects along the river is a complete failure and a lack of imagination . they have maximized The footprint to generate the most income. city zoning boards and planning boards again are not vessels to make developers more enriched it is extremely important to minimize the over development of the template of land to create a more copacetic relationship with the downtown and at citizens. The importance of the physical location being in the center city of our community will be the renaissance, it help generate A vision of what can be if done correctly. Unfortunately as presented this project fails on so many levels. City is rolling the dice that this project will be such If history has taught anything to us these large pie in the sky ventures rarely work out. The most conflicting in most disheartening analysis has been done with the ongoing shell game of the parking scenario today I don't believe that anyone has any true numbers of what's going to happen when this development starts construction and or its completion. The lack of parking for the downtown has always been an issue as far back as I can recall this project is going to make the problem 100 times worse it is extremely important more than any other issue to have this resolved. I believe most all residents of the city of Plattsburgh The last thing we all want is to have an Albatraoz around our neck like the Crete Civic Center or The million dollar parking lot for the hotel that was never built and years of litigation or The housing project that was built at the old Saint Johns school owed the city $9 million by the way was never paid. You are the zoning board have a very important job this evening now with the new pandemic that has made the finances in the city of Plattsburgh even more in a dire situation you are in a very unique position certainly hold this development to the highest level. if this development is to move forward it is extremely important to put timelines on any approval that may be given To ensure start dates and finish dates.in this unsure climate and the uncertainty of any type of bank finance I believe it is extremely important to make any approvals to this development condition subject to proof of bank financing to prove to the Citizens that they can actually do what they say. You just have to look across the lake in Burlington Vermont with their big development in there downtown that has not taken place years after the pie in the sky was presented now there downtown is looking at a big hole in the ground. In closing I would like each of you members to put great thought into the new normal after this pandemic we do not have the luxury of our old reality we must all think differently there's going to be many businesses in our downtown that will not survive you have to make a very important decision I wish you all the best and be safe.
Your friend and neighbor,
John S. Seiden
Sent from my iPad

This message is for all Zoning Board members in regards to the Prime/City application for the April 20th meeting. *(from Kim Ford, City resident and local real estate developer)*

Simply put, this project is too MASSIVE for our downtown. It may fit into a downtown of a larger City, but not this City. This project is a classic example of "putting all your eggs in one basket." What happens if it fails? Wouldn't a smaller development on this site or subdividing the parcel into even smaller parcels and opening them up to re-bid as small downtown row-style buildings be more suitable? What about altering the PUD to exclude the former Farmers Market building to retain for Civic use along the new City Riverwalk?

I understand why City Hall is grasping onto this project, it has been grasping onto the idea of the development of the Durkee St lot for decades and finally they have State money to put towards it.

I understand why they think this might be "the answer" for bringing in more business and people into our downtown. (even given the lack of real world experience the Council members have in real estate development).

I understand this is a great ribbon-cutting event for the State and local governments.

I also understand that this project provides great risk and potential financial loss for tax payers of this City. The negative aspects and potential pitfalls for our Community far outweigh the potential for possible economic gain.

The size of this project reminds me of the massive Broad Street Commons building that has continuous vacancies and was also allowed a sizeable tax assessment reduction - will Prime request an assessment reduction after their potential 18 year PILOT?

OPTIONS:

1) Vote NO to the project all together. The $4.3 million dollars could be reallocated just as the funds for the downtown food incubator/kitchen were re-allocated to the new Farmer's Market Building at the former MLD site.
2) Recommend a smaller building/project - scale the project down to 43 units as originally put forth in the final approved DRI project. Or at the very least, require the project to adhere to the REQUIRED SETBACKS and HEIGHT RESTRICTIONS, paying close attention to the blank walls on the City Riverwalk and the underground parking egress on Bridge St.
3) Alter the PUD to EXCLUDE THE FORMER FARMERS MARKET BUILDING and retain that as PUBLIC CIVIC SPACE along the CITY RIVERWALK.

According to Section 360-31 SPECIAL USE PERMITS – PART B – STANDARDS. There are 5 conditions that must be met – THIS PROJECT DOES NOT MEET AT LEAST 4 OF THESE CONDITIONS

1) **GENERAL CHARACTER, HEIGHT, & USE OF STRUCTURE**

a. This project does not fit the character of our downtown because of the sheer MASSIVE size, scale and aesthetics. It would be the tallest and largest scaled habitable building downtown.

b. The proposed project exceeds height restrictions for the District

c. Use of the structure – residences on the 1st floor was not allowed for other downtown projects and does not fit with the character of our downtown.
d. looking at the side elevation renderings, the riverfront side of the building is a blank wall facing the public walkway – no windows or bump-ins or other architectural relief from the blank wall. In the rendering from Saratoga Associates for the City's Riverwalk, the Riverwalk looks like an alleyway between the massive wall and the riverfront.

2) **Provision of surrounding open space and the treatment of grounds**
a. This project is DEFICIENT in Front, Side and Rear setbacks
b. DEFICIENT in open space – according to the application they are including the river walk in the calculation of open space – THIS PUBLIC OPEN SPACE SHOULD NOT BE INCLUDED WITH THIS PROJECT. If the riverfront walkway is removed from the open space of this project, then they are severely deficient in open space

4) **Automobile parking** – this project is DEFICIENT in parking spaces and does not meet City Code for the district and use. According to City Code as specified on Prime's application, they are providing 286 spaces and 319 spaces are required – their aisle widths are also deficient, they are proposing 24', 25-26 is required. Their "comparable" project of the Hamlet in Saratoga is not a good comparison example, it is NOT in the heart of downtown Saratoga. This would set a precedence of parking reduction for future projects in the City.

5) **Street Capacity and Use**
a. This project would greatly increase traffic along Durkee & Bridge Streets and increase pedestrian traffic
b. The exit for the underground parking is right on the sidewalk OF BRIDGE ST with no visual for pedestrian safety. I understand they've added Mirrors and striping, but that is not sufficient enough for the safety of the heavy pedestrian use along that sidewalk – increased by the new riverwalk. **THE BUILDING SHOULD BE STEPPED BACK AT THIS CORNER TO BE WITHIN REQUIRED SETBACKS FOR SAFETY.**
c. It is proposed that Durkee St be one-way with on street parking – this plan blocks access to garage bays of an existing downtown business – blocks loading and access to all other existing businesses along Durkee st.
d. The dumpster location is adjacent to the PUBLIC WALKWAY, odor will be an issue.

THIS IS A NEW PROJECT, I'M NOT HERE TO DISPUTE THE DEVELOPMENT OF THIS SITE, BUT THIS IS NEW CONSTRUCTION, A BLANK SLATE AND SHOULD NOT REQUIRE VARIANCES, A BLANK SLATE SHOULD ALIGN WITH ALL CITY CODES AND ZONING…PERIOD

There are reasons why NO LOCAL DEVELOPERS put forth proposals during the RFP period for this site:
1) The RFP period was a mere 3 week time period (Prime had their proposal waiting in the wings for it). This time period is ridiculously short for any quality proposal to be put forth by a local developer.
2) Local developers knew this site would be controversial
3) The site is TOO BIG with TOO MANY PARKING ISSUES

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

1 message

Libby Yokum <adklotus@gmail.com> Mon, Apr 20, 2020 at 10:12 AM
To: cityinfo@plattsburghcitygov.com

In light of the COVID-19 Pandemic our country faces the specter of unparalleled social, political and economic fallout whose impact no one can predict. Plattsburgh isn't an exception to this precarious future and yet the mayor and the city council have persisted in their efforts to pass and implement the downtown redevelopment initiative (DRI) regardless of circumstance.

In the Press Republican 4/18/2020 "Plattsburgh Mayor Read said that small cities were being bypassed by the aid to households, businesses and healthcare". Noting that, and "…after weeks of discussion and deliberation regarding our looming financial crisis" (Councilor Elizabeth Gibbs, Thursday 4/16/20, Plattsburgh City Council meeting), it is clear that the City of Plattsburgh acknowledges serious financial concerns which need to be addressed. The city government chose to restructure, furlough or lay-off 35 jobs while what is needed is to stop and look at the bigger picture of the Durkee St. Parking Lot, the DRI, and the city expenses in the midst of this crisis.

If the city government is seriously concerned about the well-being of our citizens then the mayor and the city council need to consider what revitalization might look like in a post pandemic Plattsburgh. With businesses closing, layoffs looming, renters unable to pay rents, landlords unable to pay mortgages and taxes, the push for the current DRI plans reflects hubris and carelessness on the part of city government. It is time to pause and reassess.

To vote on building heights, parking spaces, open space use, etc. at this time raises concern about the city's priorities and questions their ability to care for our citizen's welfare.

Luis F. Sierra

Elizabeth (Libby) Yokum

7 Point View Terrace

Plattsburgh NY

518 310-1678

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment - April 20, 2020 ZBA meeting - Prime Plattsburgh

1 message

Scott Allen <scottallen@aesnortheast.com> Mon, Apr 20, 2020 at 10:23 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

1. The zoning ordinance requires a project to commence "substantial actual construction within 6 months" or else the permit becomes null and void. We question whether it is feasible that Prime could meet this requirement given the current pandemic crisis. If the applicant knows at this time that they cannot meet this requirement, then they should withdraw their application. Please ask the applicant this question.

2. Additional front yard setback should be provided. There is no need to crowd the edge of the sidewalk with the proposed building. Green islands between the front of the building and back of the sidewalk should be made a condition of any approval, or a grounds for disapproval if the applicant refuses to comply.

3. I remind the board that a petition was presented to the board by the Plattsburgh Citizens Coalition at a previous ZBA meeting containing 1900+ signatures of people opposed to the project in its current form.

4. The zoning ordinance defines building height as "*The vertical distance from the average grade adjacent to the foundation walls to the top of the highest finished roof surface of a flat roof or to the average height of a pitched, gabled, hip or gambrel roof.*" Please observe the building height of the proposed structure. Please disregard the applicant's characterization that the proposed structure is equivalent to a 4 story building.

5. In order to mitigate the impact that the project would have on the neighborhood, if the project fails financially and becomes vacant, the building should be constructed in a way that separate, smaller sections could be sold. Rather than one massive single building, the project should match the pattern of the rest of downtown, and consist of several individual buildings, joined by party walls, and capable of being sold separately.

6. SEQR. The ZBA must conduct its own findings before acting on approval or disapproval of the application. The ZBA can make findings that requires the applicant to prepare a Supplemental Generic Environmental Impact Statement.

President, Plattsburgh Citizens Coalition

and

AES NORTHEAST

Scott B. Allen, LS

Managing Partner
Architecture, Engineering, and Land Surveying Northeast, PLLC
(AES NORTHEAST)
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Plattsburgh, NY 12901
p (518)561-1598 ext. 107 | f (518)561-1990 | cell (518)570-9940
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City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comments 4/20/2020

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 20, 2020 at 8:44 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>

Cc: Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

PCC Letter to ZBA.pdf
151K

Terry Broderick <terrycb12901@yahoo.com> Mon, Apr 20, 2020 at 11:53 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>

I'd like to, as briefly as possible, submit my reasons why the ZBA should not approve the Prime Plattsburgh project as proposed.

I am almost 54 years old and was born in the City of Plattsburgh. I went to school, grew up, started my family, and currently work in the City of Plattsburgh at the Department of Social Services (although I've been living in the TOP for the past 23 years). From a very young age my father would take my sisters and me to various historical locations in the City and would explain how the City's founding fathers started roots in the City, and how it grew to what it is today. The battle on our lake, the monuments erected and their stories, we climbed the stairs of the "Eagle Monument" back when I was only 10 years old during the country's bicentennial celebrations. Downtown, in it's current glory, holds much history and significance to those that actually live and/or grew up there.

That said, I would like to relate how I believe the Prime development project will adversely affect the City of Plattsburgh as we know it.

First of all, the location that the City has proposed for this development is wrong for. The perfect location would have been at the "parking lot to nowhere" by the marina. To say that the railroad is a safety issue is not a valid reason. That very location, further back in the old, dilapidated MLD building, is where the City has proposed the Farmers Market move. If the railroad posed a danger, then why put the Farmers' Market there? Why is the boat launch/marina down there? Why is a bar/restaurant (Naked Turtle) down there? This reason is a terrible excuse.

Secondly, the Durkee St. parking lot (hereinafter DSPL) is on the banks of the Saranac River. You cannot legally use this land without special approval from the community and/or state. It is public land, therefore the City has no rights to it. Actually, with all the monies collected by the City from the Special Assessment Tax (hereinafter SAT) it imposes on the many property and business owners located in the downtown district, one would argue that the DSPL belongs, collectively, to those property and business owners and NOT the City! Giving away this land for the $1 fee offered to Prime is a slap in the face to the people that have been living, working and dying in this district for 30 (give or take) years!

Third, the DSPL, which is paid for through the SAT, is used by all those loyal and hard working property and business owners, along with their tenants and employees! Proposing less parking, angled parking, and metered parking is not adequate, and it's certainly not ok! The SAT currently pays for parking, therefore, imposing metered parking as an alternative, and in my opinion, is a way for the City to fleece more money from that district, and is not only double dipping but despicable. Historically, metered parking was abandoned due to business that was lost to the nearby town because the town offers FREE parking for its patrons! Metered parking has already failed for the City, so the City

should learn from that mistake! Additionally, angled parking has been attempted at several locations in the City and failed. It was tried on Miller St., across from the Post Office and it failed. It was tried by the Senior Center (formerly MAI High School) on Court St. and it failed! Angled parking has proven ineffective and dangerous, so to propose this AGAIN is a ridiculous suggestion. Lastly, to suggest that those living and working downtown walk to their home or office from a location not conducive to that home or office is not why the SAT is paid to the City. The SAT ensures that the lot remains open and maintained for downtown tenants and workers.

Fourth, aesthetics! Any person who walks the streets of downtown (Margaret St., Bridge St., Clinton St., City Hall Pl., etc.) can look and admire the historic architecture of those beautiful buildings. The proposed Prime monstrosity would not fall in line with those aesthetics! It's going to tower over those buildings and literally cast a shadow over part of Durkee and Bridge St. Any requests for improvements to its appearance have been minimally addressed. It does not fall in line with the architecture and appeal of historic Downtown Plattsburgh!

Fifth is the reduction to some street size as well as decrease in walkability and bike-ability. Sidewalks are being reduced in size and Durkee St. is being proposed as one way. This is not safe and it will discourage residents and even tourists from visiting that part of downtown. The proposed angled parking on Durkee St combined with making it one way and one lane will cause great disruption in the way businesses receive their deliveries, the way customers pick up their orders from said businesses, and make travel, whether via car, bike, or foot, precarious at best. Students from the Middle School use downtown to walk and bike home and this project will make that dangerous for the children in the City.

Sixth, the City of Plattsburgh is literally the County seat. All types of governmental transactions are conducted by those throughout the county happens there! Reducing accessibility via less parking and ore walking for the disabled and elderly in our County is reprehensible. It would appear that none of this has been considered throughout this project.

Lastly, we are currently facing a depression, lay offs, and God knows what else due to the COVID-19 pandemic. It would be unconscionable to proceed with this project when so many loyal and hard working members of the downtown district are facing possible bankruptcy and/or closure of their businesses. The money should be repurposed for those businesses/owners, perhaps at the cost of a low interest loan, so those that have been the heartbeat of the City can continue to thrive and keep Plattsburgh the great Lace City it is, and should remain. Additionally, the cost that Prime will charge for one of their tiny apartments will no longer be affordable with the current pandemic and loss of employment by many nationwide (not that $1000-$1200/month was in any way affordable to begin with!)

I ask you to remember that your reviews, opinions, assessments, etc. are independent of the Mayor and Council. Listen to the citizens of Plattsburgh. Listen to the citizens in the County that do business in Plattsburgh. Listen to the people that live, work, and play in Plattsburgh. They, not the Mayor or Council, are for whom you're making these decisions.

Thank you, and stay well,

Mrs. Terry Broderick
former citizen and current downtown employee

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals comment 4/20/2020 Vilas Home Appeal 2198 and 2199

1 message

Kathy Livingston <Uplace44@charter.net> Mon, Apr 20, 2020 at 11:53 AM
To: cityinfo@plattsburghcitygov.com

Dear Members of the Zoning Board of Appeals,

We, the undersigned, own and reside at 2 University Place. We purchased our property in a R-1 district knowing the numerous advantages of being in such a zoning district.

We feel the applicant hasn't demonstrated unnecessary hardship by satisfying the three tests required for a Special Use Permit: uniqueness, reasonable rate of return and character. Zoning law states these three tests must be met before a Zoning Board may grant relief. It also states, a Special Use Permit should not be granted if the "unnecessary hardship" was created by the applicant. The applicant has clearly self created this project. The applicant purchased the property for $950,000 in September 2019 which was significantly less the 2019 assessed property value of $2,000,000 and the applicant has also recently entered into an agreement for a "Pilot" agreement (a "pilot is an agreed upon payment in lieu of City, County and School taxes). This clearly shows a lack of "unnecessary hardship".

This project would definitely decrease the values of all residential homes in the surrounding neighborhood.

Respectfully,

Mike and Kathy Livingston
2 University Pl
518-563-9616

MaryAnne Bukolt-Ryder
Attorney-At-Law

61 Clinton Street
PO Box 3043
Plattsburgh, NY 12901-0298
Telephone: (518) 561-8800

April 22, 2020

Plattsburgh City Zoning Board
Plattsburgh City Planning Board

To Whom it May Concern:

I am writing this letter to express my support for the Prime Durkee Street Project. Just for the record, and despite rumors to the contrary, I remain on the Parking Committee which over the last several months has been attempting to formulate a plan to replace parking that would be lost and restructure parking that already exists with an eye toward better efficiency. I think the planning has gone well and we are on our way to real and viable solutions to parking in our Lake City.

I am not going to deny that I had reservations about the Durkee Street project to begin with. However, as time went on and I began to investigate the plans and revisions, and the work that was being done, I became more and more convinced that overall the project is sound, will enhance our downtown and promote welcome economic growth for our city.

Change is not always easy, but it is also not always bad. I have lived here since the early 1980's and have watched while special interest groups have thwarted various plans for expansion and growth. It would appear that this odd form of parochialism continues even to this day—which is probably a significant reason why despite Plattsburgh's prime location, excellent health care and transportation systems, superior schools and colleges, our local development has continued to be dwarfed by other upstate communities.

With the increase in industrial and international businesses which have re-located here over the past several years, our area is poised to become more than a tourist attraction. We can and should be an economic oasis for Northern New York State. However, to accomplish this, we must be ready to provide a skilled workforce and appropriate housing for a generation that has already demonstrated that it may not be interested in the traditional white picket fence dream of home ownership. The Prime Project helps fill that void.

Right now, we have a great opportunity to be ready to surge forward economically as the national and state economies are re-set. We have money from the State to help. Fear and hesitation are the enemies. There is no growth without change, and there is no change without growth. Let's decide in favor of moving forward.

Sincerely, MaryAnne Bukolt-Ryder

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

(no subject)

2 messages

TENZIN DORJEE <tenzinformayor@gmail.com> Mon, Apr 20, 2020 at 1:46 PM
To: cityinfo@plattsburghcitygov.com

To: The Plattsburgh City Planning Board
The Plattsburgh Zoning and Appeals Board

From: A Concerned Plattsburgh Citizen

Re: Dean Schneller, Esq. Conflict of Interest

I am a taxpayer in the City of Plattsburg, New York and want to alert you to the conduct of the Dean Schneller, Esq. the attorney who represents the Mayor Colin Read and the City Council of Plattsburgh. The City of Plattsburgh presently has a SEQR application pending before the Planning Board and the Zoning Board. As a taxpayer I am greatly concerned of the multiple parties he is representing.

The Planning Board and the Zoning Board are independent of the City Council and the Mayor.

New York State General City Law authorizes municipalities within the State of New York to have a Planning Board and a Zoning Board of Appeals. Each of these Boards has the authority to hire their own legal counsel to assist in reviewing application before them. In fact, the City Charter under section 360-61 allows each Board to hire their own attorney.

Mr. Schneller is in violation of the sections listed below of The New York State Rules of Professional Responsibly

DR 5-105 (a) and (b) (22 NYCRR 1200.24 [a], [b]) — failing to decline proffered employment and continuing multiple employment if the exercise of independent professional judgment on behalf of a client will be or is likely to be adversely affected by his representation of another client, or if it would be likely to involve him in representing differing interests, and a disinterested lawyer would not believe that he could competently represent the interest of each client and each client did not consent to the representation after full disclosure of the implications of the simultaneous representation and the advantages and risks involved; and

DR 5-105 (c) (22 NYCRR 1200.24 [c]) — representing multiple clients with differing interests without disclosing the implications of the simultaneous representation and without obtaining the consent of the clients to the representation.

The Planning Board and the Zoning Board are required by law to approve, disapprove or require modification to the City Council's application. As stated, Mr. Schneller client is the City Council, so how can he represent the Boards when they have different interests then his client. This is a clear conflict of interest.

His loyalty is to his client, the applicant, the City Council. He cannot represent the applicant

before the independent Boards.

Recently, a New York State Court stated in a decision the following:

DR 5-105 (A) and (B) (22 NYCRR § 1200.24) of the Code of Professional Responsibility provides:

A lawyer shall decline proffered employment if the exercise of independent professional judgment in behalf of a client will be or is likely to be adversely affected by the acceptance of the proffered employment, or if it would be likely to involve the lawyer in representing differing interests.... A lawyer shall not continue multiple employment if the exercise of independent professional judgment on behalf of a client will be or is likely to be adversely affected by the lawyer's representation of another client, or if it would be likely to involve the lawyer in representing differing interests....

Nevertheless, DR 5405 (C) provides that an attorney may represent clients with potentially adverse interests if "... a disinterested lawyer would believe that the lawyer can competently represent the interest of each and if each consent to the representation after full disclosure of the implications of the simultaneous representation and the advantages and risks involved."

Given the conflicts inherent in simultaneous representation, a prima facie rule of disqualification applies where there is an existing attorney-client relationship on behalf of a client whose interests are adverse to the interests of another current client (Cinema 5, Ltd. v Cinerama, Inc., 528 F2d 1384 [2d Cir 1976]). Under this standard, where the attorney-client relationship is a continuing one, adverse representation is prima facie improper, (Matter of Kelly, 23 NY2d 368, 376 [1968]), and the attorney must be prepared to meet the very high standard that there will be no actual or apparent conflict in loyalties or diminution in the vigor of representation (Cinema 5, Ltd. v Cinerama, Inc., 528 F2d 1384 [2d Cir. 1976]; Thaler v Jacoby & Meyers Law Offices, 294 AD2d 230, 742 NYS2d 241 [2002]). The prima facie rule of disqualification applies, even though the simultaneous representation occurred unknowingly and inadvertently (see, e.g., Cinema 5, Ltd. v Cinerama, supra). An attorney must avoid not only representing clients who have actual conflicts but also must avoid representing client whose interests appear conflicting (Cardinale v. Golinello, supra; see also, Kassis v. Teacher's Ins. & Annuity Assn., 93 N.Y.2d 611 [1999]). And, an attorney must avoid not only the fact but even the mere appearance of impropriety (Tekni-Plex, Inc. v Mayner & Landis, 89NY2d 123,130-131 [1996]). Where there is a conflict of representation, doubts as to the existence of a conflict of interest are to be resolved in favor of the disqualification (Lammers v Lammers, 205 AD2d 432, 613 NYS2d 906 [1st Dept 1994]).

Mr. Schneller has a conflict of interest and the Boards need to retain outside counsel. Preferably from outside Clinton County.

Thank you,

Tenzin Dorjee

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 20, 2020 at 2:13 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Comments for Tonight's Zoning Board Meeting- Please forward!!!

2 messages

Kathy L. Baumgarten <foofusdotcom@aol.com> Mon, Apr 20, 2020 at 1:22 PM
To: cityinfo@plattsburghcitygov.com

I am writing in advance of the zoning meeting this evening.

Especially during this pandemic, it seems like all Downtown Revitalization Initiative monies should go toward helping currently existing downtown businesses, but I understand that you may have limitations on what you can do. If it is at all possible, please table this entire project for a time more advantageous for the economic good of the city. You do not need concern yourselves for how this will economically affect the companies behind Prime, as they are out of town and not in your jurisdiction.

As I have said at previous meetings, my objections to the Prime development are as follows:

· It will affect county tourism by limiting parking (the best and cheapest support we have to offer!), especially for our biggest regional events- the Battle of Plattsburgh, Fourth of July and Mayor's Cup. If the Mayor intends to relocate these events, he would have said so to relieve the criticism, so we can rightly assume he intends to discontinue city support of them.

· Pull-in parking is the most popular of handicapped accessible parking; no amount of parallel parking the city has suggested can replace it. Speaking of parking, at NO TIME has City Hall broached the topic of where snow emergency parking will be relocated to once the Durkee lot is removed. The City of Burlington allows free parking in its three parking ramps to facilitate clearing its streets. Plattsburgh seeks to end it, demonstrating utter contempt for apartment dwellers and their landlords in downtown Plattsburgh.

· I spoke with an official at Community Bank on Margaret St. At no time has the city invited any conversation about the business aspect of the bank parking lot and the Pavone lot being constructed next door. They told me that their parking is only for their customers, so customers often park at Durkee so they can walk to other shops after the bank, and that during snow, folks park in there all night. Which would be okay except that their own plow can't get in in the morning, nor can their own employees. This speaks to a greater meed for snow parking than is acknowledged. This is not some little detail the city can figure out later. Like all good emergency planning, it needs to be done well in advance. Frankly, if they break ground in summer, it will be utter mayhem during peak weather and no one will know what to do come snow. People in our area can be economically devastated by one tow ticket.

· The edifice will block from view the Saranac River and prevent for all future generations any enjoyment of this *priceless natural wonder.* THAT is the nature and character of our downtown! Additionally, the edifice will be built within inches of the very bridge where the Battle of Plattsburgh was fought . That the bridge and its surroundings are not currently considered to be valued as they deserve in this context is irrelevant. But, IMO there should be a memorial and historical interpretation center where Highway Oil was to mark this event of National import.

· *Over 70 local businesses* signed a letter stating their opposition to this project; to date, City Hall has

dismissed their concerns with **utter contempt** and have reached out to not even a single one.

· The sheer size of this edifice is out of keeping with the nature of Downtown Plattsburgh, regardless of what color they paint it.

· Prime has not allowed enough parking for customers, staff and tenants of its proposed development. Additionally, **any promises they have made about allowing public parking on their premises will be null and void as soon as they take possession**. Therefore, the City's premise of adequate replacement parking for the loss of Durkee with these "promised" parking spots is utterly false.

· The County Zoning Board's conclusion that the project is thoughtless and without attraction is 100% correct and deserves your complete support. Plattsburgh is and always will be the County Seat and the people of the county park at Durkee lot whenever they come to town.

· The DRI as City Hall is applying it to Durkee St is merely a narrow sidewalk along the river and a narrow sidewalk leading to it. That is not a riverwalk. A Riverwalk has room for benches and gardens and features such as fountains, etc. Tourists driving by will assume the currently planned narrow walk is on private property and for all intents and purposes, it will be. Foot traffic from the apartments scurrying back and forth from the parking lot, delivery trucks, dumpsters and trash collection trucks will make the Prime's parking lot as unattractive to tourists as possible. The River is already permanently blocked up on its East Shore with grandfathered buildings; this edifice will destroy ANY future hope of public enjoyment, at TAXPAYER EXPENSE!

· The proposed building will exponentially increase the downtown traffic congestion rather than relieve it in any way. Imagine all the tenants leaving for work during our rush hour, deliveries coming in, employees and customers coming in crowding Bridge Street, and waiting for pedestrians.

· The proposed restructuring of the "tried and true as is" Durkee Street roadway should never have to have even been considered. The taxpayers in no way should be paying the price for a building we did not want, nor should we have to bear the unimaginable inconvenience of changing this branch of Route 9 to one-way traffic to make any accommodations for same building. Nor should we later have to pay the price of turning it back to two-way after the fact, nor should we have to lose any parking places to boot. The building should have been designed to be completely self-sufficient without requiring anything from the current structure of the city parking and roads.

· This development will hinder the operations of government agencies which use the Durkee Lot, and who have many handicapped patrons who are no where else accommodated for.

· As others have said, there is no need for apartments and new shop space downtown. There IS a need to draw locals and visitors to the downtown and get them to stay longer. The best draw for this would be park area around the perimeter of the existing lot. Indeed, City Roads and Grounds could quite easily build more curbing, bring in dirt and stick in a few benches before the end of this month, throw in a few trees and grass seed and it would be the jewel of downtown before the first day of summer. All ready for social distancing baby buggies and joggers.

· This board is entrusted with protecting the spaces in our city - that they are used appropriately and correctly, cost-effectively and in the best interests of those who pay for them- the taxpayers. The opposition by taxpayers to this development is unprecedented in the 30 years I have owned my home on

Elm Street, seven blocks from the parking lot. I think we know how we want our city to be.

· Also unprecedented is the tenacity with which city hall has pushed back against the will of the people who pay their salaries. Any other mayor would have respectfully backed down to the wishes of their electorate, as the good civil servants they are paid to be.

· There is already a contact in place for waterfront development as part of the DRI. The rest of the monies need to revitalize our devastated and ALREADY EXISTING downtown so it can recover from the pandemic.

· Regardless of what the Mayor may lead you to believe, it is not too late to stop this project. At the very least, set it aside until after the pandemic. What's the hurry? They can't work on it anyways! If it's a good idea now, it will still be a good idea a few months down the road, right?

God Bless,
Kathy L Baumgarten
TSGT USAF (Ret.)
Reply Reply All

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 20, 2020 at 1:36 PM
To: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planing Board 4/27/20 public comment

1 message

Kim Ford <klmousseau@aol.com> Mon, Apr 27, 2020 at 12:05 PM
To: cityinfo@plattsburghcitygov.com, mcmahonj@cityofplattsburgh-ny.gov, rick@fesetterealty.com, derek.rosenbaum@gmail.com, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov

Kim Ford (City tax payer, local real estate developer)

This is an updated comment for the Planning Board meeting tonight.
I have included my previous comments below from the previous planning board meeting.

My new comment is in regards to residential units on the first floor. This is not allowed by current City Zoning and I don't think it should be allowed for this project. By allowing Prime to have 1st floor (ground level) residential units, it could potentially set a precedence for other downtown district property owners to be allowed the same. As a multi-family developer, this is a good economic opportunity for the downtown property owners to convert empty retail space into income producing residential units - HOWEVER - this could also take away 1st level storefronts from our downtown, thusly affecting the CHARACTER and AESTHETIC OF OUR DOWNTOWN CORE.

Thank you for your time and consideration,
Kim Ford

-----Original Message-----
From: Kim Ford <klmousseau@aol.com>
To: cityinfo <cityinfo@plattsburghcitygov.com>; mcmahonj <mcmahonj@cityofplattsburgh-ny.gov>; TamerM <TamerM@cityofplattsburgh-ny.gov>; MarbutS <MarbutS@cityofplattsburgh-ny.gov>; derek.rosenbaum <derek.rosenbaum@gmail.com>; rick <rick@fesetterealty.com>; cgerv001 <cgerv001@plattsburgh.edu>; wrietsema <wrietsema@msn.com>; jaa <jaa@aedapc.com>
Sent: Tue, Apr 7, 2020 1:20 pm
Subject: Planing Board 4/7/20 public comment

Hello,
I would like to submit public comments for the City Planning Board for April 7, 2020; specifically in regards to the Prime Company application.

I would like to have made more comments, but lacked enough notice and time to make a well composed response. (I continue to work and am a parent of 2)
it is a shame that this project is still on the agenda without the public being able to attend this highly impactful project.

To save some reading, **THIS PROJECT IS TOO BIG FOR THIS SITE & DOES NOT CONNECT WITH OUR DOWNTOWN COMMUNITY**.

As a new construction project, a "blank slate", it should adhere to all City Zoning and Codes. If they need a variance or reduction in parking, setbacks, height, size or any other criteria, then they should make the project smaller.

Below is a list of my objections to this project based on the criteria for the Special Use Permit request:

On page 15 of the "Site Plan Narrative March PB meeting.pdf " Response #8d (architecture) – Prime claims that their building is similar to that of the Ashley's building, citing that "*The Ashley Building at the corner of Durkee and Bridge Streets is nearly five stories in height, similar to the height of the corner elements of the new development. "*
Ashley's is 4 stories, and the Prime building is actually 6 stories (one underground). This is not a good comparison; the proposed Prime building is actually LARGER than any other downtown City Block.

The **snow storage** area proposed is not nearly adequate size for the amount of snow that will be generated from the parking area; also this snow storage area has the potential to cover the public walkway.

PEDESTRIAN SAFETY: The exit for the underground parking is right on the sidewalk of Bridge St. Prime has responded with striping and mirrors, still not adequate. To alleviate this potential pedestrian danger, the building should be stepped back to the required setback.

DUMPSTER LOCATION: It is UNACCEPTABLE to have the dumpster location next to the Community walk-way. They may have proposed a screening around the dumpster, but that doesn't deal with the ODOR and chance of stray litter around the area. Even saying that it would be picked up more often, still does not deal with the inevitable odor that will permeate the adjacent community space. *Could the dumpster area be located within the courtyard parking area?*

LOADING AREA: The loading area is also adjacent to the Community walk-way. This is unacceptable because the transfer of goods will be over the Community walkway. Though it is nice to see they have considered their own loading area, because the loading areas of the EXISTING BUSINESSES along Durkee (and some on Margaret) will potentially be losing their convenient loading areas on Durkee St. I realize they may be allowed at certain times, but consider Ashley's who makes multiple deliveries throughout the day.

With the locations of both the Loading Area and the Dumpster Area, it seems as though the project is downplaying the importance and the potential beauty of teh Community walkway.

FORMER PLATTSBURGH FARMER MARKET: This entire building should be retained for Civic use. The tax paying citizens paid for this building and should be able to retain this building. This item alone would sway me to accept the massive building, if the citizens could at the very least retain the building (if not for the market, for events and activities). The City could retain the portion of land and rent the space. Or if Prime indeed needs to gain ownership, please leave it as Civic space and they could rent it for a nominal fee to community organizations.

Thank you for taking the time to read this,
Kim Ford
Concerned Tax payer, resident, and local developer

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Meeting Comments 4/28/20

2 messages

Kristine Lutters <klutters@gmail.com> Sun, Apr 26, 2020 at 8:30 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Planning Board Member:

There are risks and possibilities in everything we do, in every step we take, both collectively and individually. And there are certainly both risks and possibilities in the proposed project for the development of the Durkee St. parking lot. But I would suggest that at this point in this long process of grant application, community input, planning, revision, discussion, collaboration and conflict that the positive possibilities outweigh the risks. There are differences of opinion, there are perceived strengths and perceived weaknesses but this is a time to come together, work together and go forward together.

We have the opportunity to replace an unattractive parking lot with housing that will bring residents to downtown who will provide the energy to a downtown that has great potential. Downtown Plattsburgh needs additional residents to support businesses, counter student rowdiness and advocate for the good of the center city. They will join the coalition of Plattsburgh business owners and current residents to strengthen the city we all care for.

As we move forward with this project we should remember that we must work for the good of all city residents, businesses and enterprises. Let's not forget or neglect the needs of established downtown businesses or current residents. I trust that this can be accomplished.

Let's put aside disagreements and take the steps to support this project. Let's not reject the opportunity that is in front of us. We can't go back so let's go forward.

Kristine Lutters
Resident of Plattsburgh New York

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 9:08 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment 04/27/2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Fri, Apr 24, 2020 at 11:24 PM
To: cityinfo@plattsburghcitygov.com

I would like to go on record as being heartily in favor of the latest proposed city project. I am not native to this area but have lived and worked in Plattsburgh since the 80's and have watched the steady improvements here.

I remember in days gone by all of the rather raucous bars on City Hall Place—and recall the then bemoaned city efforts to curb the proliferation of "college" bars downtown. But no sooner did the those bars disappear than the likes of Irises and, later, the Pepper, etc. shot up—then Sawatdee, now the Bistro, and Sip and the Twisted Carrot and the Himalaya, and Aleka's—and there were the improvements of the buildings—and let's not forget the ensuing art projects around town.

I remember that folks got cranky about the city trying to curb the prevalence of one kind of downtown drinking, but it has proven a boon—still lots of bars or restaurants where one can buy alcoholic beverages but a wider variety of places and ages of patrons. The result: the is city more generally appealing and widely appreciated.

I hear each season the gripes about "lost parking" when many of the local restaurants create outdoor seating out of parking spaces—but can anyone deny the palpable energy that exits when each day the seats are full with delighted diners?

I remember when there was a new mayor in Burlington who took abuse for just the sort of issue before you—changing where cars could be parked. Mr. Sanders closed 4 blocks of Church Street—and created the shopping area that exists today. I was at several of the Burlington zoning board meetings during which many were arguing to retain the parking spaces in front of their stores—and I mean shouting. But does anyone today think that the conversion of those few blocks of Church Street was a dumb idea? That move created a center of commerce and theater and public assembly upon which more was built—thus the aquarium location, the mall, the parking garage, and the connection to the city parks and docks.

Change is hard—and change in and of itself is certainly not automatically good—but Plattsburgh has over the years quietly progressed, and has in my opinion become a more diverse and interesting and welcoming city as the result.

Making the river and lake part of the city center by redirecting the focus of downtown with new housing and shops and restaurants just seems to me to make sense.

Pat Hoffmann, 62 Clinton Street, Plattsburgh, NY 1290

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:32 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

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MARKET ANALYSIS

SITE INVESTMENT OPPORTUNITIES

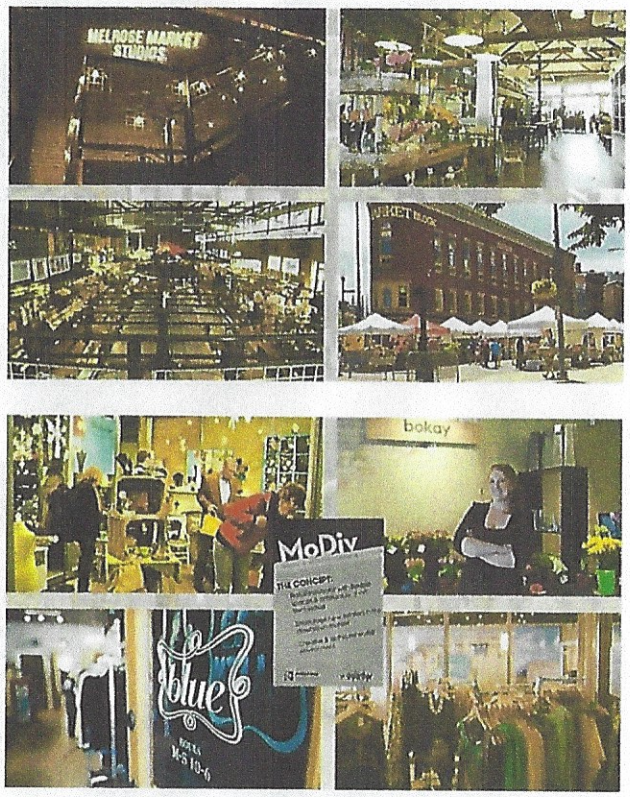
The market analysis identifies trends that are currently impacting real estate development at the regional and local level and suggests a simple yet informed setting of existing and future investment opportunities for the Durkee Street site.

Relying in part on proprietary data (EMSI and ESRI Tapestry), at the core of the analysis was a thorough evaluation of socio economic data, residential, retail and office market data, as well as insight into other future city projects. In-person and telephone-based interviews were conducted with representatives of the Plattsburgh real estate market, commercial developers, economic development professionals, municipal officials, and licensed real estate professionals to inform the project consultants with "on-the-ground" data about the opportunities that likely exist, where demand lies, and how this project might seek to fill these voids in the market supply.

All of this data supports the notion of a "sharing economy" that prioritizes flexibility in design to accommodate multiple uses. This dynamic trend is popular in competitive real estate markets and could be employed in Plattsburgh. Examples include the following:

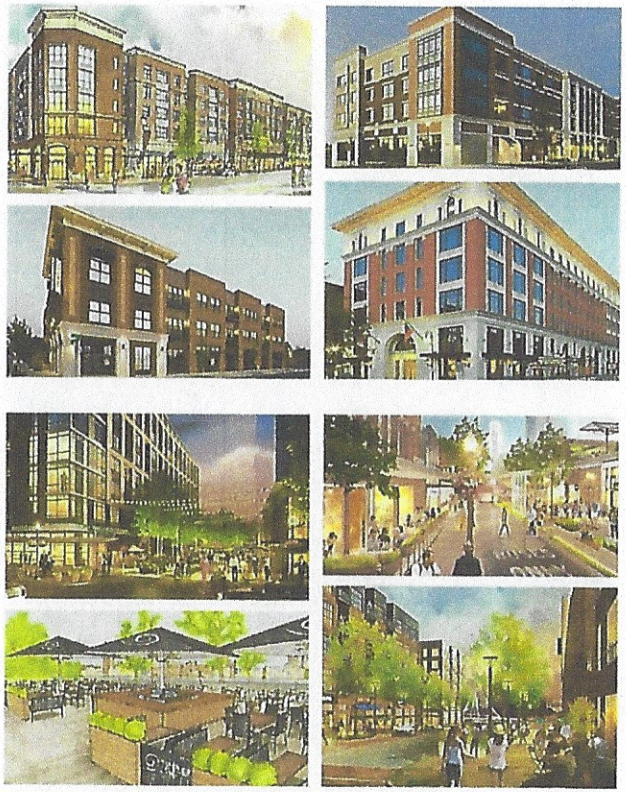
- Co-work space where users temporarily lease office space and share conference rooms and additional resources
- Shared kitchen(s) where multiple users can share equipment at different times for varying purposes
- Flexible market space that can serve various retail opportunities
- Short-term destination rental units for visitors - such as AirBnB

In conjunction with strategic site design, this analysis plays a large role in defining the size and form of proposed development allotments.



MARKET / POP-UP RETAIL

Competitive price points in the City of Plattsburgh compared to other larger cities in the northeast allow for young entrepreneurs to start up small businesses and shops using shared space, often under the umbrella of a Market Retail Co-Op. Under this model, successful businesses will evolve into their own space, furthering economic growth while allowing opportunities for new market trends.



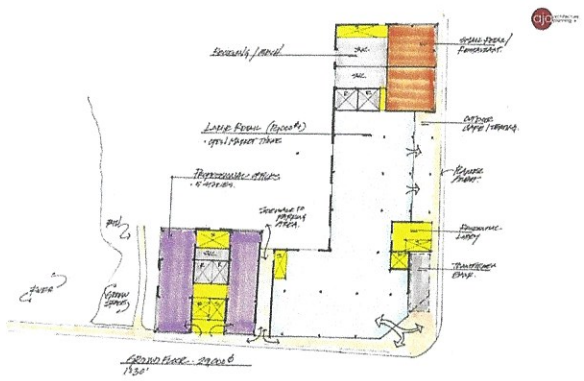
HIGH-END RESIDENTIAL

A growing demand for an urban experience is increasing the potential growth for modern, urban rental units and experiences offered in a downtown urban core. Downtown rental units are an attractive option to young professionals, empty nesters seeking to downsize, including seniors and retirees, and families of all income levels as the trend back to urban centers continues.

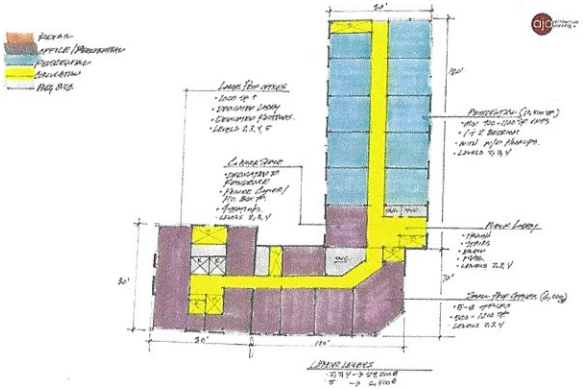
PRELIMINARY RESIDENTIAL BUILDING ELEVATION

PRELIMINARY SITE PLAN W/ PARKING GARAGE ON SITE

PRELIMINARY FIRST FLOOR PLAN



PRELIMINARY UPPER FLOOR PLANS



SITE DESIGN

A RESIDENTIAL HUB & MARKET DISTRICT

The site design is unified by a theme that includes a new residential hub & market district that speaks back to an era of post-industrial development. To achieve the activity and vitality of a lively downtown core, this district is envisioned to include the following site & building elements:

1. 4-5 story Residential Hub with activated retail & office space throughout the first story. The overall architectural aesthetic should compliment the surrounding architecture
2. Flexible Retail & Market Space for various uses including an indoor farmer's market, pop-up retail, and event space
3. 2 Story Mixed-use Development allows for attractive views from the nearby residential building while also providing rooftop dining overlooking the Saranac River
4. Activated Pedestrian Promenade with numerous amenities including: decorative pavements, planting, lighting, banners, & cafe seating
5. Active Great Lawn & Outdoor Market Space
6. Concert & Event Pavilion with a subtle lawn amphitheater
7. Riverside Access with natural stone seating stairs & fishing dock
8. Meandering riverside esplanade with selectively cleared views of the river

PROJECT IMPLEMENTATION

FINANCIAL ANALYSIS & FUTURE INVESTMENT

A financial feasibility analysis was completed to inform decision-making around the redevelopment of the site and to help the advisory committee understand how different uses and phasing may affect the expected profitability for a perspective developer. This analysis provides information regarding the funding gaps that may exist and what is required to attract private investment related to the current redevelopment scenario.

The financial development pro forma analysis uses key assumptions for lease rates, land acquisition costs, site construction costs, construction phasing, and market conditions.

The results of the pro forma analysis demonstrate that the project is feasible from a lending institution's perspective, but not necessarily from the developer's standpoint. The internal rate of return (IRR), which measures the developer's return on investment for implementing the project, may not be attractive enough to be considered feasible by the private sector. There are several options to bridge this funding gap, including public sector involvement in the form of grants, loan guarantees, incentives or other tax breaks. Pursuing public sector assistance by utilizing Downtown Revitalization Initiative funds could bridge the funding gap. When public support of $1 million is included in the pro forma calculations, the IRR is boosted to a level that may be more attractive to the private sector.

A shared public/private investment may be just what is needed to reimagine Durkee Street, it's historic connection to the Saranac river, and it's future impact on the revitalization of downtown Plattsburgh.

Tearing down old walls

Editorial aired July 11, 2014 on WPTZ

NBC 5

Updated: 2:05 PM EDT Jul 11, 2014

Kyle Grimes
President and General Manager

There's a debate going on in the City of Plattsburgh that has people hot on both sides.

At issue: whether or not to close down a small stretch of road for a regularly scheduled community gathering.

Close the road or keep it open -- we don't much care about that.

What we are concerned about is the continued force against progressive ideas in the city.

Any mention of progress is met with an all too predictable outcry of parking problems or confusion over shifting traffic patterns.

The worst kind of parking problem a city can have is not having a parking problem.

Downtowns -- once written off as dead -- now have the unique opportunity to win businesses back. Key to winning that business back is foot traffic. Yes, foot traffic. People who actually will walk from store to store without having to park right in front of them.

There are some great ideas being floated in the city. The elected leaders would be best served spending their time figuring out how to make them work instead of putting up old walls.

I came upon this article and thought it was appropriate to the current situation. Six years have passed and at that time we couldn't get behind a very small idea. This time it's not the elected officials resistant to tearing down old walls.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment April27,2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 26, 2020 at 8:37 PM
To: cityinfo@plattsburghcitygov.com

I would like to state my strong support for the Durkee Street development by Prime LLC. The people opposed to this project consistently and falsely state that Prime is getting a “sweetheart deal”. They are going to invest over 20 million dollars to construct this building and are going to pay more in property taxes or payments in lieu of taxes than is currently generated by that lot. On page 15 of “Durkee Street Reimagined Project Implementation” (attached), it stated that incentives must be offered to attract a developer for this project, because even though there is a market for higher-end apartments and retail/office space, the costs associated with investing in such a project would not yield an attractive-enough rate of return for a developer. It is unrealistic to think otherwise. If it were a “corporate giveaway” as PCC has stated, one would think there would have been more bidders. The people that are the leaders of the PCC want to keep repeating the same falsehoods in hopes of convincing people it is true. Like many of their claims, they are trying to scare people and promote doubt. They think more funding should go to existing building owners. The idea of using a large portion of the DRI funds to have owners of present buildings revamp their properties was an idea tried years ago and it did not revitalize the downtown as they had hoped.

This project, a mixed-use development on the Durkee Street Parking lot, is consistent with the concept that was submitted to the State “Durkee Street Reimagined, Market Analysis, and Site Design” (attached) pages 7,8, and 11. There is a vision of a multistory vertical building. Further, this building as envisioned was 5 stories tall. Imagine that! The details of the concept, whether 50,00square feet of commercial space vs. 10,000, or 45 apartments vs. 114, does not change the character of the proposal vs. the proposed Prime project. The volume of residential or commercial space was not what anyone was promised. If there had been 5 bids on the project, they all could have been different from the concept. The proposal submitted by Prime is a very worthy project, which was vetted through the PAC committee, made up of various professionals and citizens including someone in opposition, and it was unanimously approved sending the project to the City Council for public review.

As far as adding a gathering space, we already have Monument Park (where there is a great view of the river) Trinity Park, Harborside all of which are underutilized. In addition to all the aforementioned, the space colloquially known as “Westelcom Park” right across the street from the Durkee Street Parking Lot, that is scheduled to be revamped, is similar in size as the gathering space the opposition continues to promote. While I don’t claim to speak for anyone else in writing this letter, I am sure that some would agree with me that it would be excessive and redundant to have two gathering spaces right across the street from each other.

Presently there is little access to the river because of its layout: a steep bank made up of riprap leading to rapids. There's no way it could safely be made accessible. The trees can be trimmed but cannot be removed. The development of the Riverwalk will be a great improvement and look very nice, and create a scenic pedestrian walking opportunity that does not presently exist. I don't see how the downtown will look better by keeping the existing parking lot rather than a brand-new building. I can't imagine that I'm the only person who thinks spaces for people to live, work, and visit are more attractive than an at grade parking lot.

In my opinion, the proposed development is very attractive. "Durkee Street Revisited" paints a picture of a new building as a mix of the styles of the present buildings with new and modern architecture. I think this building accomplishes that very nicely. Prime Plattsburgh LLC has listened to and been very receptive to the concerns of the public and various boards, and have made many substantial changes in response to these concerns.

This is a great project for our downtown and for the surrounding area. To have this once in a generation opportunity slip through our fingers would be a travesty. We'll never get another opportunity like this. It would be good for the whole area. The DRI projects as a whole are going to transform our downtown in a positive way, attract other developers, (a project like this gets other developers attention) and gives hope and confidence to the small businesses downtown that may be unsure about reopening after the Pandemic passes as they will have more potential customers. The Farmer's Market decision to move to Harborside is a great idea. They will have more space, parking, and will have more flexibility in managing their market as they see fit. I wish them well.

In closing, I'd like to leave you with a quote from an article in the Press Republican from Mark Dame, former Clinton County Legislator: "Look at the issues and, whenever you make a decision, don't think of the people you're looking at that are sitting in the gallery who have… immediate vested interest in that decision. Think of…who aren't there, who haven't said anything and trusted you with making the right decisions."

Thank you for your time and service to your community.

Sue Moore

City of Plattsburgh

Attach for sue prime letter.pdf
5003K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 9:16 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

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Attach for sue prime letter.pdf
5003K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

planning board comments

2 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Sun, Apr 26, 2020 at 7:24 PM
To: cityinfo@plattsburghcitygov.com

Durkee Street Drama and Covid 19

Why is the 10 million dollar state grant to Plattsburgh mired in controversy when other communities are easily moving ahead with redevelopment?

The answer may partly lay in the grant application itself. Many people have seen the Durkee Street Lot (DSL) as an empty stage on which something could be built. The Plattsburgh grant applicants were, no doubt, dreaming of possibilities.

They must have thought: “Wouldn’t it be nice to have a mixed use development? We could add a green space, garden islands, perhaps even a 45 unit apartment building. How about a water feature and a skating rink? In my opinion the 3.1 acre lot is not large enough to adequately accommodate all of these features.

The DSL now is a community asset. Downtown landlords and businesses in the special assessment district (SAD) pay a portion of their taxes for the upkeep of the lot. As it stands now it does not require the depth of city services as would stores or residences.

Currently, the DSL is an indirect, though indispensable, asset to the central City. It provides long term parking for visitors, employees and residents. The lot has also evolved into a civic meeting space. The Farmers and Crafters Pavilion attracts visitors on Saturdays in the summer months with spillover effect as patrons visit restaurants and shops before or after visiting the market. Civic events are staged there on Saturdays and Sundays.

The DSL also serves as snow emergency parking for residents who must park on the street. Residents know where to take their cars when the flashing lights are on. They do not have to search various lots to find a parking space.

The open nature of the grant application made possible the hijacking of the grant application by the Prime LLC, taking over the entire DSL.

The Prime building is contentious for several reasons. Diminishing parking spaces is one of the most pressing. The City Parking Committee has not been able to find sufficient replacement parking spaces. They are using clumsy and ill advised schemes to replace the parking spaces lost by the proposed 114 unit apartment building.

Turning Durkee Street into a one way with diagonal parking is one scheme. It is both dangerous for oncoming traffic and for delivery trucks. The parking committee, additionally, has not been able to find equivalent long term off street parking to replace the spaces lost in the DSL. Tearing down the former Glens Falls Bank Building on Margaret Street is another desperate move to gain spaces. This building could be rehabbed into living space or into a hotel.

Most outrageous of all is the reintroduction of parking meters. This was tried in the early 70's but removed when the mall went up in the town of Plattsburgh. Proposed parking kiosks, similar to those in Lake Placid will discourage visitors to the City.

Many citizens have hoped to put a building on the Durkee Lot to increase the tax base. This building will actually be a drain on the city for 20 years. The project will be excused land and school taxes using a formula. In one instance, Superintendent of Schools, Jay Labrun, says that the potential influx of students in the Prime building may cost the City more than 1/3 of a million per year.

What do we get in return for losing the Durkee Street Lot? The Farmers Market, an attraction for both tourists and community, gets moved to Green Street next to the sewage treatment pools. While the citizens get burdened with a private enclave in the historic downtown core.

The situation downtown will certainly continue changing as the Covid 19 pandemic grows and businesses downtown become more and more desperate for rejuvenation. A large apartment building in the City core is not the way to bring about recovery from a Covid 19 disaster. The City needs to rethink how it can best use the State Grant funds.

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:51 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

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City Info <cityinfo@plattsburghcitygov.com>

Prime project

2 messages

Daniela, Kevin and Misha Gitlin <kdmnexus@gmail.com> Sat, Apr 25, 2020 at 5:03 PM
To: cityinfo@plattsburghcitygov.com

Please note my total opposition to this project.

It's a disaster on so many levels, the most troubling of which is the lack of transparency of the public servants involved and their many conflicts of interest. The 20 year loss of tax revenue will result in our public schools being underfunded, and they are already struggling. We don't need high end retail space when we have so much unrented retail and mall space currently available. Plattsburgh is not thriving economically.
This project will gut downtown and turn it into a slum. No thank you.

Daniela Gitlin, MD
3 Cumberland Avenue
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:47 AM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning board comment

2 messages

Mary Ward <mward@perucsd.org> Sun, Apr 26, 2020 at 8:04 PM
To: cityinfo@plattsburghcitygov.com

Dear members of the Zoning Board,

I am a long time resident of Plattsburgh, N.Y. I grew up here, and knew downtown in the fifties, and sixties. I have lived in other states but returned here in 1980, but am a frequent traveler in the United States and other continents as well.
Plattsburgh is my hometown, but as I travel I am often thinking of the wonderful quality of life here. I do sometimes wish our city was a bit more vibrant and alive with opportunities.
I have watched the progress of the downtown development closely and participated in some of the first public feedback opportunities. I was especially interested in downtown offering young families places to bring their children to learn about our special location, our history and to relax and play. I was especially hoping for a small splash/ice skating park like I have seen in some other small cities. I myself lived in the city center and loved walking with my children to restaurants, the YMCA and the library. When I needed to downsize there was little available in the center city.
I also began to think about my grandparents, and about how walkable our city was and how we depended on downtown for supplies, recreation and our sense of community. One of my grandmothers needed to live an easy walk from downtown. She never drove and walked to do her banking, buy her groceries and to meet friends. She continued to walk downtown for almost all she needed from her apartment in the city center until she was ninety in 1990.
Although the new development doesn't include all I wanted in a project, I believe it does offer a way forward in the direction of positive change. We will get rid of an ugly parking lot, which encourages us to be healthier and to walk a bit more. Most importantly, it brings families and perhaps older people into the center of town to live in community. It brings the hope of more residents using the services that are offered downtown, and encouraging more spending in the city, rather than always running uptown to get what they need. I also may want the option to live in nice housing, in my city center, with all the services I need within a walkable distance, available to me in my future!
I also trust my city representatives. I think there are alot of us out here who have not spoken publicly, because we trust that the state officials who have chosen this project and the city that has worked for four years to obtain this grant, have
done their job, with the best interest of our city at heart. It is not perfect, but is an opportunity we should not waste. Due diligence has been done! Naysayers have been heard.
Please move forward now.
Mary Ward
21 Kansas Ave.
Plattsburgh, NY 12903

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:57 AM

To: mcmahonj@cityofplattsburgh-ny.gov

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15 Massachusetts St.
Plattsburgh, NY
April 26, 2020

Dear Chairman Nolland and Members of the Zoning Board of Appeals,

During my time on the Plattsburgh Common Council, I have supported the Downtown Revitalization Initiative (DRI) from grant application to the selection of a developer. I enthusiastically support the PRIME's proposed project and urge the Zoning Board of Appeals to approve it.

The project's need and character are supported by some 18 planning documents. Consider A *Plan for the Future, City of Plattsburgh, NY, May 1999 Comprehensive Plan*. It states: "This plan proposes intense development in the central business district portion of the city as a necessary element in revitalizing the City's downtown area." It further suggests the need to retain downtown as the primary social and business center of the City, and to actively support intensified development in the area to the greatest extent feasible. The plan identifies the benefit of allowing residential uses in the upper levels of structures to provide for intensive development and use of the area. It also suggests that the types and costs of upper level residences should be broadened. The plan recognizes the need to develop innovative parking controls to allow maximum use of limited available parking and to support intensified development.

With both the $1million dollars that was made available for downtown property owners to expand and improve upper level residences in their buildings, as well as the $3.5 million that will build infrastructure in preparation for the PRIME LLC development, we will finally fulfill the goal of downtown development as envisioned in the 1999 plan. This development will "broaden" "the types and costs of upper level residences." PRIME's residential units will will be filled with a new demographic who will enjoy the central city location and patronize existing businesses. The question of how the development will affect parking has been investigated through a study and the work of the Parking Committee. As a result, "innovative parking controls" have been planned , and alternative spaces around the city are designed to compensate for those that are lost with the lot's development.

The Local Waterfront Revitalization Program (LWRP)—revised in 2016 with assistance from Saratoga Associates—specifically identified the Durkee St. Lot as a prime location for a "mixed-use development, parking, and river access." PRIME's proposal fits well into what the LWRP imagines, as the project will offer a mix of 115 residential units, 10,000 feet of commercial space, and parking for residents and businesses. River access along the lot is another asset LWRP identifies, one that PRIME's proposal accommodates, as a riverwalk (where there is currently none), will border the project and connect with the

Saranac River Trail. The former Farmers Market is slated to be part public space, part commercial space, both amenities that fit nicely into LWRP's recommendations.

The Durkee Street Real Estate Market Analysis, 2016, describes the type of development that PRIME has proposed. It states that the lot presents "a unique opportunity for new construction, as most others in the downtown area would entail rehabilitation of existing buildings." The study adds, ". . . people (are) moving back into urban centers, which is changing the housing market landscape," a trend away from single-family homes. The analysis cites a market for empty nesters, young professionals and seniors who want to "live, work, and play" in a scenic, central location. Because project opponents frequently characterize the project as lacking adequate green space, it is important to note that the study did not advise constructing a park on this site because: one, it would generate no tax revenue; and two, "ample public space exists." However, with the PRIME development, the city will wind up with more green space and scenic views along the river than we have currently. Fortunately, because of a DRI Streetscape grant, WestelCom Park will be enhanced and PRIME's project will connect this park to a beautiful, new riverwalk. Clearly, PRIME's proposal reflects the type of development that professionals concluded would best fit the location.

The Downtown Revitalization Grant awarded to develop the Durkee St. Lot is the culmination and logical result of years' planning. The proposal comes before this board in part because of the grant's careful administration under supervision by the Department of State. This agency has posed neither objections to the process, nor questions about the developer's suitability. Along with White and Burke—the state mandated consultant the City hired to shepherd the RFP process and negotiations with the eventual developer—the City has, in good faith, gone forward with PRIME LLC. Each party has fulfilled its responsibilities to bring this project to fruition. Now it is up to the city boards to evaluate whether this project conforms to their respective specific standards. I have seen what PRIME and the City have submitted to your board: the GEIS, the various technical documents, answers to comments, and testimony; and I am satisfied with level of professionalism behind their preparation. As I see it, the matter before you is straightforward. Does this proposal meet your standards?

I am grateful to the Zoning Board of Appeals for the time and research it has devoted to evaluating PRIME's proposal, especially now as we endure a pandemic. During an

unprecedented time, you are considering a decision that holds enormous weight for our city's future. I encourage you to stick to the facts and matters pertaining to code when reviewing this project. Now is not the time to re-litigate the case for developing the Durkee Street Lot. This is just the kind of development sanctioned by the State of New York through its $3.5 million grant for that purpose. As you evaluate the project according to your standards, I urge you to reject all arguments that attempt to muddy the waters. Plattsburgh's future depends upon growing, revitalizing and fulfilling our DRI grant. Failure to follow through would be a waste of many years' planning, and further, would kill Plattsburgh's eligibility for grants in the future.

Sincerely,

Rachelle Armstrong
Former Councilor
Ward 1, Plattsburgh Common Council
January, 2014—December 2019

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 5/4/2020

2 messages

Carl King <carl.king41@gmail.com> Sun, Apr 26, 2020 at 2:20 PM
To: cityinfo@plattsburghcitygov.com

I wish to express my support for the city government and for the Durkee Street redevelopment project.
I feel it would be a major step forward to improve the downtown area and subsequently lead
to higher tax revenues. The parking issues have been addressed adequately and I personally
like the idea of more parking on Margaret Street making visits to restaurants there more convenient.
The opposition arguments, in some cases, do not appear logical to me. Furthermore, their bias toward
certain government officials seem too obvious.
I am a city resident at 20 Haley Drive.
Respectfully submitted,
Carl King

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:49 AM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA comments: Appeal 2232-Durkee St-SUP-amend boundaries + 1st floor Apts

April 27, 2020

Dear Zoning Board members and Chairperson:

Words can NOT express my extreme frustration and sheer disgust with the manner in which the Zoning Board conducted April 20, 2020's meeting and **last minute decision NOT to read all written Public comments into the minutes and failure to permit all residents their right to actively participate in this process.** Not only is this highly irregular and illegal, but it is contrary to the procedures stated in April 14, 2020 letter to the public, whereby ZBA promised to *"read aloud at least three (3) minutes of all written comments during the public hearing."* As of April 27, 2020. I have yet to see mine or any letter posted on line in its entirety. **ZOOM meetings are NOT the way to conduct public hearings of this importance!** This is quite evident given the fact that only a few people were able to actually participate remotely at 11:30 PM during this ZOOM meeting due to technical difficulties, time constraints and the fact that most residents lack the technical resources or are consumed with both financial, emotional and medical problems created by the Covid 19 pandemic.

Prime should be held to the same time limits as the Public. It is one-sided to permit any applicant to have endless time to speak. Furthermore, it is biased to allow city employees such as Matt Miller to comment on any aspect of Prime's project. Furthermore, it is also inappropriate and presents a conflict of interest to allow Prime's legal counsel to speak during any meeting without objective legal counsel present to protect the rights of the public.

Limiting any individual to speak for only three short minutes once at a prescribed time during the entire meeting, prevents people sufficient time to comment on Prime's requested variances and proposed boundary changes to the Durkee Street parking lot and NOT enough time or opportunity to respond to false statements made by the applicants.

The fact that Prime's legal counsel, team of experts and city representatives had access to Public written comment prior to 7 PM on April 20, 2020 ZBA meeting and unlimited time to offer their rebuttal and arguments as to why the Board should vote in favor of granting all of their requests is criminal. Even Prime acknowledged the fact that there have been continued opposition to their project and proposed takeover of the Durkee Street public parking lot. Please refer to my April 20, 2020 letter and attachments offering written documentation that the majority of downtown business owners and over 6,151 petitioners have asked the Board NOT to approve Prime's current site plan and the Mayor's attempt to gift our entire Durkee Street free off street parking Lot to Prime.

62 proposed layoffs of city employees is evidence that Plattsburgh along with all cities throughout our state and nation are faced with significant loss in revenue. Now is NOT the time to vote on future residential & commercial development in downtown Plattsburgh. **The Zoning Board's decision to continue to move forward with voting on any variance requested by Prime and the City is ludicrous given the state of our economy and is unfair & unjust to all city residents and people who work, live and visit downtown.** Concerned citizens have repeatedly asked both ZBA and PB members to postpone any decisions regarding Prime's proposal to take over ownership of Plattsburgh's most valuable asset in the center of our downtown business district until everyone can attend all meetings in person.

The Board has a duty to our community to guarantee that the Public's right to freely & fully participate in all meetings is honored! **As members of Plattsburgh City Zoning Board you have a responsibility to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements, which it clearly does NOT!** Prime's project and the loss of 289 free off street public parking spaces in the center of our downtown will most definitely have a negative impact on our downtown, city and county for years to come. The Covid 19 pandemic is having a profound effect on everyone. Downtown business owners and property owners like myself are especially struggling to survive this economic crisis, which is expected to last into 2022. Voting on any aspect of Prime's project and change in boundary lines at 22 Durkee Street should wait until everyone can participate in all meetings in person.

I plead with the Board to deny collapsing the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining sufficient ownership to provide at least 150 free public compensatory parking off-street in the center of our business district. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

The Zoning Board should require that Prime provide at least 317 parking spaces required and a detailed diagram of all surface, courtyard and underground parking for its residential tenants plus additional parking for all commercial space, including the 10,000 sq. feet proposed along with outlining definite plans for commercializing the former farmers Market prior to hearing any request for permission to build any apartments on the first floor of any building**. I ask the Zoning Board to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue & negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density & exacerbate the shortage of long-term year round parking downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants**. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 residential units

& 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

Hopeful that ZBA board members vote with the best interest of everyone who lives and works downtown Plattsburgh and its surrounding neighborhoods and communities. The future of our fellow neighbors livelihood rests in your hands.

Sincerely,

Carol J. Klepper

Long-time resident of Plattsburgh

17 Couch Street, Plattsburgh, NY 12901

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA: Appeal 2232-Durkee Street-SUP comments

April 20, 2020

Dear Zoning Board members and Chairperson:

Once again, I ask that members of ZBA postpone all decisions regarding the Durkee Street parking lot and Prime development until everyone can attend all meetings in person. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

I, along with 42 downtown business owners and over 6,151 petitioners (see attached signatures) ask that you deny all current appeals, special use permits and variances requested by the city of Plattsburgh and Prime Development LLC on grounds that all such requests regarding the development of the Durkee Street Lot have NOT been reviewed as part of the entire DRI project but rather in isolation. And, Prime's current proposal fails to meet both zoning code & all criteria found in zoning ordinance section 360-31 B for standards of such special use permits, in which all 5 criteria for ZBA SUP must be satisfied.

I ask that the Board deny the proposed boundary changes for the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining any ownership. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

I also implore the members of the ZBA to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue and negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density and exacerbate the shortage of long-term year round parking for all tenants living downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures

may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 units & 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

I beseech all ZBA members to include all comments made by everyone into any decision you make, even if their comments exceed the 3-minute recording threshold you have set as a board. As members of Plattsburgh City Zoning Board you have a duty to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements. The following points outlined within explains why Prime's project should be denied.

1. **General Character, height and use of the structure**. Prime's current design is not in keeping with our historic downtown due to its mammoth size, building design and use of metal and clapboard. The majority of the buildings downtown are made of brick or sandstone and are less than 4 stories in height. I ask that the board deny Prime's request to build a 5-story 115-apartment complex with 10,000 square feet of commercial space in the center of downtown, which is in actuality 6 stories above ground along the river and is 2-3 stories above any other building adjacent to the Durkee Street Lot. Prime's building will tower 65 feet above ground on the North side and will be 180 feet high along Bridge Street spanning more than 200 feet along the riverside. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the Clinton County Planning Board expressed their concern with having such a massive structure on top of the Saranac River Walk and right against the sidewalk on Bridge Street. The intent of the DRI is to revitalize our downtown by inviting people to recreate, shop and eat in our downtown business district. Granting such a height variance would detract rather than invite people from visiting our downtown.

2. **Provision of surrounding open space and the treatment of grounds**. Prime's current plan fails to provide any green space for its tenants and therefore does NOT meet criteria 2 of SUP. And in fact, if Prime is given all 3.3 acres of 22 Durkee Street there will be NO guaranteed open green space for public use on site. Access is not ownership and therefore public use will be controlled at the whim of the developer. It is a slap in our face to have Prime merely offer public access to the Saranac River with a walk way through the center of its project. Prime needs to downscale its project and the city needs to retain at least 25 feet along Bridge Street and 50 feet rather than 14 feet along the East side of Durkee Street parking lot in order to provide a green buffer zone between Prime's tenants and city residents and visitors. Prime's current Durkee Street project fails to provide any dedicated green space for its tenants, unlike Prime's Saratoga project and lacks sufficient green space for guaranteed public use. 3. Prime's current project also fails to meet **"general fitness of the structure or use to its proposed location."** Prime's current proposal to build one contiguous structure for up to 293 residential tenants and 10,000 square feet of commercial space not to mention the future transformation of the former farmers market into additional commercial space is NOT a good fit for this site or viable at this time. I suggest rather that Prime rework its design to build a smaller size project in multi-phases that has a better chance of surviving our current economy.

Prime's current plan adds up to 293 tenants living at the northeast corner of Durkee Street Parking lot, which is right on the Saranac River Trail. Cramming such a large population next to the Saranac River trail hardly promotes visitors and city residents from enjoying the river. Members of Clinton County Planning Board have also expressed their concern of the proximity of Primes 5 story 115

unit apartment complex being built right against the Saranac River Trail and only 14 feet away from the river bank. Prime's current plan fails to provide even it tenants any green space adjacent to the river or any green buffer zone next to any city sidewalk. Even Prime's Saratoga project provides open green space on site. 4.

Provision for automobile and parking or storage. I ask the board to deny Prime's request to only provide 226 parking spaces rather than the 317 required by Plattsburgh's zoning code, because Prime cannot compare its Saratoga Springs project, known as "the Hamlet," to its proposed Plattsburgh development, because "the Hamlet" is several miles from the center of downtown Saratoga Springs and is therefore not equivalent to Prime's Plattsburgh project, which will be built in the center of our business district. Permitting Prime to build a 115 apartment complex with more than 10,000 square feet of commercial space will most definitely create a hardship to our downtown, because Prime's tenants and city residents and patrons will be competing for the 100 parking spots that Prime is failing to provide for its tenants and the 150 deficient parking spaces off street that the city has failed to provide the public. Prime should be required to provide at least 317 parking spaces on site, given the fact that Plattsburgh's zoning parking requirements are antiquated, and Plattsburgh does not have public transportation and everyone owns a car. The reality is that Prime should provide 441 parking spaces on site to accommodate full occupancy of both Prime's residential and commercial usage, which doesn't even account for the additional parking needed for Prime's future conversion of the former's farmers market to commercial space. As someone who owns an apartment building near downtown, I am well aware of how important onsite year round parking is to my tenants. What is even more problematic is that Prime has yet to present detailed parking plans that are current and up to date.

Prime has also failed to provide any concealed storage for its tenants' bicycles, outdoor equipment, etc. Plattsburgh zoning and Planning boards have insisted that developers provide such storage on site and adjacent to their units for security, convenience and esthetic purposes. As an apartment owner, I know how important adequate on-site storage is in attracting long-term tenants. Most importantly, ZBA members need to insure that Prime's project is reviewed as part of the entire DRI. Equally important is that all 289 parking spaces currently provided for free to the public off street in the Durkee Street parking lot is replaced with compensatory parking, which the city has failed to do. One of the most critical points to be considered by ZBA regarding parking is that the Durkee Street parking lot provides free and convenient parking for everyone working, living and visiting downtown. Businesses such as; Social Services, JCEO, doctors, counselors, chiropractors, etc. all need convenient and handicap accessible parking close by. Unfortunately, the city's replacement parking plan only provides 125 public parking spaces off street in the center of downtown, which results in 165 deficient off street compensatory parking spots. Even the city notes that they are unable to replace all 289 off street public parking spaces. Furthermore, the city's plan to convert all free downtown street parking to paid parking will create an additional hardship to downtown businesses and property owners struggling to survive. I remind the board that you can NOT count the off street parking that was created by the county at the Government center, because these parking spaces are primarily used by government employees and is not adjacent to the center of downtown businesses. The 15 angled parking spaces that the city anticipates providing on Durkee Street is not off-street and therefore is not considered compensatory replacement parking. DEIS states that parking lots should have less than 85% of the spaces filled and that the Durkee street lot often has 87% usage, thereby showing its importance to downtown. Over 200 employees who work at Social services, JCEO & other offices currently park in the Durkee Street Lot, which would quickly fill the Pavone Parking lot once built, because street parking would be metered. According to Carl Walker Plattsburgh needs to replace "equal" amount of year round off street parking to its community.

5. **Street capacity and use.** Prime's proposed mixed use development will bring close to over 300 additional vehicles to the Northwest corner of Bridge and Durkee Street. This increased vehicular

traffic along with the poor redesign of Durkee Street will result in increased pedestrian, bicycle and vehicular traffic accidents, congestion and bottlenecks, especially during peak delivery times. The city has failed to provide any designated pull offs or tested the viability of such a drastic change to one of downtown's major arteries and unloading zones for local businesses. The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in climate weather due to poor visibility and limited turning ability.

I remind the Board that Bridge Street is a continuation of US route 9, which is to provide safe travel for all delivery trucks, automobiles, motorcycles and bicycles. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

Furthermore, Prime has failed to include any parking plans for its 10,000 square feet of commercial space, future conversion of former farmers market for commercial use, designated loading and unloading areas and a detailed diagram with site elevations and dimensions of all surface and underground parking for its 115 apartment complex.

In conclusion**,** Primes current proposal fails to meet city zoning code parking, height and building requirements, along with its failure to satisfy all 5 Special Use Permit (SUP) criteria and the objectives of the DRI plan set forth by NYS. Primes project is deficient in providing onsite parking for its tenants, visitors and patrons, lacks designated green space for its tenants, fails to provide guaranteed sufficient onsite public parking, and will result in increased vehicular and pedestrian traffic accidents, traffic congestion and additional hardships to our downtown businesses who are struggling to survive the economic crisis that is anticipated to continue for years. Governor Cuomo's DRI grants were intended to revitalize downtowns throughout upstate New York by providing recreation, services and joint business opportunities in the center of downtown. Converting our entire 3.3 acres of 289 public parking spaces into privately owned apartments and over 10,000 square feet of commercial space is not in the best interest of Plattsburgh and will most definitely have a negative impact on our community and Plattsburgh's downtown business district.

Sincerely,

Carol J. Klepper, 17 Couch Street, Plattsburgh, NY

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA comments: Appeal 2232-Durkee St-SUP-amend boundaries + 1st floor Apts

April 27, 2020

Dear Zoning Board members and Chairperson:

Words can NOT express my extreme frustration and sheer disgust with the manner in which the Zoning Board conducted April 20, 2020's meeting and **last minute decision NOT to read all written Public comments into the minutes and failure to permit all residents their right to actively participate in this process.** Not only is this highly irregular and illegal, but it is contrary to the procedures stated in April 14, 2020 letter to the public, whereby ZBA promised to *"read aloud at least three (3) minutes of all written comments during the public hearing."* As of April 27, 2020. I have yet to see mine or any letter posted on line in its entirety. **ZOOM meetings are NOT the way to conduct public hearings of this importance!** This is quite evident given the fact that only a few people were able to actually participate remotely at 11:30 PM during this ZOOM meeting due to technical difficulties, time constraints and the fact that most residents lack the technical resources or are consumed with both financial, emotional and medical problems created by the Covid 19 pandemic.

Prime should be held to the same time limits as the Public. It is one-sided to permit any applicant to have endless time to speak. Furthermore, it is biased to allow city employees such as Matt Miller to comment on any aspect of Prime's project. Furthermore, it is also inappropriate and presents a conflict of interest to allow Prime's legal counsel to speak during any meeting without objective legal counsel present to protect the rights of the public.

Limiting any individual to speak for only three short minutes once at a prescribed time during the entire meeting, prevents people sufficient time to comment on Prime's requested variances and proposed boundary changes to the Durkee Street parking lot and NOT enough time or opportunity to respond to false statements made by the applicants.

The fact that Prime's legal counsel, team of experts and city representatives had access to Public written comment prior to 7 PM on April 20, 2020 ZBA meeting and unlimited time to offer their rebuttal and arguments as to why the Board should vote in favor of granting all of their requests is criminal. Even Prime acknowledged the fact that there have been continued opposition to their project and proposed takeover of the Durkee Street public parking lot. Please refer to my April 20, 2020 letter and attachments offering written documentation that the majority of downtown business owners and over 6,151 petitioners have asked the Board NOT to approve Prime's current site plan and the Mayor's attempt to gift our entire Durkee Street free off street parking Lot to Prime.

62 proposed layoffs of city employees is evidence that Plattsburgh along with all cities throughout our state and nation are faced with significant loss in revenue. Now is NOT the time to vote on future residential & commercial development in downtown Plattsburgh. **The Zoning Board's decision to continue to move forward with voting on any variance requested by Prime and the City is ludicrous given the state of our economy and is unfair & unjust to all city residents and people who work, live and visit downtown.** Concerned citizens have repeatedly asked both ZBA and PB members to postpone any decisions regarding Prime's proposal to take over ownership of Plattsburgh's most valuable asset in the center of our downtown business district until everyone can attend all meetings in person.

The Board has a duty to our community to guarantee that the Public's right to freely & fully participate in all meetings is honored! **As members of Plattsburgh City Zoning Board you have a responsibility to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements, which it clearly does NOT!** Prime's project and the loss of 289 free off street public parking spaces in the center of our downtown will most definitely have a negative impact on our downtown, city and county for years to come. The Covid 19 pandemic is having a profound effect on everyone. Downtown business owners and property owners like myself are especially struggling to survive this economic crisis, which is expected to last into 2022. Voting on any aspect of Prime's project and change in boundary lines at 22 Durkee Street should wait until everyone can participate in all meetings in person.

I plead with the Board to deny collapsing the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining sufficient ownership to provide at least 150 free public compensatory parking off-street in the center of our business district. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

The Zoning Board should require that Prime provide at least 317 parking spaces required and a detailed diagram of all surface, courtyard and underground parking for its residential tenants plus additional parking for all commercial space, including the 10,000 sq. feet proposed along with outlining definite plans for commercializing the former farmers Market prior to hearing any request for permission to build any apartments on the first floor of any building**. I ask the Zoning Board to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue & negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density & exacerbate the shortage of long-term year round parking downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants**. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 residential units

& 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

Hopeful that ZBA board members vote with the best interest of everyone who lives and works downtown Plattsburgh and its surrounding neighborhoods and communities. The future of our fellow neighbors livelihood rests in your hands.

Sincerely,

Carol J. Klepper

Long-time resident of Plattsburgh

17 Couch Street, Plattsburgh, NY 12901

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 5-4-2020-Appeal 2232-SUP Durkee St. to amend boundaries & 1st floor apts of PUD

2 messages

Carol CJK <carolcjk@gmail.com> Mon, Apr 27, 2020 at 11:28 AM
To: cityinfo@plattsburghcitygov.com

I have attached my letter asking Zoning Board members to deny appeal 2232 application for both a special use permit to amend the boundaries of an existing planned unit development and a special use permit for the use of apartments on the first floor of a multi-story building within a planned unit development.

As of 11:23 Am on April 27, 2020, I have yet to see my April 20, 2020 letter in its entirety posted on the city website, which I emailed on 3 separate occasions along with supporting documents and petition signatures to the city and board prior to noon on April 20, 2020. I have tried on several occasions to have my objections to both of these SUP requests and variances made known to the public.

I ask Zoning Board members and Chairperson to make sure that both my attached April 20, 2020 and April 27, 2020 letters that I submitted in accordance with guidelines put forth by the city for public comment be posted in their entirety on the city website in a format that is easy to access and easily read by all interested parties.

I have given detailed and factual information in both of the above referenced letters as to why the ZBA should deny the city and Prime Developers request to amend boundary lines at 22 Durkee Street, known as the Durkee Street parking lot into one 3.3 acre parcel and Prime's request to build a 5 story 115 unit apartment building with apartments on the first floor at 22 Durkee Street.

As both a landlord, long time city resident and someone who lives adjacent to downtown I plead with all members of ZBA to think about the negative impact that both of these SUP requests will have on our downtown business district and center city.

Sincerely, Carol J. Klepper
resident at 17 Couch Street, Plattsburgh, NY 129021

2 attachments

Klepper-ZBA April 20, 2020 appeal 2232-Durkee Street-SUP_000073.pdf
2770K

Klepper-4-27-2020-ZBA comments-Durkee Street SUP to ammend boundary + 1st floor Apts.pdf
1606K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 1:22 PM
To: mcmahonj@cityofplattsburgh-ny.gov, "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

2 attachments

Klepper-ZBA April 20, 2020 appeal 2232-Durkee Street-SUP_000073.pdf
2770K

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Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA comments: Appeal 2232-Durkee St-SUP-amend boundaries + 1st floor Apts

April 27, 2020

Dear Zoning Board members and Chairperson:

Words can NOT express my extreme frustration and sheer disgust with the manner in which the Zoning Board conducted April 20, 2020's meeting and **last minute decision NOT to read all written Public comments into the minutes and failure to permit all residents their right to actively participate in this process.** Not only is this highly irregular and illegal, but it is contrary to the procedures stated in April 14, 2020 letter to the public, whereby ZBA promised to *"read aloud at least three (3) minutes of all written comments during the public hearing."* As of April 27, 2020. I have yet to see mine or any letter posted on line in its entirety. **ZOOM meetings are NOT the way to conduct public hearings of this importance!** This is quite evident given the fact that only a few people were able to actually participate remotely at 11:30 PM during this ZOOM meeting due to technical difficulties, time constraints and the fact that most residents lack the technical resources or are consumed with both financial, emotional and medical problems created by the Covid 19 pandemic.

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Limiting any individual to speak for only three short minutes once at a prescribed time during the entire meeting, prevents people sufficient time to comment on Prime's requested variances and proposed boundary changes to the Durkee Street parking lot and NOT enough time or opportunity to respond to false statements made by the applicants.

The fact that Prime's legal counsel, team of experts and city representatives had access to Public written comment prior to 7 PM on April 20, 2020 ZBA meeting and unlimited time to offer their rebuttal and arguments as to why the Board should vote in favor of granting all of their requests is criminal. Even Prime acknowledged the fact that there have been continued opposition to their project and proposed takeover of the Durkee Street public parking lot. Please refer to my April 20, 2020 letter and attachments offering written documentation that the majority of downtown business owners and over 6,151 petitioners have asked the Board NOT to approve Prime's current site plan and the Mayor's attempt to gift our entire Durkee Street free off street parking Lot to Prime.

62 proposed layoffs of city employees is evidence that Plattsburgh along with all cities throughout our state and nation are faced with significant loss in revenue. Now is NOT the time to vote on future residential & commercial development in downtown Plattsburgh. **The Zoning Board's decision to continue to move forward with voting on any variance requested by Prime and the City is ludicrous given the state of our economy and is unfair & unjust to all city residents and people who work, live and visit downtown.** Concerned citizens have repeatedly asked both ZBA and PB members to postpone any decisions regarding Prime's proposal to take over ownership of Plattsburgh's most valuable asset in the center of our downtown business district until everyone can attend all meetings in person.

The Board has a duty to our community to guarantee that the Public's right to freely & fully participate in all meetings is honored! **As members of Plattsburgh City Zoning Board you have a responsibility to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements, which it clearly does NOT!** Prime's project and the loss of 289 free off street public parking spaces in the center of our downtown will most definitely have a negative impact on our downtown, city and county for years to come. The Covid 19 pandemic is having a profound effect on everyone. Downtown business owners and property owners like myself are especially struggling to survive this economic crisis, which is expected to last into 2022. Voting on any aspect of Prime's project and change in boundary lines at 22 Durkee Street should wait until everyone can participate in all meetings in person.

I plead with the Board to deny collapsing the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining sufficient ownership to provide at least 150 free public compensatory parking off-street in the center of our business district. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

The Zoning Board should require that Prime provide at least 317 parking spaces required and a detailed diagram of all surface, courtyard and underground parking for its residential tenants plus additional parking for all commercial space, including the 10,000 sq. feet proposed along with outlining definite plans for commercializing the former farmers Market prior to hearing any request for permission to build any apartments on the first floor of any building**. I ask the Zoning Board to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue & negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density & exacerbate the shortage of long-term year round parking downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants**. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 residential units

& 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

Hopeful that ZBA board members vote with the best interest of everyone who lives and works downtown Plattsburgh and its surrounding neighborhoods and communities. The future of our fellow neighbors livelihood rests in your hands.

Sincerely,

Carol J. Klepper

Long-time resident of Plattsburgh

17 Couch Street, Plattsburgh, NY 12901

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 5-4-2020-Appeal 2232-SUP Durkee St. to amend boundaries & 1st floor apts of PUD

1 message

Carol CJK <carolcjk@gmail.com> Mon, Apr 27, 2020 at 11:45 AM
To: cityinfo@plattsburghcitygov.com

To all Zoning Board members and Chairperson
Please see attached April 27, 2020 letter asking the ZBA to deny both of the special use permits listed under appeal no. 2232: city of Plattsburgh-Durkee Street application for a special use permit to amend the boundaries of an existing planned unit development and a special use permit for the use of apartments on the first floor of a multi-story building within a PUD.

I plead with the members of ZBA to carefully read all public comments in their entirety and to review oral comments prior to making any decision. Furthermore, it does not seem reasonable to vote on either of these SUP requests until the city has provided compensatory 1-to-1 replacement for all 289 free parking spots currently available to the public off street in Durkee Street parking lot. City residents and downtown property owners and employers still are missing 150 free off street parking spaces adjacent to the center of downtown.

Prime has also failed to provide sufficient parking for all its 300 residential tenants on its PUD site at 22 Durkee street lot. it is ludicrous to even consider Prime's request for first floor apartments in its 5 story 115 apartment complex without having detailed parking diagrams for all 317 parking spaces required by city zoning code. if the ZBA grants this request it will further exasperate the shortage of off street parking downtown and open up the door for other property owners in the city to convert 1st floor commercial space into residential apartments which will lead to crime and additional vacant store fronts.

City residents and people who work, live and recreate downtown hope that ZBA members think about the long term negative impact that such a decision will have on our community and downtown.

Respectfully, Carol Klepper
17 couch Street, Plattsburgh, NY

Klepper-4-27-2020-ZBA comments-Durkee Street SUP to ammend boundary + 1st floor Apts.pdf
1606K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

May 4th, 2020 ZBA Special Durkee Street Meeting

2 messages

Carol Shuttleworth <specmtn25@gmail.com> Sat, Apr 25, 2020 at 11:50 AM
To: cityinfo@plattsburghcitygov.com

To Whom it May Concern,

I have lived in Plattsburgh since 1992. My current address is 25 Kansas Avenue, and I have lived at this address since 2006.

I am totally opposed to the Durkee Street Project — for many reasons, including the loss of off-street parking (on street is much less safe), the size of the building, and the potential disastrous effect this would have on downtown businesses such as the North Country Co-op. I also have numerous logistics and safety concerns, such as the parking plan for Durkee Street, entrance/exit plan for the building etc. The building sounds like it would be a monstrosity — way out of scale with the rest of the buildings downtown.

To be honest, I cannot believe this terrible idea is still even being considered. I predict very few will want to live in the building, and the lack of parking will destroy the downtown. Older people especially will stay away.

Besides, why is such a frivolous and disastrous use of money even being considered at a time like this? In most places, coronavirus is causing fiscal disaster, and I'm sure Plattsburgh is no exception. Money need to be saved for necessities!

In summary, with this message, I am registering my total opposition to the Prime plan for replacing parking with the proposed apartment building and retail space. In fact I have yet to meet ONE PERSON who is in favor of it!!!!

Please, NO NO NO to the Durkee Street project.

Respectfully,

Carol Shuttleworth
25 Kansas Avenue
Plattsburgh, NY 12903

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:34 AM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Janson's Zoning Board comment 5/4/2020-appeal 2232-SUP-Durkee st. + 1st floor apts PUD

1 message

Carol CJK <carolcjk@gmail.com> Mon, Apr 27, 2020 at 11:48 AM
To: cityinfo@plattsburghcitygov.com

J.M. JANSON 11:18 AM (29 minutes ago)
to cityinfo, bcc: me

Dear ZBA,

Had you asked me one week ago if I thought the Board should postpone any meetings dealing with the Durkee Street Project, I would have said, "no, I'm fine with a Zoom meeting." But after the overly long and absolutely unfair meeting of April 20th, I can now firmly state, THIS PROCESS IS **NOT FAIR**, AND MEETINGS SHOULD BE POSTPONED UNTIL YOU CAN CONDUCT THEM WITH ALL INTERESTED PARTIES PRESENT.

Chairman Noland, I know you tried to preside over a fair meeting, but you asked Board members if they were ok with process and procedures, and you asked Applicants if they were ok with process and procedures, but the system would not allow you to ask US, the public.

Furthermore, the Applicants can hold the floor for as long as they wish to speak. And when they wish to speak, they are recognized. The public can speak only during one segment of the meeting, and for only three short minutes. This is barely enough time to make two points, and not enough time to counter the multitude of false statements being made by the Applicants.

In addition, the Applicants and the Board have the ability to toggle back and forth to put graphics and images on the screen. If we, the public, wish to show the Board something, we have to hold it up to the camera on the computer. It certainly does not put us on equal footing with the City and Prime.

Another reason Zoom meetings do not work for the public is because not all members of the public who will be impacted by this project have adequate tech resources to participate. I know of one person who was not able to join because he does not have internet service, and I know another whose computer is so outdated, that she could not participate. Not everyone is tech savvy, not everyone can afford internet service, and some of us still have dumb phones and not smart phones. This creates a built-in bias which acts to discourage public participation.

When the board finally was able to get to live comments, there were only six of us who spoke. What happened to the other 11 people who had raised their hand when the meeting started? Well, we don't know. What I do know is that the Board heard from fewer than half of the people who wanted to speak. Is this fair? I think not.

The Board decided there was not adequate time to read everyone's comments into the record. (The fact that you had an overwhelming number should tell you how people feel about both the process and the project.) Although I see the efficiency of doing it this way, there is also a problem involved. You have left it up to the City to post these, and as of Thursday night, April 23rd, 2020, they are either not posted, or have been buried so deeply, that I can't find them. The City has no incentive to post these in a timely and forthright manner, quite the opposite.

On Friday, April 24th the City provided details, (to me) as to how to find the letters. Yes, they were buried. But perhaps even worse, some people submitted their comments via a link to a document, and the link did not get activated when posted to the City's website. This renders their comments unreadable.

IT HAS BEEN DEMONSTRATED, THAT, no matter how hard you try,
THIS MANNER OF MEETING IS INHERENTLY UNFAIR.

Now, on to concerns about this project.

One of the first requests is to change the boundaries of the lot so that Prime becomes the sole owner of a 3.3 acre parcel in the middle of downtown. My concern here is that by allowing them to own the parking space adjacent to their building, it will allow them to act in their own best interests. The City and Prime have not met the need for off-street parking in downtown Plattsburgh, therefore creating high demand for the spaces that exist. When Prime discovers their formula of 1.3 parking spaces per apartment is inadequate, and there is no accommodation for the commercial space, there is nothing to prohibit Prime from issuing special permits to allow tenants to park in the "south lot." That, in combination with setting the price of parking above the rates the City is planning to charge, will enable Prime to assure tenants there will always be an open parking space for them in this area. Another option for Prime may be to have gated parking, with tenants issued a passcard. In that case, there will be zero public parking, and it is likely that the parking area will be fenced off. How will this add to the open space and green space that Prime is supposed to provide? At this point, it's their land, and they can proceed as they wish. If we are trying to attract visitors to downtown, if we are trying to promote the businesses that already exist, why would we make parking increasingly difficult? Why would we put Prime in charge of a portion of that parking, which should be for the good of the whole City, not just for the good of Prime? Please vote no for the consolidation of the Durkee Street parcel. Do not relinquish this space, as we will lose any control, no matter the assurances Prime gives the City regarding their future behavior.

There is also a request by Prime to allow residential space on the first floor of the building. Zoning in Plattsburgh denies ground-level residential space in the downtown for very good reasons. With residential space on the ground level, security becomes an issue. No tenant will pay "luxury" pricing for an apartment in which they do not feel secure. The apartments on the ground floor become the least attractive to potential renters, and could end up as "un-rentable." Also, my main concern is that Prime will "enhance" security with bars on windows and lots of cameras. Although they may be able to make their cameras fairly discrete, there is no way to create aesthetically pleasing bars on windows. You do not see these depicted in any of the renderings Prime has provided, but just imagine that you did. Someone I know looked at the drawing of the south wing of the proposed building and commented, "looks a lot like Dannamora." Great, all we need are bars on the windows of the north wing… Please vote no for residential space being allowed on the first floor of the Prime building.

The proposed building is not in keeping with the general character of the downtown. The height of the building is substantially above other roof lines in the downtown. The suggested building materials are not appropriate given the neighboring buildings. The building itself is massive, and will create canyons of Bridge Street and Durkee Street. Open space is minimal, at best. The project has not taken either commercial deliveries nor snow removal into account. The need for a high retaining wall right next to the river walkway makes it unsuitable for its proposed location. There is inadequate provision for automobile parking. Street capacity is already strained at the corner of Bridge Street and Peru Street. Traffic and parking for Spectrum and G&G is currently difficult. Adding additional residents, and a new traffic pattern will simply worsen the problems at this corner. Street capacity there, in particular, is already strained.

In the drawings/renderings submitted, both Prime and Saratoga Associates have done an outstanding job of distorting the perspective, and the truth, of what is to be built. Kevin Farrington saw it, and so do I. What you see is not what we will get. But that is a discussion for another time. Will there be another time?

Finally, I ask that you consider the project as a "post-COVID" building. That said, where will Prime find either commercial or residential tenants? This is a very important question to the success of the project. The economy is shrinking. If this is built, the likelihood of failure is very high, and the costs of failure for the City are even higher. A huge empty, building in the center of our downtown is likely to sound the death knell for a small city with charm and potential.

It is for these reasons that the Zoning Board of Appeals should say no to both Prime LLC and The City of Plattsburgh. This project is not in the best interests of resident, downtown businesses, or

visitors to The Lake City.

Joan Janson, city resident and taxpayer
29 Cogan Ave.
Plattsburgh, NY 12901

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Meeting Comments 4/27/20

2 messages

Kristine Lutters <klutters@gmail.com> Sun, Apr 26, 2020 at 8:27 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Zoning Board Members:

There are risks and possibilities in everything we do, in every step we take, both collectively and individually. And there are certainly both risks and possibilities in the proposed project for the development of the Durkee St. parking lot. But I would suggest that at this point in this long process of grant application, community input, planning, revision, discussion, collaboration and conflict that the positive possibilities outweigh the risks. There are differences of opinion, there are perceived strengths and perceived weaknesses but this is a time to come together, work together and go forward together.

We have the opportunity to replace an unattractive parking lot with housing that will bring residents to downtown who will provide the energy to a downtown that has great potential. Downtown Plattsburgh needs additional residents to support businesses, counter student rowdiness and advocate for the good of the center city. They will join the coalition of Plattsburgh business owners and current residents to strengthen the city we all care for.

As we move forward with this project we should remember that we must work for the good of all city residents, businesses and enterprises. Let's not forget or neglect the needs of established downtown businesses or current residents. I trust that this can be accomplished.

Let's put aside disagreements and take the steps to support this project. Let's not reject the opportunity that is in front of us. We can't go back so let's go forward.

Kristine Lutters
Resident of Plattsburgh New York

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 9:01 AM
To: mcmahonj@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com>

May 4th, 2020 ZBA Special Durkee Street Meeting

3 messages

Naomi Bradshaw <n17omi@gmail.com> Fri, Apr 24, 2020 at 6:04 PM
To: cityinfo@plattsburghcitygov.com

I live in Plattsburgh, 107 Maryland Rd, since 2006.

My opposition to the Prime plan for replacing parking with the proposed apartment building and retail space needs to be registered now before it's too late.

Please, NO NO NO to the Durkee Street project.

Respectfully,

Naomi Bradshaw

Naomi Bradshaw <n17omi@gmail.com> Fri, Apr 24, 2020 at 6:31 PM
To: cityinfo@plattsburghcitygov.com

Done. Sent to Keitha and Carol and Fran.
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:45 AM
To: mcmahonj@cityofplattsburgh-ny.gov

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment 05/04/2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Fri, Apr 24, 2020 at 11:29 PM
To: cityinfo@plattsburghcitygov.com

I would like to go on record as being heartily in favor of the latest proposed city project. I am not native to this area but have lived and worked in Plattsburgh since the 80's and have watched the steady improvements here.

I remember in days gone by all of the rather raucous bars on City Hall Place—and recall the then bemoaned city efforts to curb the proliferation of "college" bars downtown. But no sooner did the those bars disappear than the likes of Irises and, later, the Pepper, etc. shot up—then Sawatdee, now the Bistro, and Sip and the Twisted Carrot and the Himalaya, and Aleka's—and there were the improvements of the buildings—and let's not forget the ensuing art projects around town.

I remember that folks got cranky about the city trying to curb the prevalence of one kind of downtown drinking, but it has proven a boon—still lots of bars or restaurants where one can buy alcoholic beverages but a wider variety of places and ages of patrons. The result: the is city more generally appealing and widely appreciated.

I hear each season the gripes about "lost parking" when many of the local restaurants create outdoor seating out of parking spaces—but can anyone deny the palpable energy that exits when each day the seats are full with delighted diners?

I remember when there was a new mayor in Burlington who took abuse for just the sort of issue before you—changing where cars could be parked. Mr. Sanders closed 4 blocks of Church Street—and created the shopping area that exists today. I was at several of the Burlington zoning board meetings during which many were arguing to retain the parking spaces in front of their stores—and I mean shouting. But does anyone today think that the conversion of those few blocks of Church Street was a dumb idea? That move created a center of commerce and theater and public assembly upon which more was built—thus the aquarium location, the mall, the parking garage, and the connection to the city parks and docks.

Change is hard—and change in and of itself is certainly not automatically good—but Plattsburgh has over the years quietly progressed, and has in my opinion become a more diverse and interesting and welcoming city as the result.

Making the river and lake part of the city center by redirecting the focus of downtown with new housing and shops and restaurants just seems to me to make sense.

Pat Hoffmann, 62 Clinton Street, Plattsburgh, NY 1290

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:33 AM
To: mcmahonj@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Of Appeals May 4, 2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 26, 2020 at 8:34 PM
To: cityinfo@plattsburghcitygov.com

I would like to state my strong support for the Durkee Street development by Prime LLC. The people opposed to this project consistently and falsely state that Prime is getting a “sweetheart deal”. They are going to invest over 20 million dollars to construct this building and are going to pay more in property taxes or payments in lieu of taxes than is currently generated by that lot. On page 15 of “Durkee Street Reimagined Project Implementation” (attached), it stated that incentives must be offered to attract a developer for this project, because even though there is a market for higher-end apartments and retail/office space, the costs associated with investing in such a project would not yield an attractive-enough rate of return for a developer. It is unrealistic to think otherwise. If it were a “corporate giveaway” as PCC has stated, one would think there would have been more bidders. The people that are the leaders of the PCC want to keep repeating the same falsehoods in hopes of convincing people it is true. Like many of their claims, they are trying to scare people and promote doubt. They think more funding should go to existing building owners. The idea of using a large portion of the DRI funds to have owners of present buildings revamp their properties was an idea tried years ago and it did not revitalize the downtown as they had hoped.

This project, a mixed-use development on the Durkee Street Parking lot, is consistent with the concept that was submitted to the State “Durkee Street Reimagined, Market Analysis, and Site Design” (attached) pages 7,8, and 11. There is a vision of a multistory vertical building. Further, this building as envisioned was 5 stories tall. Imagine that! The details of the concept, whether 50,00square feet of commercial space vs. 10,000, or 45 apartments vs. 114, does not change the character of the proposal vs. the proposed Prime project. The volume of residential or commercial space was not what anyone was promised. If there had been 5 bids on the project, they all could have been different from the concept. The proposal submitted by Prime is a very worthy project, which was vetted through the PAC committee, made up of various professionals and citizens including someone in opposition, and it was unanimously approved sending the project to the City Council for public review.

As far as adding a gathering space, we already have Monument Park (where there is a great view of the river) Trinity Park, Harborside all of which are underutilized. In addition to all the aforementioned, the space colloquially known as “Westelcom Park” right across the street from the Durkee Street Parking Lot, that is scheduled to be revamped, is similar in size as the gathering space the opposition continues to promote. While I don’t claim to speak for anyone else in writing this letter, I am sure that some would agree with me that it would be excessive and redundant to have two gathering spaces right across the street from each other.

Presently there is little access to the river because of its layout: a steep bank made up of riprap leading to rapids. There's no way it could safely be made accessible. The trees can be trimmed but cannot be removed. The development of the Riverwalk will be a great improvement and look very nice, and create a scenic pedestrian walking opportunity that does not presently exist. I don't see how the downtown will look better by keeping the existing parking lot rather than a brand-new building. I can't imagine that I'm the only person who thinks spaces for people to live, work, and visit are more attractive than an at grade parking lot.

In my opinion, the proposed development is very attractive. "Durkee Street Revisited" paints a picture of a new building as a mix of the styles of the present buildings with new and modern architecture. I think this building accomplishes that very nicely. Prime Plattsburgh LLC has listened to and been very receptive to the concerns of the public and various boards, and have made many substantial changes in response to these concerns.

This is a great project for our downtown and for the surrounding area. To have this once in a generation opportunity slip through our fingers would be a travesty. We'll never get another opportunity like this. It would be good for the whole area. The DRI projects as a whole are going to transform our downtown in a positive way, attract other developers, (a project like this gets other developers attention) and gives hope and confidence to the small businesses downtown that may be unsure about reopening after the Pandemic passes as they will have more potential customers. The Farmer's Market decision to move to Harborside is a great idea. They will have more space, parking, and will have more flexibility in managing their market as they see fit. I wish them well.

In closing, I'd like to leave you with a quote from an article in the Press Republican from Mark Dame, former Clinton County Legislator: "Look at the issues and, whenever you make a decision, don't think of the people you're looking at that are sitting in the gallery who have… immediate vested interest in that decision. Think of…who aren't there, who haven't said anything and trusted you with making the right decisions."

Thank you for your time and service to your community.

Sue Moore

City of Plattsburgh

Attach for sue prime letter.pdf
5003K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 9:10 AM
To: mcmahonj@cityofplattsburgh-ny.gov

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Attach for sue prime letter.pdf
5003K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

2 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Sun, Apr 26, 2020 at 7:26 PM
To: cityinfo@plattsburghcitygov.com

Durkee Street Drama and Covid 19

Why is the 10 million dollar state grant to Plattsburgh mired in controversy when other communities are easily moving ahead with redevelopment?

The answer may partly lay in the grant application itself. Many people have seen the Durkee Street Lot (DSL) as an empty stage on which something could be built. The Plattsburgh grant applicants were, no doubt, dreaming of possibilities.

They must have thought: “Wouldn’t it be nice to have a mixed use development? We could add a green space, garden islands, perhaps even a 45 unit apartment building. How about a water feature and a skating rink? In my opinion the 3.1 acre lot is not large enough to adequately accommodate all of these features.

The DSL now is a community asset. Downtown landlords and businesses in the special assessment district (SAD) pay a portion of their taxes for the upkeep of the lot. As it stands now it does not require the depth of city services as would stores or residences.

Currently, the DSL is an indirect, though indispensable, asset to the central City. It provides long term parking for visitors, employees and residents. The lot has also evolved into a civic meeting space. The Farmers and Crafters Pavilion attracts visitors on Saturdays in the summer months with spillover effect as patrons visit restaurants and shops before or after visiting the market. Civic events are staged there on Saturdays and Sundays.

The DSL also serves as snow emergency parking for residents who must park on the street. Residents know where to take their cars when the flashing lights are on. They do not have to search various lots to find a parking space.

The open nature of the grant application made possible the hijacking of the grant application by the Prime LLC, taking over the entire DSL.

The Prime building is contentious for several reasons. Diminishing parking spaces is one of the most pressing. The City Parking Committee has not been able to find sufficient replacement parking spaces. They are using clumsy and ill advised schemes to replace the parking spaces lost by the proposed 114 unit apartment building.

Turning Durkee Street into a one way with diagonal parking is one scheme. It is both dangerous for oncoming traffic and for delivery trucks. The parking committee, additionally, has not been able to find equivalent long term off street parking to replace the spaces lost in the DSL. Tearing down the former Glens Falls Bank Building on Margaret Street is another desperate move to gain spaces. This building could be rehabbed into living space or into a hotel.

Most outrageous of all is the reintroduction of parking meters. This was tried in the early 70's but removed when the mall went up in the town of Plattsburgh. Proposed parking kiosks, similar to those in Lake Placid will discourage visitors to the City.

Many citizens have hoped to put a building on the Durkee Lot to increase the tax base. This building will actually be a drain on the city for 20 years. The project will be excused land and school taxes using a formula. In one instance, Superintendent of Schools, Jay Labrun, says that the potential influx of students in the Prime building may cost the City more than 1/3 of a million per year.

What do we get in return for losing the Durkee Street Lot? The Farmers Market, an attraction for both tourists and community, gets moved to Green Street next to the sewage treatment pools. While the citizens get burdened with a private enclave in the historic downtown core.

The situation downtown will certainly continue changing as the Covid 19 pandemic grows and businesses downtown become more and more desperate for rejuvenation. A large apartment building in the City core is not the way to bring about recovery from a Covid 19 disaster. The City needs to rethink how it can best use the State Grant funds.

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 27, 2020 at 8:54 AM
To: mcmahonj@cityofplattsburgh-ny.gov

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MARKET ANALYSIS

SITE INVESTMENT OPPORTUNITIES

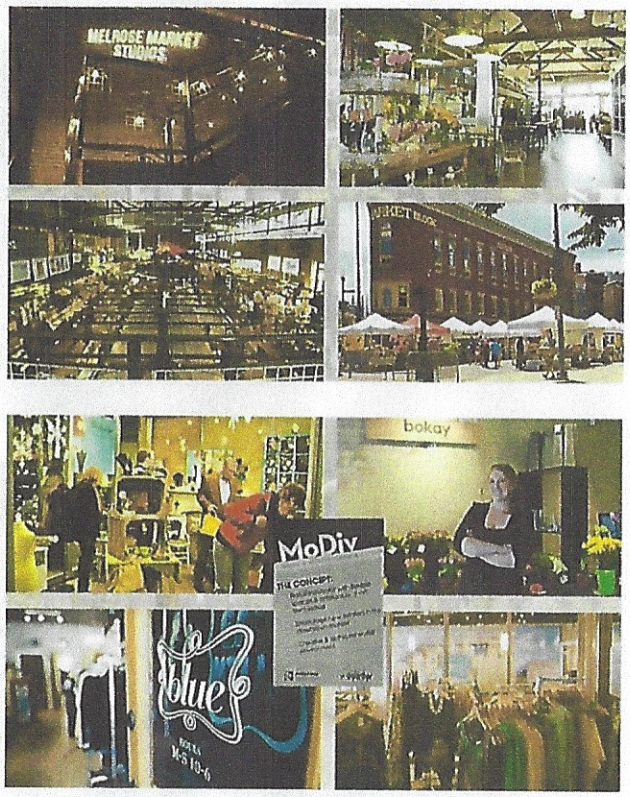
The market analysis identifies trends that are currently impacting real estate development at the regional and local level and suggests a simple yet informed setting of existing and future investment opportunities for the Durkee Street site.

Relying in part on proprietary data (EMSI and ESRI Tapestry), at the core of the analysis was a thorough evaluation of socio economic data, residential, retail and office market data, as well as insight into other future city projects. In-person and telephone-based interviews were conducted with representatives of the Plattsburgh real estate market, commercial developers, economic development professionals, municipal officials, and licensed real estate professionals to inform the project consultants with "on-the-ground" data about the opportunities that likely exist, where demand lies, and how this project might seek to fill these voids in the market supply.

All of this data supports the notion of a "sharing economy" that prioritizes flexibility in design to accommodate multiple uses. This dynamic trend is popular in competitive real estate markets and could be employed in Plattsburgh. Examples include the following:

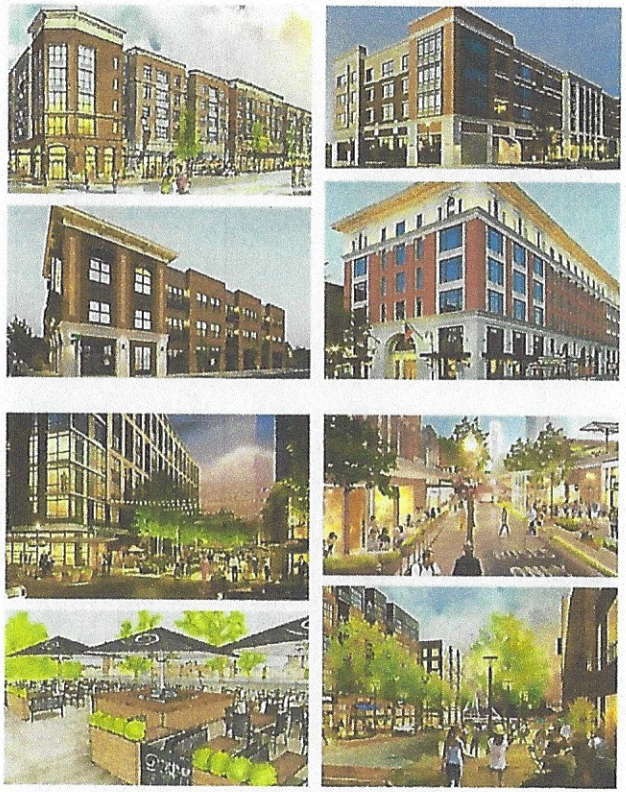
- Co-work space where users temporarily lease office space and share conference rooms and additional resources
- Shared kitchen(s) where multiple users can share equipment at different times for varying purposes
- Flexible market space that can serve various retail opportunities
- Short-term destination rental units for visitors - such as AirBnB

In conjunction with strategic site design, this analysis plays a large role in defining the size and form of proposed development allotments.



MARKET / POP-UP RETAIL

Competitive price points in the City of Plattsburgh compared to other larger cities in the northeast allow for young entrepreneurs to start up small businesses and shops using shared space, often under the umbrella of a Market Retail Co-Op. Under this model, successful businesses will evolve into their own space, furthering economic growth while allowing opportunities for new market trends.



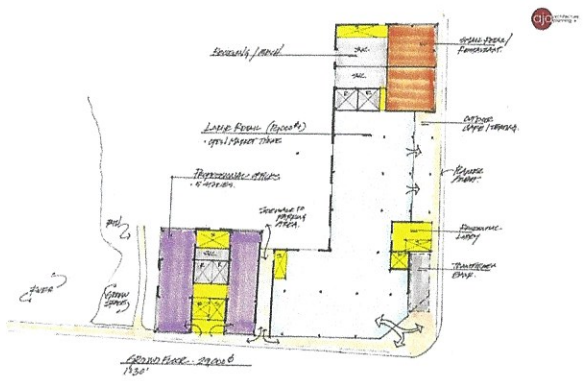
HIGH-END RESIDENTIAL

A growing demand for an urban experience is increasing the potential growth for modern, urban rental units and experiences offered in a downtown urban core. Downtown rental units are an attractive option to young professionals, empty nesters seeking to downsize, including seniors and retirees, and families of all income levels as the trend back to urban centers continues.

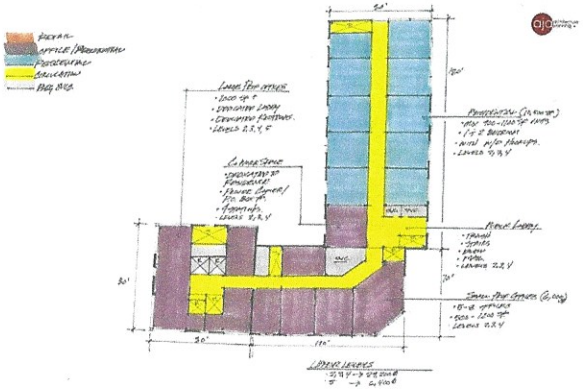
PRELIMINARY RESIDENTIAL BUILDING ELEVATION

PRELIMINARY SITE PLAN W/ PARKING GARAGE ON SITE

PRELIMINARY FIRST FLOOR PLAN



PRELIMINARY UPPER FLOOR PLANS



SITE DESIGN

A RESIDENTIAL HUB & MARKET DISTRICT

The site design is unified by a theme that includes a new residential hub & market district that speaks back to an era of post-industrial development. To achieve the activity and vitality of a lively downtown core, this district is envisioned to include the following site & building elements:

1. 4-5 story Residential Hub with activated retail & office space throughout the first story. The overall architectural aesthetic should compliment the surrounding architecture
2. Flexible Retail & Market Space for various uses including an indoor farmer's market, pop-up retail, and event space
3. 2 Story Mixed-use Development allows for attractive views from the nearby residential building while also providing rooftop dining overlooking the Saranac River
4. Activated Pedestrian Promenade with numerous amenities including: decorative pavements, planting, lighting, banners, & cafe seating
5. Active Great Lawn & Outdoor Market Space
6. Concert & Event Pavilion with a subtle lawn amphitheater
7. Riverside Access with natural stone seating stairs & fishing dock
8. Meandering riverside esplanade with selectively cleared views of the river

PROJECT IMPLEMENTATION

FINANCIAL ANALYSIS & FUTURE INVESTMENT

A financial feasibility analysis was completed to inform decision-making around the redevelopment of the site and to help the advisory committee understand how different uses and phasing may affect the expected profitability for a perspective developer. This analysis provides information regarding the funding gaps that may exist and what is required to attract private investment related to the current redevelopment scenario.

The financial development pro forma analysis uses key assumptions for lease rates, land acquisition costs, site construction costs, construction phasing, and market conditions.

The results of the pro forma analysis demonstrate that the project is feasible from a lending institution's perspective, but not necessarily from the developer's standpoint. The internal rate of return (IRR), which measures the developer's return on investment for implementing the project, may not be attractive enough to be considered feasible by the private sector. There are several options to bridge this funding gap, including public sector involvement in the form of grants, loan guarantees, incentives or other tax breaks. Pursuing public sector assistance by utilizing Downtown Revitalization Initiative funds could bridge the funding gap. When public support of $1 million is included in the pro forma calculations, the IRR is boosted to a level that may be more attractive to the private sector.

A shared public/private investment may be just what is needed to reimagine Durkee Street, it's historic connection to the Saranac river, and it's future impact on the revitalization of downtown Plattsburgh.

Tearing down old walls

Editorial aired July 11, 2014 on WPTZ

NBC 5

Updated: 2:05 PM EDT Jul 11, 2014

Kyle Grimes
President and General Manager

There's a debate going on in the City of Plattsburgh that has people hot on both sides.

At issue: whether or not to close down a small stretch of road for a regularly scheduled community gathering.

Close the road or keep it open -- we don't much care about that.

What we are concerned about is the continued force against progressive ideas in the city.

Any mention of progress is met with an all too predictable outcry of parking problems or confusion over shifting traffic patterns.

The worst kind of parking problem a city can have is not having a parking problem.

Downtowns -- once written off as dead -- now have the unique opportunity to win businesses back. Key to winning that business back is foot traffic. Yes, foot traffic. People who actually will walk from store to store without having to park right in front of them.

There are some great ideas being floated in the city. The elected leaders would be best served spending their time figuring out how to make them work instead of putting up old walls.

I came upon this article and thought it was appropriate to the current situation. Six years have passed and at that time we couldn't get behind a very small idea. This time it's not the elected officials resistant to tearing down old walls.

BOOTH INSURANCE AGENCY

ESTABLISHED IN 1918

TEL: (518) 561-3290 • FAX: (518) 561-1203
20 BRINKERHOFF STREET • P.O. BOX 990 • PLATTSBURGH, N.Y. 12901

April 23, 2020

Email
cityinfo@plattsburghcitygov.org
Plattsburgh City Zoning Board

Subject: Opposition to Prime's Durkee Street Project

Dear Board Members,

I publicly spoke to my opposition of the subject project at the following three open public hearings:

- Monday, February 10, City Zoning Board
- Monday, February 24, City Planning Board
- Wednesday, March 4, County Planning Board

I emailed my opposition to the current "Virtual" meetings due to Covid-19. I strongly believe this needs to be a public open meeting. Here are my comments for your Monday, May 4, Video meeting:

Parking

The Prime project requires approximately 300 parking spaces for their habitational/commercial enterprise. This means the 300 current off street Durkee Street parking spaces are:

	#Parking spaces
Spaces lost @ Durkee Street	300*
Spaces gained @ GFNB Arnie Pavone lot	110
Spaces gained @ Durkee Street South lot	20
Lost off street parking spaces	170*

These 170 lost spaces are critical to the current downtown needs of existing stake holders- businesses, employees, customers, visitors, building tenants and building owners.

Proposed One Way Durkee Street

Prime proposes Durkee Street being changed to one way with angled vehicle parking. I oppose this:

- One way traffic with angled parking will create a significant pedestrian safety issue.
- The 1996 Downtown study commission clearly found one way streets adversely impact downtown, As a result Margaret Street was changed to two way.
- A one way Durkee Street will severely impair the ingress and egress across the Bridge Street and Kennedy bridges.

Open Space and Public Access and View of the Saranac River

The Prime project will visually and physically impair the public's access to one of Downtown's Valuable assets – The Saranac River. The Prime project clearly does not meet city requirements for open space. The building and parking footprints far exceed the amount of open space required.

Financials

As a businessman and taxpayer the Prime proposal flies in the face of financial fairness to Plattsburgh citizens.

- Sale price of $1 for 3.5 acres of strategic property.
- $3.5 Million to Prime from NYS taxpayers.
- A sweetheart PILOT agreement for 20 years affecting the current taxpayers

County Planning Board

The County Planning Board unanimously opposed the Prime Project at their March 4, meeting after open public testimony.

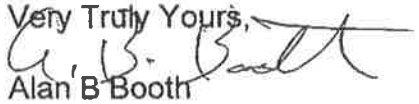
Alternate Site

I am not adverse to habitational/commercial development. I suggest two alternate sites which would serve the Plattsburgh citizens much better:

- The D & H Rail Yard @ Dock Street
- The newly vacant Glens Falls Bank lot on Margaret Street

Thank you for accepting my comments and thank you for your volunteer service.

Very Truly Yours,



Alan B Booth

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

for comment/Planning Board/April 27,2020

1 message

Mary Ward <mward@perucsd.org> Mon, Apr 27, 2020 at 2:52 PM
To: cityinfo@plattsburghcitygov.com

I am a long time resident of Plattsburgh, N.Y. I grew up here, and knew downtown in the fifties, and sixties. I have lived in other states but returned here in 1980, but am a frequent traveler in the United States and other continents as well.
Plattsburgh is my hometown, but as I travel I am often thinking of the wonderful quality of life here. I do sometimes wish our city was a bit more vibrant and alive with opportunities.
I have watched the progress of the downtown development closely and participated in some of the first public feedback opportunities. I was especially interested in downtown offering young families places to bring their children to learn about our special location, our history and to relax and play. I was especially hoping for a small splash/ice skating park like I have seen in some other small cities. I myself lived in the city center and loved walking with my children to restaurants, the YMCA and the library. When I needed to downsize there was little available in the center city.
I also began to think about my grandparents, and about how walkable our city was and how we depended on downtown for supplies, recreation and our sense of community. One of my grandmothers needed to live an easy walk from downtown. She never drove and walked to do her banking, buy her groceries and to meet friends. She continued to walk downtown for almost all she needed from her apartment in the city center until she was ninety in 1990.
Although the new development doesn't include all I wanted in a project, I believe it does offer a way forward in the direction of positive change. We will get rid of an ugly parking lot, which encourages us to be healthier and to walk a bit more. Most importantly, it brings families and perhaps older people into the center of town to live in community. It brings the hope of more residents using the services that are offered downtown, and encouraging more spending in the city, rather than always running uptown to get what they need. I also may want the option to live in nice housing, in my city center, with all the services I need within a walkable distance, available to me in my future!
I also trust my city representatives. I think there are alot of us out here who have not spoken publicly, because we trust that the state officials who have chosen this project and the city that has worked for four years to obtain this grant, have
done their job, with the best interest of our city at heart. It is not perfect, but is an opportunity we should not waste. Due diligence has been done! Naysayers have been heard.
Please move forward now.
Mary Ward
21 Kansas Ave.
Plattsburgh,NY 12903

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning board meeting comment/May 5,2020

1 message

Mary Ward <mward@perucsd.org> Mon, Apr 27, 2020 at 2:56 PM
To: cityinfo@plattsburghcitygov.com

am a long time resident of Plattsburgh, N.Y. I grew up here, and knew downtown in the fifties, and sixties. I have lived in other states but returned here in 1980, but am a frequent traveler in the United States and other continents as well. Plattsburgh is my hometown, but as I travel I am often thinking of the wonderful quality of life here. I do sometimes wish our city was a bit more vibrant and alive with opportunities.

I have watched the progress of the downtown development closely and participated in some of the first public feedback opportunities. I was especially interested in downtown offering young families places to bring their children to learn about our special location, our history and to relax and play. I was especially hoping for a small splash/ice skating park like I have seen in some other small cities. I myself lived in the city center and loved walking with my children to restaurants, the YMCA and the library. When I needed to downsize there was little available in the center city.

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Although the new development doesn't include all I wanted in a project, I believe it does offer a way forward in the direction of positive change. We will get rid of an ugly parking lot, which encourages us to be healthier and to walk a bit more. Most importantly, it brings families and perhaps older people into the center of town to live in community. It brings the hope of more residents using the services that are offered downtown, and encouraging more spending in the city, rather than always running uptown to get what they need. I also may want the option to live in nice housing, in my city center, with all the services I need within a walkable distance, available to me in my future!

I also trust my city representatives. I think there are alot of us out here who have not spoken publicly, because we trust that the state officials who have chosen this project and the city that has worked for four years to obtain this grant, have

done their job, with the best interest of our city at heart. It is not perfect, but is an opportunity we should not waste. Due diligence has been done! Naysayers have been heard.

Please move forward now.

Mary Ward
21 Kansas Ave
Plattsburgh, NY
12903

BOOTH INSURANCE AGENCY

ESTABLISHED IN 1918

TEL: (518) 561-3290 • FAX: (518) 561-1203
20 BRINKERHOFF STREET • P.O. BOX 990 • PLATTSBURGH, N.Y. 12901

April 30, 2020

Email
cityinfo@plattsburghcitygov.com
Plattsburgh City Planning Board

Subject: Opposition to Prime's Durkee Street Project

Dear Board Members,

I publicly spoke to my opposition of the subject project at the following three open public hearings:

- Monday, February 10, City Zoning Board
- Monday, February 24, City Planning Board
- Wednesday, March 4, County Planning Board

I emailed my opposition to the current "Virtual" meetings due to Covid-19. I strongly believe this needs to be a public open meeting. Here are my comments for your Monday, May 4, Video meeting:

Parking

The Prime project requires approximately 300 parking spaces for their habitational/commercial enterprise. This means the 300 current off street Durkee Street parking spaces are:

	#Parking spaces
Spaces lost @ Durkee Street	300*
Spaces gained @ GFNB Arnie Pavone lot	110
Spaces gained @ Durkee Street South lot	20
Lost off street parking spaces	170*

These 170 lost spaces are critical to the current downtown needs of existing stake holders- businesses, employees, customers, visitors, building tenants and building owners.

Proposed One Way Durkee Street

Prime proposes Durkee Street being changed to one way with angled vehicle parking. I oppose this:

- One way traffic with angled parking will create a significant pedestrian safety issue.
- The 1996 Downtown study commission clearly found one way streets adversely impact downtown, As a result Margaret Street was changed to two way.
- A one way Durkee Street will severely impair the ingress and egress across the Bridge Street and Kennedy bridges.

Open Space and Public Access and View of the Saranac River

The Prime project will visually and physically impair the public's access to one of Downtown's Valuable assets – The Saranac River. The Prime project clearly does not meet city requirements for open space. The building and parking footprints far exceed the amount of open space required.

Financials

As a businessman and taxpayer the Prime proposal flies in the face of financial fairness to Plattsburgh citizens.

- Sale price of $1 for 3.5 acres of strategic property.
- $3.5 Million to Prime from NYS taxpayers.
- A sweetheart PILOT agreement for 20 years affecting the current taxpayers

County Planning Board

The County Planning Board unanimously opposed the Prime Project at their March 4, meeting after open public testimony.

Alternate Site

I am not adverse to habitational/commercial development. I suggest two alternate sites which would serve the Plattsburgh citizens much better:

- The D & H Rail Yard @ Dock Street
- The newly vacant Glens Falls Bank lot on Margaret Street

Thank you for accepting my comments and thank you for your volunteer service.

Very Truly Yours,

Alan B Booth

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Durkee St.

3 messages

Lisa Contini <lisacontini@gmail.com> Wed, Apr 29, 2020 at 9:43 AM
To: cityinfo@plattsburghcitygov.com

Thank you for the opportunity to voice my concerns. Whatever is done downtown should be for the benefit of the people that already live here.

Certainly, downtown Plattsburgh can use some sprucing up, but I am opposed to the plan of putting apartments on Durkee Street. Please ask yourselves, "Who in their right mind wants to live in downtown Plattsburgh?" There is always noise. At night people walk around and speak loudly, largely due to the bars and restaurants. Will it be possible to sleep on a hot summer night with windows open? I don't see how you can possibly expect to fill 115 units. If they are super cheap, some will fill, but what kind of transformation will a large apartment dweller population create? What type of population do you expect to attract?

I have lived in the area for 17 years. Plattsburgh is a lovely place, but we must be honest. Except for events like the Battle of Plattsburgh, the Mayor's Cup, etc., Plattsburgh is not a vacation or business "destination". People who enjoy our area are usually passing through on their way somewhere else. You can't change that by adding apartments. And not a lot of people move here from elsewhere to live, and no one is going to move here just so they can live downtown in new apartments. So if by some miracle you actually fill the new apartments, it means existing occupied rental units become empty. This is bad for our local economy. Building a large apartment complex creates a supply that does not have an existing demand! How can it work? What are you thinking?

The Glens Falls bank has just been destroyed for parking for the Strand. What is going to be done with the Key Bank building? Why not put that space to some beneficial use without destroying "prime" parking on Durkee St. You can't expect the elderly, disabled, or mother's with strollers and small children to walk with their groceries from the NC Co op, all the way to the new Strand parking, especially in the winter. In all fairness, changes downtown must be beneficial to the existing population -- a population who relies on parking near the Co op. Parking at the Strand is too far.

What happens to all the revitalization investments once downtown businesses start to fail, one after another? What good is a lovely new apartment building surrounded by empty store fronts? And several are already empty! Take a look at other small and modest size NY cities with lovely apartments downtown woven beautifully next to well preserved older architecture -- and primarily empty today. Lots of cities have

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 5/4/2020

3 messages

Peggy <peggydegrandpre@yahoo.com> Thu, Apr 30, 2020 at 7:22 AM
To: cityinfo@plattsburghcitygov.com

Zoning Board....I request you Consider the following opinion note although I guess I am a little tardy in submitting it. Thank you.

> **Subject: Fwd: "Down by the River Side" on a windy, Wednesday afternoon. (4-22-20)**
>
> > **Date:** April 22, 2020 at 2:55:22 PM EDT
> >
> > **Subject: "Down by the River Side" on a windy, Wednesday afternoon. (4-22-20)**
> >

These photos of our “downtown” were taken just within the past week on one of our afternoon walks throughout the downtown area.....this is off City Hall Place and as we meandered through this disgusting parking area in back of one of the old buildings we found we were actually overlooking the winding river and the paved pathway that leads around to the McDonough Monument and the river front. From the street front one would never expect this ghetto level

display but there it was....one of many disgraceful properties that have unfortunately festered in the city.
This is one of the “vistas” we encounter on our almost daily walks and is one of the reasons why Art and I have supported the cause of trying to clean up the decay right here in the Center City area. Who owns these buildings and rents to people....I have never searched to find out. It is not that far from where we live...which makes this all the more
Frightening.
It is a blight, for sure, and it affects all of us. I suppose that is one reason aesthetics have come to mean so much to both of us.
I show this because while many in your group focus on Parking as your main concern with the downtown revitalization I must be honest in saying it is not my 100% main focus.
My focus is sustainability.....May I dare to hope for Prosperity?

I am in support of new development because the base of our city is getting pretty shaggy and decrepit....beyond repair. I am fully in support of new building...and I believe occupancy will be no issue. I look at the demographics of us as a society and I see a multitude of changes. The younger generation is much more mobile....they are not inclined to plant roots in their 20s or 30s. They are not in one job for 25 or 30 years...they are more nomadic changing employment and life styles at whim. They do not want to be saddled with cumbersome houses that restricts their movement and pocketbooks. I look at the already in place rental “conglomerates” here in the city.....from Catherine Gardens that spans between Court and Brinkerhoff Streets to all the apartment/Condo style living that erupted on the old base property the instant it became available.....the huge apartment complexes on and off Rugar Street in the back of Walmart and also going out of the City on Rt 9 South heading toward Valcour. One might ask Who are these people? Where did they come from?
We see retired people who live here approximately 1/2 to 2/3 of the year then escape the cold for the winter months. We see young people out of college or entering their 30s, 40’s...some do have families although the past few years the Plattsburgh City School District reports a small decline in enrollment....despite their raising our school taxes each and every year!!
I think you get my drift.....these are my thoughts on the status of the citizenry in the City of Plattsburgh. I believe the Durkee Street Project is a viable idea. I am not really concerned with Parking because.....they are adding in underground parking plus existing parking is not being taken away but will be spread out, redistributed which actually is more convenient for people. I do not feel I would boycott eateries in the downtown area because parking is no longer “free”.....my only stipulation would be the meters are credit card compatible and fees are kept minimal. You cite Winoski in Vermont.
I would like to point out Glens Falls, south of us in the Lake George area. I grew up south of Saratoga closer to Schenectady in the hamlet of Burnt Hills.
Glens Falls was Nothing years ago.....you passed thru it on Rt 9 or around it via the new Adirondack Northway going to or from the Capital District or heading north toward the Adirondacks. Today it is a charming little community with outdoor eateries, a clean wide sidewalk for meandering, some shopping, a hospital, a nearby Mall, an active Theatre Group and basically surrounded with multi level apartment buildings. They are prospering because it has become a desirable place to gather.
These are my thoughts and Why I support and encourage the redevelopment of our downtown. I can “see” an extension of such downtown rehabilitation all the way past the Train Station to the shores of the Lake. We have a beautiful gift given to us with our location and the beauty of Lake Champlain.

City Info <cityinfo@plattsburghcitygov.com> Thu, Apr 30, 2020 at 9:08 AM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com> Thu, Apr 30, 2020 at 9:27 AM
To: Peggy <peggydegrandpre@yahoo.com>

Hi Peggy,

Thank you for your comments and photos. I have passed them on to the Community Development and Building Inspector's offices.

Hope you and Art are well and staying safe,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment 5/4/2020

4 messages

marino5143@charter.net <marino5143@charter.net> Thu, Apr 30, 2020 at 1:34 PM
Reply-To: marino5143@charter.net
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Good morning:

I saw in the PR, the article that indicates that Plattsburgh Prime is still interested in their project. There have been many comments made to the IDA, the City and the County, both for and against the project. Most of those in favor of the project consider it a "revitalization" of the downtown. If it means bringing more people to hit the bars and the restaurants, that in itself won't do it. I don't think there's going to be a massive number of visitors whose main purpose is to see the 114 apartment house downtown. As we are in a different place now, with the COVID-19, it changes everything. With the city furloughing (possibly laying-off) some 80 workers, and the county accomplishing the same thing with 150 employees, that tells us financially, things are good. Now, taking into consideration,bot entities are forgiving fees, taxes, etc, where are either entity going to get the money to support this project. It would seem the never-ending source of funds for both parties are, you guessed it, --- the taxpayers. Now, add the approximation of 25 additional students going to PCSD, yes, another burden to, you guessed it --- the taxpayers. Things are going to get worse before they get better, both health wise and
financially. This is NOT what this community needs right now, regardless what Bob Smith and Rachelle Armstrong say. The city's and the county's monies are drying up from reduction in sales taxes. Those that are out of work, or that will be, will have a tough time paying for utilities, rents, taxes, etc. This is not the time for a "pie in the sky" project.

Ronald A. Marino
47 Sandra Ave
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Thu, Apr 30, 2020 at 3:41 PM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Thu, Apr 30, 2020 at 3:43 PM
To: marino5143@charter.net

Good afternoon Mr. Marino,

Thank you for your comments, we have passed them on to the Community Development and Building Inspectors offices to be passed on to the Zoning Board.

Thank you, Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov

www.cityofplattsburgh.com
[Quoted text hidden]

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marino5143@charter.net <marino5143@charter.net> Fri, May 1, 2020 at 9:36 PM
Reply-To: marino5143@charter.net
To: City Info <cityinfo@plattsburghcitygov.com>

You're welcome, Beth.

Ron

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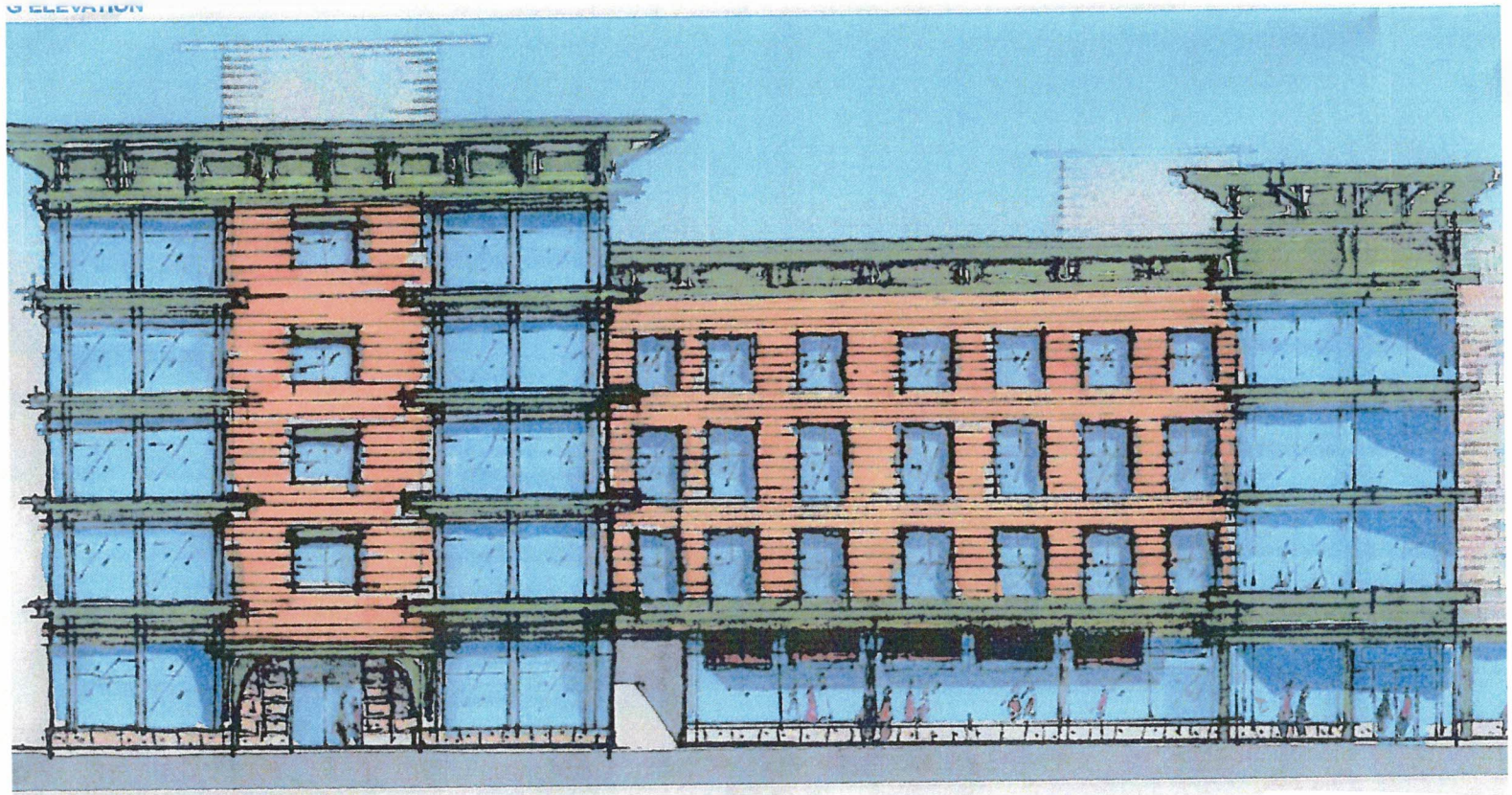

DRI Commitee's MULTI PHASE MIXED USE DEVELOPMENT
PROPOSED RENDITION

PRIME's PROPOSED May 2020 MIXED USE DEVELOPMENT
IN DURKEE STREET LOT

Planning Board comment 5/27/2020

2 messages

Carol CJK <carolcjk@gmail.com> Tue, May 5, 2020 at 11:01 PM
To: cityinfo@plattsburghcitygov.com

I am including my letter in the body of this email along with attaching it as a pdf and supporting documents to ensure that it becomes part of the official record I ask that you follow ZB's May 4, 2020 decision to continue to allow the public to give both written and oral comments as more information is provided to the members of PB and ZBA regarding any changes to the current use and configuration of the Durkee Street parking lot and Prime's mixed use development in downtown Plattsburgh.

I apologize for emailing this so late, but I like many landlords have been consumed with my business during these difficult times. Though I tried to keep my comments brief and to the point, the revitalization of our downtown and the conversion of the Durkee Street parking lot is near and dear to my heart and will impact our lives for ever! Especially those who like me, live only a few blocks away. The transformation of 3.3 acres of prime real estate in the center of our historic downtown into a large mixed use development is complicated and requires special attention be made to all issues regarding Prime's proposal.

Though my letter is long, I hope all members of the PB will read it along with all letters in their entirety. You have a responsibility to ensure that what ever is built in the Durkee Street lot promotes the revitalization of our downtown and meets all SUP criteria, city zoning codes and recommendations made by all city and county boards and engineers such as those from the LaBerge Group.

****

Maurica Gilbert, Chairperson
City of Plattsburgh Planning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: Planning Board comments for 5/27/2020 meeting: City + Prime 2019-24, 2019-11, 2019-10

May 5, 2020

Dear Planning Board members and Chairperson:

Plattsburgh's current & former Community Development coordinators have attested to the fact that Plattsburgh will NOT lose DRI funding, if Prime chooses not to build its current massive mixed use development. There is NO need to feel pressured to rush through the review of such a massive project that will have lasting and far reaching effects on our downtown, community and country for years to come! On the contrary, the Planning Board needs to take the time to carefully review all aspects of Prime's project which it can Not do at this time, because **Prime has failed to submit any up to date, detailed site plans for all required parking, tenant storage, interior floor plans of apts., designated areas for loading and unloading zones, list of materials interior and exterior of both residential and commercial spaces and accurate renditions of all buildings** in relationship to surrounding properties. **Prime's April 10, 2020 site plan also fails to include any redesign of their site plan or provide parking for the conversion of 5,800 sq. ft. of formers farmer's market to commercial space,** which includes the entire structure, because Prime will most likely rent out the civic space for special events or enclose it at a later date for commercial use or add terrace dining.

NO VOTE should be made on any special use permit that Prime is requesting until the SEQR and GEIS are redone, because the economic statistics and data that Prime used for these studies are no longer valid. And, **NO special use permit should be granted to Prime until it meets all special use permit criteria** set forth by both Zoning and Planning Boards and provides up to date and accurate site plans that meet all city zoning codes and provides zoning parking requirements for all 297 residential tenants plus 15, 800 sq. ft. of commercial space, which includes Prime's recent decision to convert the former farmers market into commercial space. **Prime's request to only provide 276 parking spaces on site rather than the 471 now required, is 195 below the minimum required and 58% deficient of Plattsburgh's zoning code**. In addition,

the **City remains 123 parking spaces short of the required 289 free off street parking spaces it is required to provide the public in the center of downtown**. The actual parking demand for Prime's tenants & customers is 564 spaces. Even I, who love to walk & believe in decreasing our carbon foot print are faced with the realty that we must rely on our cars to get life's necessities, because Plattsburgh lacks public transportation. Though my building met city parking requirements, I had to almost double my on-site parking capacity to meet my tenants' current needs.

Prime should also comply with all 12-pages of recommendations made by Mr. Koziol, engineer for LaBerge Group on March 20, 2020 and provide diagrams identifying all revisions made to its storm water pollution prevention & waste water management plan and site submission plan. Turner Bradford's written response on April 16, 2020 is NOT sufficient. Prime has failed to provide evidence that it has modified any of its original plans to resolve concerns that LaBerge's engineer cited; such as; city easements for public use of all sidewalks, green space & access through the center of Prime's Durkee Street project to the Saranac River; relocation of the exit from Prime's parking garage due to high probability of traffic accidents and congestion as Prime's tenants merge into traffic; moving Prime's building away from Bridge Street sidewalk, noting that constructing a building of this magnitude only 3.5 feet away from public use is too close; and Prime's failure to provide fire trucks, etc. safe access to its courtyard apartments in the evident of a fire or during snow removal, because its driveway is too narrow.

Even **Charlie Gottleib from Prime stated at April 27, 2020 meeting that he has never been involved in a project with so much opposition and is willing to work on a compromise**. Please see the attached petitions of **over 41 downtown business owners & 6,151 people who are opposed to Prime's current proposal**. 1,000 of these petitioners actually signed in just a few days in March 2020 prior to the city Covid-19 shut down. **Residents ask that the PB deny Prime's current plan, because it has NOT provided up to date site plans, uses outdated information in SEQR and GEIS studies, fails to meet all SUP criteria, zoning codes & LaBerge engineer's recommendations.** Given today's recession, it would be much more feasible to construct a smaller multi-phase project rather than one large contiguous structure. Bradford, Prime's engineer expects that it will take 3 yrs. to complete, which bears further credence to the importance of developing this site in stages, to reduce the disruption to our downtown & safeguarding against such a gargantuan project from failing.

I ask the Planning Board to invite Prime to work with downtown property owners & residents to build a mixed use development that will survive today's economic downturn and revitalize our downtown rather than destroy it. A smaller multi-phase project that meets city zoning code requirements for parking, provides open green space for its tenants to recreate on site, and a 25 foot green buffer zone between Prime's building and city sidewalks, streets and river walk is much more viable and sustainable. More green space and parking for Prime's tenants and public will lead to a viable project that will attract rather than deter people from living, working and recreating in our downtown.

Prime admitted at May 5, 2020 ZBA meeting that the 22% green space they claim to provide includes the city's Saranac River Walk and Gateway's grass area, which is not only misleading, but inflates their calculation of open green space. It is disheartening to know that Prime's interest in making money out ways its concern for its tenants. Prime's original design included a pool and play area for its tenants, children and visitors at the former Highway oil site. Providing at least 25 feet grass area along its building on the North, West and East side of its property would enable tenants, their children and guests to recreate safely away from traffic. **It is a disservice to Prime's tenants, city residents and visitors to rely on only 10-14 feet of green space set aside for bicyclists and pedestrians to walk along the banks of the Saranac River without requiring Prime to provide any green space as a buffer between its massive mixed use development and city sidewalks and streets**.

Prime's conversion of downtown's Durkee street parking lot into 115 apartments and now 15,800 sq. ft. of commercial space **fails to meet any of the SUP criteria established by both zoning and Planning Boards and will most definitely have a negative impact on our downtown, community and county**, which will ultimately lead to its demise. I reach out to all members of the Planning Board to consider the fact that Prime's mixed use development will be erected in the heart of our quaint historic downtown. The majority of buildings downtown are made of brick or sandstone and are two-three stories lower than Prime's proposed structure. **Prime's current design, mammoth size, and use of aluminum and clapboard siding looks like a huge warehouse and is not in keeping with the "general character or height" of neighboring buildings**. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the ZBA & Clinton County Planning Board expressed their concern of building such a massive structure on top of the Saranac River walk and only 3.5 feet away from a 4 ft. rather than 9 ft. sidewalk, (like those along Brinkerhoff Street, Margaret Street, and City Hall

Place) and parallel parking on Bridge Street. Even if Prime changes the sloping roof line of its building, it will still overshadow all adjacent sidewalks, streets & buildings. Prime's 5-story, over 160,800 sq. ft. of rental space will tower 65 feet above ground on the North side of Bridge Street and will be 125 feet high at the North East end, spanning more than 200 feet and only a few feet away from pedestrians & cyclists traveling on the Saranac River Trail.

Area residents, like myself, have been involved with many projects in historic districts throughout Plattsburgh and worked with developers to create buildings that compliment rather than detract from the character of the neighborhood it enters. **I invite the Board & Prime architects to look at the attached renditions of the revitalization committee's proposed brick and glass Italianate style roof line and cornices as an example of what would attract people to live, work and shop downtown.** I also encourage Prime's architects to look at examples of other apartment complexes that have recently been built in historic districts neighboring downtown, such as Zukowski's Gregory Heights" building on Club Road. And recently approved projects such as the addition to the Vilas Home on 61 Beekman Street, in which the owner plans on incorporating some of the Queen Anne Style features of the original building into its new addition. Even Mr. Barnett's addition on 5057 South Catherine, which is not located in a historic district compliments the original structure. Owners of these sites have worked with SHPO to create projects that enhance the existing structure and surrounding buildings, while standing apart.

Rental markets have drastically changed since Prime first submitted its application in January of 2020 & site plan in February 2020, which referenced out dated information from SEQR + GEIS studies that were created prior to the Covid 19 pandemic. Recent statistics report over 30.3 million jobs have been lost in the past month. Plattsburgh had to lay off 62 city employees. Plattsburgh's 3 largest employers are faced with closures, economic uncertainty and permanent reduction in staff in attempts to stay solvent as reported by University of Vermont Health Network. SUNY Plattsburgh's closure since March 2020 is anticipated to continue through spring 2021. Schools throughout NYS expect significant gaps in funding due to loss in tax revenue to state, county and municipalities. Clinton County just announced that it has to furlough 150 employees immediately to help off-set some of the $15 million dollar budget deficit it expects to undergo. Most downtown businesses are faced with the harsh reality that they are unlikely to survive this economic downturn that is expected to continue to spiral down for several years.

Landlords throughout Plattsburgh and NYS are finding it difficult to fill their residential units due to people losing their jobs, layoffs, cut backs and business closures. Most retailers, restaurants, gyms, day care, schools, medical offices, etc. must remain closed indefinitely and will never be able to operate as they did prior to Covid-19. **Turner's statement that there is a shortage of housing stock is NOT true.** Several high end apartment complexes have been built in less than a few miles of the center of our downtown just in the past year, such as Enclave Estates and Twin Pines. Many homeowners have decided to stay in their homes rather than rent due to unprecedented low interest rates & refinancing opportunities. Renters who have lost their jobs have been forced to move in with family members, because they can no longer afford to pay rent.

Landlords who own property downtown are losing the majority of their tenants due to loss of income and loss of almost 58% of guaranteed free off street, year round parking spots, as John Seiden stated at PB last meeting. The mayor of Lake Placid stated that free year round parking in the center of downtown is a city's most valuable asset and that Lake Placid has struggled with parking shortages for years. Parking shortages and inadequate loading zones adjacent to restaurants and downtown businesses creates a hardship for everyone and impedes downtown's ability to grow.

Projects such as Prime have failed in our region due to poor economy even before the pandemic. A hole remains in the center of downtown Burlington as a result of the developer pulling out, and the mixed use development in the center of scenic Winooski along the water front remains empty.

Prime's project called the "Hamlet" located in Saratoga Springs can NOT be compared to Prime's Plattsburgh project for parking. Prime's Saratoga Springs development is NOT in the center of its business district and was built on vacant land in the suburbs. Prime's proposed 205,800 total sq. ft. of 115 apts. + 15,800 sq. ft. of commercial space will displace 289 downtown business owners, employees, patrons & tenants who now park for free off street in the center of our downtown year round in the Durkee Street Parking lot. Though my rental property met current parking requirements, I had to almost double my on-site parking spaces to meet my tenants' current needs.

It would be irresponsible to give 3.3 acres of city land to Prime without holding them responsible to provide all its tenants and commercial customers with on-site parking, especially when the city has failed to provide 1-to-1

compensatory parking in the center of downtown. As a result, Prime should be required to provide at least 80 public parking spots in the Durkee Street parking lot to off-set the loss of 123 public off street long term parking spaces. **Though Prime is required to provide at least 50 parking spaces to the public for free on site as a condition of developing the Durkee Street Lot, Prime admitted that it can NOT guarantee that these spots would be free and did not know how many parking spaces would be available for public use. The fact is that once Prime takes over ownership of Durkee street parking lot, there is nothing to prevent Prime's tenants, visitors and customers from using all parking spots on site, because Prime has failed to provide sufficient parking to meet its own needs**.

The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in-climate weather due to poor visibility and limited turning ability. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Durkee Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"…have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." …"based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

According to Laberge Group's engineer, Prime needs to make the following changes:

1. Prime needs to demonstrate that it has granted easements to the city for public parking, use of sidewalks and green space in the Durkee Street Lot. This is especially important in the center of the Durkee Street project, which is to enable public utilization of the sidewalks and green space and to access the Saranac River Trail from the Durkee Street's Art Parc.

2. Mr. Koziol recommends that the "cross walk across the entrance/exit to the parking garage on Bridge Street be located as far away from the building as possible to provide better visibility to drivers & pedestrians." I ask the Planning Board to look at the design, location and landscaping of parking garage of Harbor view condominiums on the corner of Club Rd. and Hamilton Street. The developer worked with both our city engineer and neighboring residents to make sure that the location and design of the access to the underground parking would not reduce drivers' visibility upon exit/entrance, thereby reducing the likelihood of traffic accidents. The developer even added a wide sidewalk to increase pedestrian walkability in the neighborhood. It is even more critical that Prime meet city parking requirements and redesign its underground parking garage to increase visibility and reduce stacking of its tenants cars as they exit and enter the congested corner of Durkee Street and Bridge Street. Unlike Harbor View Condominiums, Prime's Durkee Street project is located in the center of our downtown business district, at the corner of a busy intersection. Bridge Street is a continuation of US route 9, which is a major connector road from the North end to south end of town. Unloading service trucks on Durkee Street is already challenging, but it would be impossible, if Durkee Street is reduced to only one lane with angled parking. These proposed changes will definitely increase the likelihood of traffic accidents.

3. LaBerge's engineer is also concerned with the fact that **Prime's building is only 3.5 feet away from its property line**. **The proximity of Prime's 5-story structure with 297 tenants to public sidewalks, river walk and Bridge Street poses a safety risk to the public** and will most definitely impede both pedestrian and vehicle traffic on Durkee and Bridge Street during the two- three years of construction that Prime estimates it will take to build.

4. **Mr. Koziol, engineer for LaBerge Group also expresses his concern over access to courtyard tenants due to its location and narrow driveway**. He recommends that "Prime move the access control gates further into the lot to increase vehicle queuing and prevent blocking pedestrian and vehicle traffic." Though Prime's engineer objects stating that such a change would result in reduce parking spaces, it is indeed in the best interest of the public and will prevent accidents.

5. Mr. Koziol outlines his concerns regarding the failure of Prime to provide safe and convenient access to service tenants living in the courtyard apartments, because its driveway is too narrow. **Prime's plan to have emergency vehicles, such as large aerial, pumper and fire trucks park on the**

Bridge Street to put out a fire is impractical and a safety hazard to Prime's tenants, pedestrians and would be an impossibility, if vehicles were parked on Bridge Street or on site.

In closing, **I ask you to POSTPONE the May 27, 2020 meeting until the Zoning and Planning Board have received additional information requested by the ZBA on May 5, 2020 meeting and the PB receives additional and updated information in response to the recent changes of Prime's use of the Durkee Street lot and recession.** I further ask that the Planning Board carefully review all aspects of Prime's Durkee Street development and makes sure that this project meets all SUP and city zoning requirements and recommendations put forth by the LaBerge Group and all interested parties. And finally to allow the public to further comment on any additional information pertaining to the development of the Durkee Street Lot via written or oral comments as described in April 14, 2020 "temporary board meeting procedures due to Covid 19, which is agreed to be made part of the public record, as ZBA agreed to do at its May 4, 2020 meeting. After all, Prime is getting 4.3 million dollars plus 3.3 acres of prime real estate for only $1. It's your job to make sure that Prime's project enhances the DRI, complements our historic downtown and is in the best interest of our downtown, community and city. Your board has a responsibility to Plattsburgh residents and downtown businesses to ensure that Prime's project enriches the Downtown Revitalization Initiative. Thereby promoting revitalization of our downtown rather than having an adverse effect, as is the case with Prime's current design. Now is the time to make certain that Prime will build a mixed use development that will benefit everyone, not only Prime's bottom-line. Your decision will affect our downtown and city forever!

Finally, Zoom Meetings fail to enable full active participation by all concerned citizens in real time. This is especially true for downtown business owners, who are struggling to survive! April 27, 2020 PB meeting is evidence of this fact. I like many residents do NOT have the technology to participate remotely I risked my own safety to go over to a friend's house to participate at 11:30 PM, when I, like most people, are usually asleep! Two residents who commented at last week's meeting, lost signal during the meeting.

Sincerely, Carol J. Klepper

Homeowner & landlord at 17 Couch Street, Plattsburgh, NY

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10 attachments

672 March 2020 signatures.html
322K

Klepper's 5-27-2020 Planning Board comments.pdf
3547K

1,429 signatures opposed to Prime.pdf
129K

1,655 signatures Petition · Save Durkee Street Parking!.pdf
137K

1,979 signatures concerned citizens.pdf
6613K

416 signatures-March 2020.pdf
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41 Downtown Business owners opposed to Prime.pdf
230K

DRI proposal of revitilization of Durkee Street Lot.pdf
694K

DRI's rendition for Mixed-use development.pdf
736K

Prime's Mixed-use development rendition.pdf
732K

City Info <cityinfo@plattsburghcitygov.com> Wed, May 6, 2020 at 8:27 AM

To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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Planning Board Meeting comments of 4/27/2020

2 messages

J.M. JANSON <jmjcaper@gmail.com> Tue, May 5, 2020 at 6:23 PM
To: cityinfo@plattsburghcitygov.com

Dear Members of the Planning Board,

Let me apologize in advance for writing such a long letter. However, what is at stake is worth millions, and the proposed project has many devilish details. Please, may you give my letter the same amount of attention that Prime's submissions are receiving. I also want to say at the outset that I am not against development, but I am against THIS development, and especially AT THIS TIME.

I hope that is part of the Planning Board's mandate to act in the best interests of the entire community, and with a long-term perspective. Although I had my doubts about the viability of the Prime Project prior to COVID-19, I now consider pursuing this sheer lunacy. The likelihood of failure is high, and the cost to Plattsburgh of that failure is catastrophic. Should this fail, we have an even worse downtown problem than the one we have now. Please weigh the unlikely benefits against the highly likely costs.

Part I: Why the Planning Board need to Say No, in General

First, I'd like the City to wake up and realize it's true, "everything has changed." There is no "going back" to normal. There is only a new normal. And the new normal is high levels of unemployment, downward (not upward) economic mobility, reduced tax base, reduced numbers of SUNY students as they take more classes on-line, and decreased risk taking by business. The economy is contracting, faster than it's ever happened in the past. Just where does Prime think these wealthy (for Plattsburgh) new residents will come from? What businesses in town are going to be expanding? Schluter Systems? Nova Bus? We know that Schoenbeck/Swarovski announced they were closing up shop in Plattsburgh even before the COVID-19 hit. Laurentian Aeroframe hasn't been able to get it together to come to Plattsburgh. We have no industries based in Plattsburgh that will be expanding. The hospital a big employer, but since they are bleeding money right now, so to speak, they are reducing staff as well. The City need look no further than it's own behavior to realize what is happening globally.

The picture for this planned development becomes even more bleak when you consider the 15,800 sq. feet of commercial space that will go unfilled. Prime went so far as to acknowledge to the Planning and Zoning Boards that it would be "a challenge" to find commercial tenants. Translation: impossible. There is already lots of available commercial space in Plattsburgh. Well, you say, it's not the nicest. True, but if we say that the Gateway had some of the nicest and most up-to-date space, how come it took over 11 years during a bull market to achieve full occupancy? Winooski is a fine example of biting off more than you can chew. Their retail space has big paper signs behind the glass, "For Rent," and "To Let." Empty store fronts don't attract shoppers, they attract mischief. Think what the mall looked like 20 or 30 years ago. Retail was going gang-busters in Plattsburgh. Now? Retail has fizzled, and the COVID situation has even pushed many people who go shopping, into shopping on line. Will they return to the stores? Yes, some will, but many will not. Brick & mortar is in a downward spiral. COVID-19 is going to be the kiss of death for many retailers, large and small. It is unreasonable to expect new (expensive) retail space to be rented under current circumstances, and into the foreseeable future.

Let's assume the Prime project gets built. A fair assumption given that Prime has EF-5 status. And let's assume it gets built over the next two years. The first problem here is that much of the parking for downtown goes away, and that will really put a strain on the current businesses that are trying to get up from being shut down for a couple of months. If I were a downtown business, I would be madder than a hornet if the City administration backed a plan that made it more difficult for my livelihood to survive. I can't tell you which businesses will not make it through this patch, but I am certain that not all of them will. In an ideal situation, marginal businesses fail and are replaced by businesses that will help gentrify the downtown, but this only happens when there is a vibrant economy. Plattsburgh's economy is not vibrant, nor is the US economy.

Regarding parking. The City will be short about 100 parking spaces after this is built. Patrick McFarlin is pushing to have paid parking in the downtown area. For the public, this means you are not likely to be able to find a place to park, and when you do, you're going to have to pay to park there. That is not conducive to getting people to be downtown, and to wander about and enjoy it while they're there. Fewer patrons also points towards increasing business failures. Talk about a policy of kicking 'em when they're down!

There is supposed to be parking in a lot between the Gateway building and Prime's building. If the boundaries are changed as the City and Prime has requested, Prime will own this. That means they get to charge what they wish for parking, because it's private, and they don't have to charge the same amount as the City. Furthermore, whatever is collected in that lot will go to Prime, not the City. I think it likely that providing 1.3 parking spaces per apartment will not be adequate for the apartment dwellers. How many couples share a car? How many of the apartments will have two working adults renting the apartment, and for those two, isn't it likely they will each have a car? I seriously doubt many of the tenants will be able to walk to work, and Prime will find that their estimate of 1.3 cars per rental unit is inadequate. But, there would be a way to deal with that problem. Since Prime owns the lot on the south side of their building, they will be able to issue "permits" to their tenants to park in that lot, for an uptick in the rent. If the tenants complain that there are never any spaces, Prime could raise parking rates through the roof so nobody from the public will choose to park there, or, Prime could fence off the parking area and deny access to the public. Hey, they own it...

Both City officials and Prime brandish the term walkability and walkable downtown. We already have a walkable downtown! People park in the Durkee lot, and then they walk to their destination. What some people would like to see is fewer vehicles in the downtown area. Fair enough. But, given that we have an almost non-existent public transportation system, how is this supposed to happen? Plattsburgh is the County Seat, and people from Morrisonville will not walk TO Plattsburgh, nor will people from Chazy, or Rouses Point, or Churubusco. They need a place to park when they get here, and the City and Prime have not provided for that.

Walkability generally means people can live, work, and play in an area. With jobs being cut everywhere, I don't see new jobs appearing downtown to allow 115 to 293 new residents to have employment downtown. Furthermore, walkability requires there to be stores and shops that can sell the necessities to be within walking distance. Residents will not be walking downtown to buy groceries (the Co-op is right across the street, but most people don't view that as equivalent to a supermarket)... there is no drug store, no hardware store, no office supplies, no housewares, and no apparel, other than second-hand. Downtown residents must have cars, or take taxis, to obtain necessities. The City is not done with their cost cutting measures due to COVID-19, and public transportation is facing further cuts. The plans submitted by Prime and the City have not provided adequate parking,

I understand the transformation that my fellow residents would like to see in Plattsburgh, and I'm with them on that. But I think this project is doomed, and it is so big, I'm afraid it will take all of Plattsburgh down with it. If Prime cannot fill it and make money (they are a for-profit company), they will walk away. And it will be easy for them to walk away. The money they have in the project is architects, engineers and consultants. That's the entirety of their investment. As some would say, they have very little "skin in the game." (They are an EF-5 agency. They don't have to get a loan from a bank to get money to build this. In the current market, I doubt a bank would loan them a penny for the project.(hint, hint... if banks think it's a bad idea, why does the City think it's a good one?) All they have to do is line up 40 to 50 foreign investors who would like to have green-cards, they take the half-million to one million dollars per investor, and voila! Prime has the money to build this. If it goes belly up, it won't be their own money they walk away from. Ok, so the City gets the building. Given what the Crete Center and the City Beach look like, I don't have much hope for the City taking care of an empty building.)

What will the City do with this empty building made to be lived in? No matter what happens next, it will cost taxpayers.
Three months ago I was speaking to a doctor and his spouse who had just recently moved to Plattsburgh. Their sentiments were that taxes were way too high, and residents got next to nothing for them. Furthermore, jobs were so scarce in town, the spouse said as much as she liked the outdoor recreation, they might move on to somewhere else so that they didn't have to deal with the double whammy of high taxes and no job for her. If taxes continue to rise, those people who are able to escape the crush of Plattsburgh's economic woes may just decide to go, leaving the rest of us in even worse shape.

I am sending you an overly long email because I care very deeply about Plattsburgh. I have made it my home, and plan to live here the rest of my life. I just think the costs of failure for this project are catastrophic. And I think the likelihood of it failing are a near certainty, especially now after this virus "has changed everything."

Part II: Specific Objections to Prime's Plan as per the Criteria for Planning Board Site Plan Review

360-38 A. Residential

1) Every residential building shall have sufficient open space to permit convenient access for maintenance, fire protection...
Fire protection: Prime acknowledges that fire trucks will be unable to get into the courtyard area. Yes, they have consulted with the fire department about this problem, and the fire department has agreed that they can work around the problem. Since this is new construction and nothing will be grandfathered in, does it make sense to build a residential structure that will be a struggle for the fire department to reach? If Elizabeth Gibbs thinks it is a safety hazard to build an apartment complex in the dockside space due the railroad tracks, I think it is a safety hazard to build a U-shaped, 5-storey building when the fire department cannot get inside the U with their trucks.
1)... and reasonable indoor privacy.
If the Zoning Board agrees to the requested variance for first-floor apartments, this will not be met.
2) In a site development, consideration shall be given to the needs of the residents for non-vehicular open space for active and passive recreation.
The City and Prime are using the Riverwalk and associated greenspace connecting the Riverwalk as the 22% they say they are providing for tenants. The Riverwalk will be City property, not greenspace provided by Prime. And after last night's Zoning Board meeting, I would like to call attention to another problem. Prime evidently expects to allow pets in the building, and dogs must be walked. If this is the greenspace Prime is providing, we can expect the trees and bushes planted along the Riverwalk nearest Prime to be regularly peed on by pets, and we can expect that not all dog owners will comply with pick-up-the-poop orders. Guess the taxpayers get to foot the bill for new bushes every year or two, as dead vegetation will not enhance downtown. But if the City is broke, we will not be seeing any replanting. This does not bode well for Riverwalk.
3) e) Vehicular access shall be designed to provide maximum safety and ease of circulation and to eliminate traffic conflicts.
The two passageways into Prime's parking space, the underground area and the courtyard parking, are bottlenecks and traffic hazards. They were not designed with safety in mind, they were designed to maximize the already insufficient parking.

360-38 B. Nonresidential

(*2) Entrances and exits... shall provide a safe means of ingress and egress for customers and employees and eliminate traffic conflicts.*
As stated above, the design does not accomplish this.
(3) Off street parking, off-street loading and unloading and pedestrian access shall be separated so as not to create conflicting movements.
In the site drawings Prime has presented so far, the loading and unloading area was located in the northwest corner of the parking lot between Prime and Gateway with handicapped parking just south of the loading area. Imagine for a moment that you are a truckdriver, of an 18-wheeler, as they do make deliveries in the City. You would have to enter Durkee Street from Broad, then make a 90 degree right turn into the parking lot, you'd make a 90 degree left turn and drive parallel to the front of the former Farmer's Market, another 90 degree left turn, now you are traveling west, and another 90 degree left turn so you are parellel to Durkee Street but facing south. Now, back your truck up, avoiding the handicapped parking, into the space that Prime has provided for you to unload. First off, were you able to make all the turns? Yes, ok, did you hit any cars in the lot on your way in? No? Good. Well, you'll have a chance to hit a couple on your way out. Maneuver out of the loading area without damaging any handicapped vehicles, proceed south to the entry/exit, make a 90 degree right turn. Can you make it, got enough space? Now another 90 right turn to get out onto Durkee Street. It's really busy you say? Well, that's because we changed the traffic pattern downtown. You'll just have to deal with it. You got a problem with that? Yeah, I do too.
(4) Store fronts... shall be integrated to enhance the appearance of the Central Business District...
We haven't seen any details, have you? The building itself does not enhance the appearance of downtown, see C. 1), so how do the storefronts accomplish that?
(5) Each structure shall have at least one entrance with direct access to a public street.
Clarification please. Is each store or commercial unit considered a structure? If the structure is the Prime Building, then the main entrance on the corner of Bridge and Durkee Streets will be the one entrance with direct access to a public street. There won't need to be any shops with doors to the exterior.
(7) Roof drainage shall discharge in a manner...

Has Prime provided any details on this? They are talking about going from a sloped roof to a flat roof in order to make the building appear less tall. What happens to this water?

360-38 C. General Architecture

1) The location, general massing and character of building elements shall be organized to create a harmonious continuity of exterior spaces and an integrated overall site design.
This design would look right at home in Saratoga with the other buildings Mackenzie has designed for them. But the location, and general massing, or should I say, massive building is wrong for Plattsburgh. Look at the feedback. Look at all the people that commented that they wanted to see a downsized project, or something developed in phases so it wouldn't be so massive. Last night the Zoning Board asked Prime why 115 apt units, why not less. The obvious answer is money. Prime cited "expense ratios," and stated 115 is "what they are comfortable with." Well, lots of residents are NOT comfortable with 115 units in a massively huge building. A good comparison to give you a feel for the size is Broad Street Commons. I encourage Board members to include a walk-around that building in your COVID exercise walk-about.
2) The design of individual building shall be scaled and proportioned to normally accepted design standards, with proper consideration give to their relationships to adjacent buildings, both existing and proposed, in terms of height, bulk, light, air, usable space, access, and off-street parking.
I care passionately about architecture. Good buildings contribute to the well-being of those who see and use them. Bad buildings are an eyesore, and create a feeling of alienation. They continue to do so for generations, as buildings tend to stand for more than 50 years. Therefore, THIS IS VERY IMPORTANT. Let me give you two examples where I feel the Planning and Zoning Boards did an excellent job, and the residents of Plattsburgh benefited from your attention to detail. Congratulations on Maplefield's across from Yando's. I had heard that you held their feet to the fire, and I'm mighty glad you did. Their design suits their location of being on the "old Base." The use of brick, the slate-like roofing, the overall design is a good fit with its neighbors. People I know who were objecting to a convenience store in that location think it's not bad now that it's been built. The other place where you did a particularly good job was with the Vilas Home. Their addition with the elevator looks like it belongs. I hope you will be just as particular, and require their newest unbuilt addition to be the equal of the former addition. The materials and the design respect what has gone before. Now, what Prime has handed to the Board does not meet the criteria. Here is where they fail:

a. The proposed building is out of proportion with it's neighbors, both in terms of height and width. Buildings on Durkee and Bridge Streets are three or four stories tall. Furthermore, the buildings on the streetscape are about 20 to 50 feet wide. This building takes up an entire block, and unlike the unique storefronts on the streetscape, it does not relieve the eye with interesting details. It is too bulky, especially compared to its neighbors. The drawings that Prime submitted to show how their building relates to neighbors is frankly misleading. It placed their building behind the others, which is an impossible view. Also, please reconsider the drawing that Prime submitted as if the viewer was on Bridge Street looking west. The trees, in full leaf, hide just how huge the building will appear. Please keep in mind, that there will be six months without any vegetation to soften the lines of the building.
b. In terms of air and light, the Prime building will create dark canyons of both Bridge Street and Durkee Street. Consider Bridge Street during the winter. The sun hangs low in the south. The building will block any direct sunlight from reaching the ground level. The Prime building will tower over its neighbors, block much of the natural light, and create a need for lots of salt on the street and the sidewalks.
c. Finally, although Prime thinks that 1.3 off-street parking spaces per unit will be adequate, I think their tenants will decide otherwise.

3) Building materials shall be selected for durability, harmonious relationships, and where appropriate, for continuity of treatment with neighboring structures.
The use of metal and cement clapboard is **not** in keeping with the building's neighbors. Where is the extensive use of brick? Where are the individual window treatments? The only nod to the neighborhood is the phony cornices placed on top of the building. The proposed structure has no "sense of place." You don't look at it and say, what a great fit for Plattsburgh, it looks like it belongs in Plattsburgh. The architect did little to help their huge building be a good fit for that site. Oh, and I would request that the Board ask for further details on the South wing of the building. Of the drawings released to the public, this wing is the least shown, and what little shows, appears to be monolithic, and, well, as one person put it, "it looks like Danamora." So, does it?
4) The treatment of the side and rear facings of new building shall be consistent with the treatment given their street frontage.
From the drawings presented, this is not the case.

360-38 D. Streets, Pedestrian Walks and Open Spaces

3) The location and design of pedestrian walks shall provide for maximum safety and separation from vehicular traffic and shall emphasize desirable views of new and existing development.
Please take a looks at the drawing of the building from Bridge Street looking west. Last night Prime acknowledged that the sidewalk along Bridge Street was four feet wide, and they wanted to build up to within three feet of the property line. This rendering shows trees planted along the sidewalk. How is this possible? Then Prime's four foot sidewalk is justified by Charlie Gottleib saying that people can cross to the other side of the street if this sidewalk is too narrow for pedestrian comfort. Really?! Prime talks walkability, then wants to ignore the needs of pedestrians. Come to think of it, maybe I would want to cross over to the other side, as someone going into or coming out of the underground garage might not see me and might run me over. Prime wants to build too close to the street, they've shrunk the sidewalk down as far as possible, and the problem gets even worse at the base of the development.
5) Open spaces shall be located to provide maximum usability and to create a harmonious relationship of building and land.
There is inadequate open space, and poor treatment of what is available. The idea behind the DRI was to produce a downtown that worked better for ALL of us, not just some of us. What a misuse of the Saranac River. We get crappy access, and building tenants don't even get a view of it... a total failure. Maximum usability for whom? Tenants or City residents? Actually, a moot question, as Prime's plan does neither. A 12 to 15 foot retaining wall located right on the Riverwalk is not desirable, not acceptable. Frankly, I am tired of Prime and the City saying of the building or the Riverwalk, "it will better than what's there now." As if that were some justification for approving their plans. Sure, but if I plan to go pick up the litter along the riverfront, I can honestly say, "it will be better than what's there now." Is it as good as it potentially could be? That would be a resounding NO when it comes to Prime's treatment of the their building and their use of space. Prime is short on parking, and short on green space because they need to squeeze in at least 115 apartments in order to make enough money to justify this development. This is not the right site for them. It doesn't give them what they need in order to comply with City Zoning Board and Planning Board Criteria, and allow them to make a profit in the process.

Two of the words that people frequently used in the Borie-Benner marketing survey, were "potential" and "charm." Residents recognize that our little City has potential. Prime thinks it has potential to help them make a profit. Over 6,000 residents don't think we should waste our potential on this project. Our DRI money will not be withdrawn if we do not build this with Prime. There are other, more worthy and beneficial projects. And to all those who say, if we don't do this we'll never see another grant come our way. Well, the era of state largess is over, thanks to COVID-19. It is unlikely anyone in the state will see much money headed their way for the next decade. Besides, that is a poor rationale to take a questionable action and potentially ruin our downtown. OUR downtown. Please act in the best interests of the residents, who will bear the consequences of this decision, whether good or bad, for many years to come.

Sincerely,

Joan M. Janson, resident and taxpayer
29 Cogan Ave.
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Wed, May 6, 2020 at 8:26 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSES WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Naomi Bradshaw	Naomi Bradshaw	107 Maryland St	3/7/20
2	Carlos Gonzalez	CARLOS GONZALEZ	31 CHURCH ST.	3/7/20
3	Lisa Arena	Lisa Arena	3 Cumren St	3/7/20
4	Tenzin Dorjee	Tenzin Dorjee	148 US oval	3/7/20
5	Jane Desotelle	JANE DESOTELLE	61 RILEY AVE.	3/7/20
6	Patricia Couture	Patricia Couture	Dannemora	3/7/20
7	Amanda Miller	Amanda Miller	7 Loch Street	3/7/20
8	Martha E Connor	Martha E Connor	68 USO Val	3/7/20
9	Heather Wetzstein	Heather Wetzstein	85 Johnson Ave.	3/7/2020
10	Lana Beckow	LANA BECKOW	34 Flynn Apt 4 Plattsburgh	3/7/2020
11	Sherri Provost	Sherri Provost	134 Rockwell Plattsburgh	3/7/20
12	Ann Ferguson	Ann Ferguson	14 Moreau Way	3/7/2020
13	Kathie Wunderlich	Kathie Wunderlich	210 River Rd Peru	3/7/2020
14	Annie James	1918 Rt 22B	Mooers Forks	3/7/20
15	Tim Hayden	28 Erin Ave	Plattsburgh, NY	3/7/20
16	Shari Ryan	Shari Ryan	36 Tremblay Ave	3/7/20
17	Sally Kehoe	SALLY KEHOE	35 COGAN AVE	3/9/20
18	Sandy Morley	SANDY MORLEY	35 COGAN AVE	3/9/20
19	Christina Durgan	Christina Durgan	39 Cogan Ave.	3/9/20
20		Michael Kavanaugh	32 Sandra Ave.	3/9/20
21	Lindsay Brady	LINDSAY BRADY	99 PARK AVE W.	3/9/20
22	Scott Witt	SCOTT WITT	10 Asslocville	3/10/20
23	Ray Mitchell	RAY MITCHELL	28 T. BROWN DR. (P.O. Box 2574)	3/10/20
24	Crystal Lewis	Arlene Smith		
25	Terry L. Morris	Terry L. Morris	21 Sailly Ave #1	3/10/20

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Angel Perham	76-3 Brinkerhoff St Plattsburgh, NY 12901	3/7
2		Elaine Miller	Ellenburg Depot, NY 12935	
3		Lisa M. Contini	76 Ft. Brown Dr	3/7
4		Colleen Lester	16 Troga Ln Plattsburgh	3-7
5		LIZ ALLEN	156 CORNELIA ST APT A	3/7
6		Heidi Williams	2981 Main St Peru	3/7
7		Diane Sabourin	62 Club Rd. #104 Plattsburgh NY	3/7
8		JOAN JANSON	29 cogan Plattsburgh	3/7
9		ANTONIO GAGLIARDI	8 Lakeforest Dr	3/10
10		Shagr Rasmussen	40 Nms Way Platts burg	3/10/2020
11		Mary-Alice Shemo	29A Champlain ST Plattsburgh	3/10/20
12		Deborah L. Bell	326 Reservoir Rd, Peru	3/10/2020
13		Howard Paul Bell	326 Reservoir Road Peru	3/10/2020
14		Virginia DeGray	78 Maryland Rd.	3/10/2020
15				
16		Madeleine Ambrose	8 Glen Dr. #10-3	3/10/20
17			50 Anderson Dr.	3/11/2020
18		Dustin Tosle	College Ave	3/11/2020
19		Joan Doyle	10 Sandra Ave	3/11/2020
20		Chris Sweet	7 Dogwood Ave	3/11/2020
21		Bambi James	5A Sandra Drive	3/11/2020
22		morgan kinney	Sandra ave	3/11/20
23		Asana Mir	74 Sandra Ave	3/11/20
24		JoAnn Farrell	11 Sandra Ave	3/11/20
25		TOM ADAMS	15 SANDRA AVE	3/11/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Megan Dandrow	Megan Dandrow	21 Sandra Ave Plattsburgh	3/11/20
27	[illegible]	Dennis ERO	23 Sandra Ave, Plattsburgh	3/11/20
28	[illegible]	James Metlig	3 Shamrock Ct	3-11-20
29	Katherine LaVarnway	Katherine LaVarnway	173 Patnode Rd W Chazy	3-11-20
30	Elizabeth Herkalo	Elizabeth Herkalo	5 Shamrock Ct., Plattsburgh	3-11-20
31	[illegible]	STEPHEN LAVARNWAY	173 PATNODE WEST CHAZY	3/11-2020
32	Kari Herkalo	Kari Herkalo	5 Shamrock Ct. Plattsburgh	3-11-2020
33	[illegible]	Brian Herkalo	5 Shamrock Ct Plattsburgh	3-11-2020
34	[illegible]	Jay Nye	6 Shamrock Ct Plattsburgh	3-11-20
35 ★	[illegible]	Andrew Strack	2 Shamrock Ct	3/11/20
36	[illegible]	Benjamin Boyea	139 Dix St	3/11/20
37	[illegible]	CATHERINE CLAIMAT	35 KENNEDY AVE	3/11/20
38	[illegible]	JOE CORRAL	30 Glen Dr #3	3/11/20
39	[illegible]	BRUCE CHAMPAGNE	28 Glen Dr #1	3/11/20
40	[illegible]	ROBERT J. BOWER	16 TREMBLAY AVE	3/11/20
41	Wanda LaRose	Wanda LaRose	27 Cogan Ave	3/12/20
42	Chris LaRose	Chris LaRose	27 Cogan Ave.	3/12/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Carol Shuttleworth	Carol Shuttleworth	25 Kansas Avenue Plattsburgh, NY 12903	3/8/20
2		D.V. GITLIN	69 Cumberland Ave Plattsburgh NY 12901	3/8/2020
3		Michael Affleck	3885 Watson Rd Mallius	13104 3/14/20
4		Kaitlyn Jubert	175 Tappin Road Moers NY 12958	3/14/2020
5		Kim Berg	489 EAST RD Cadyville	3/14/20
6		John C. Allen	1165 Cumberland Head Rd	14mar20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Rosemary Gaulin	ROSEMARY GAULIN	24 Bateau Way Apt 511	3.8.20
2	Sean O'Halloran	SEAN O'Halloran	24 Bateau Way 523	3/8/20
3	Rita M. Bouncell	Rita M. Bouncell	24 Bateau Way 513	3/8/20
4	Lynn Laurin	Lynn Laurin	24 Bateau Way #514	3/8/20
5	Bobby Richards	Bobby Richards	24 Bateau Way #524	3/8/20
6	Karen Richards	Karen Richards	24 Bateau Way Apt 524	3/8/2020
7	Deborah Hammond	Deborah Hammond	24 Bateau Way Apt. 522	3-8-20
8	Michelle Phaneuf	Michelle PHANEUF	477 US Avenue	3/8/2020
9	Timothy Bohannon	Timothy Bohannon	4775 US Ave Apt. 2	3/8/2020
10	John Campbell	John Campbell	4897 US Ave Apt 115	3/8/2020
11	John Kowal	John Kowal	4897 US Ave #114	3/8/2020
12	Katherine Gaddes	Katherine Gaddes	4897 US Ave #116	3/8/2020
13	[illegible]	"	"	"
14	Gregory Upton	Gregory UPTON	4897 US Ave # 111	3/8/2020
15	Nicole Devins	Nicole Devins	4897 US Ave Apt 217	3/8/2020
16	Carolyn Keenan	Carolyn Keenan	4897 US Ave Apt 313	3/8/2020
17	Richard T. Smith	Richard T. Smith	4897 US Ave Apt 315	3/8/2020
18	Karen Smith	Karen SMITH	4897 US Ave Apt 315	3/8/2020
19	Wendy Wesson	Wendy Wesson	4897 US Ave Apt 327	3/8/2020
20	[illegible]	CHRIS WESSON	4897 US Ave Apt 327	3/8/20
21	K Shea	Kim Shea	4897 US Ave #413	3/8/20
22	[illegible]	Mary Beth Lanese	4897 US # 415	3/8/20
23	[illegible]	M. LONERGAN	4897 US #415	3/8/20
24	Andy MacDougall	Andy MacDougall	77 Brinkerhoff St.	3/8/20
25	Linda Carpenter	Linda Carpenter	9 Turner Ct.	3/8/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Olivia Winterbottom	61 Lafayette St	3/9/2020
2		GLENN A LABARRE	43 SALLY AVE.	3/9/20
3		Sierra Congelosi	61 Lafayette St.	3/9/20
4		CHRIS CONGELOSI	61 LAFAYETTE ST	3/9/2020
5	Chelsea Mooney	Chelsea Mooney	4613 Route 9	3/10/20
6	Alex Mousseau	Alex Mousseau	Wood Street	3/10/20
7		CHARLES F. VOORHEES	11 SMITH ST	3/11/2020
8		THERESA VOORHEES	11 SMITH ST.	3/11/2020
9		Donovan Schirald	61 Lafayette St.	3/11/2020
10		Allen Canepa	29 Riverside ave	3/11/2020
11		John Carlin	29 Riverside ave	3/11/2020
12		Hale Carpenter	29 Riverside Ave	3-11-2020
13		Heather LaBarre	254 Margaret St	3/11/20
14		Jessica Coffman	41 Smith St PA	3/12/20
15		Matthew Mero	87 Macey Lane, P'Burgh	3/12/20
16		Elizabeth Herkalo	5 shamrock ct. Plattsburgh	3/12/20
17		Helene Ferner	13 Rugar St	3/13/2020
18	Megan Hyde	Megan Hyde	86 Broad St	3/13/20
19		Nicole Jaeggli	73 Rugar St	3/13/2020
20		Frankie J. Rolando	59 Broad St	3/13/2020
21		Megan Leary	6 Stonegate, Plattsburgh	3/14/2020
22		Marikate Parmeter	35 Dennis Ave Platts	3/14/20
23	Ada Johnston	Ada Johnston	34 Fay lane Platts	3/14/20
24	Micalli Johnston	micalli Johnston	34 fay lane Platts	3/14/20
25	Jaelyn Johnston	Jaelyn Johnston	34 Faylane, Platts	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Danielle Martin	Danielle Martin	100 Cornelia Street	3/13/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Madison Trombley	9 Hillcrest Ave.	3/14/20
27		Molly LeClair	264 Champlain Drive	3/14/20
28		Beth Dumas	96 Maryland Rd	3/14/20
29		Nicole Clukey	242 Butler Rd	3/14/20
30		Hollie Deshaies	5279 N. Catherine	3/14/20
31		Jessica R. Pedersen	45 Rand Hill Rd Morrisonville	3/14/20
32		Marcia Newcombe	4382 Rt 3 Redford NY	3/14/20
33		Jennifer Stone	158 Beartown Rd West Chazy	3/14/20
34		Bryan Frank	5 Broadway Rd	3/14/20
35		Scott Dubuque	16 Broadway Rd	3/14/20
36		Kim Phaneuf	10 Lake Breeze Drive	3/14/20
37		Donald M Phaneuf	10 Lake Breeze Drive	3/14/20
38		Anika von Elbe	27 Westwood drive 12901	03/14/20
39		Kristen Kneussle	16 McMartin St. Apt 3 12901	3/14/20
40		Kelly Breen	25 Lakeside Ct 12901	03/14/20
41		Kasey Farreau	27 Westwood drive 12901	03/14/20
42		Alex Stone	16 McMartin St Apt 3 12901	3/14/20
43		Matt Drollette	3 Westwood Drive 12901	3/14/20
44		Michaela Vnelbe	25 Lakeside Court 12901	03/14/20
45		Robin R. Brunelle	7647 West Chazy 12992 NY	3-14-20
46		Jonah Phaneuf	10 lakebreeze Dr 12401 Plattsburgh	3/14/20
47		Ronald Brunelle	7647 Rt 22 W. Chazy	3/14/20
48		Elizabeth Rukavina	224 Salmon River Rd Platts	3/14/20
49		TYLEE PIERHAMUS	224 Salmon River Rd Platts	3/14/20
50		Hayden Gibbons	51 Lorraine St	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51	Bailey McGregor	Bailey McGregor	101 Bears Way Apt 101	3/14/20
52	Abby Barnes	Abby Barnes	1351 Cnty Rt 35	3/14/20
53		Rachel DeLosse	7429 US Route 11	3/14/20
54	Kara Taylor	Kara Taylor	3 Fort Brown Dr	3/14/20
55	Reyanin Brown	Reyanin Brown	Rt 3, Vermontville	3/14/20
56		Amy McCormick	Rt 3, Vermontville	3/14/20
57	Melany Adams	Melany Adams	1795 St. Rt. 11	3/14/20
58	Shaylyn Rowe	Shaylyn Rowe	4901 S. Catherine	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Laura Odell	Laura Odell	P.O. Box 357, Dannemora NY 12929	3-7-20
2		Shasta Whitford	1201 Rand Hill Rd Morrisonville, NY 12962	3/7/2020
3		Jennifer Kranaly	287 John Boswell Rd Peru NY 12972	3/12/2020
4		Benjamin Delaney	416 Soper Rd Keeseville	3-13-20
5	Jessica Goldman	Jessica Goldman	16 Seven Lakes Dr. Sloatsburg NY 10974	3-13-20
6		Berlin Kreis	PO Box 34 Westport	3/13/20
7		Stephanie Crawford	620 Barrimore Lane Mamaroneck, NY 10543	3/13/20
8		MARLT SNIDER	252 MAIN ST MASSENA, NY 13662	3/14/20
9		CORINNE SNIDER	176 RAILE STREET ROUSES POINT, NY	3/14/2020
10		Scott Price	27 Woodland Drive	3/14/2020
11		Joshua Wright	376 Margaret St.	3/14/2020
12		Gary M Lashley	208 Pine Ave	3/14/2020
13				
14		Sam Pinsky	126 Mine Rd.	3/14/20
15		Devon Kennedy	4 Sanborn Ave	3/14/20
16	Deena Lewis Mulders	Deena Lewis Mulders	77 Lafayette St.	3/14/2020
17	Kristine Buck		2334 Monkton Rd Bristol, VT 05443	3/14/2020
18		Brooke Lynch	1977 County Rt 38, Norfolk NY 13667	3/14/20
19		Patricia A. Mason	12 Prospect St Canton NY 13617	3/14/2020
20		David V. Gillis	69 Cumberland Ave	3/14/2020
21		Kevin Griffin	69 Cumberland Ave	3/14/20
22		Richard Lacki	61 Cumberland Ave	3/14/20
23		Diane Patyjewicz	5 Mason Drive Plattsburgh	3/14/20
24		Cynthia Lacki	61 Cumberland Ave	3/14/20
25		Jos. Patyjewicz	5 Mason Dr. Plattsburgh	3/14/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		LARS GALLOW	40 Old Dock Rd, 12901	3/14/20
27		Sara Wing	" "	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		James Guyett	[redacted], 180 Cornelia	3/10/20
2		Suzette Lomeli	60 couch st Plattsburg	3/10/20
3		Armando Martinez	60 couch st	3/10/20
4		Diana Lomeli	123 oak st	3/10/20
5		Edward Lomeli	123 oak st	3/10/20
6	EMeza	Erika Meza	69 Brinkerhoff	3/10/20
7	EAngle	EVIE Angle	69 Brinkerhoff ST APT C	3/10/20
8		Chris McGovern	141 Brinkerhoff	3/12/20
9		Khloé Pierre	3 Broad st	3/12/20
10		Stephanie A		3/14/20
11		SHELBY KLEINHANS	68 OAK ST	3/14/20
12	BrittneyDayle	BritNey Dayle	91 MontCalm Ave	3/14/20
13		Daniel Doyle	91 MontCalm Ave	3/14/20
14		Julie Merrill	39 Set Point	3/14/2020
15	Carol J Kleppler	CAROL J. KLEPPLER	17 COUCH STREET	3/14/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Kay A. Woods	Kay A. Woods	119 Maine Rd, Plattsburgh, NY	3/12/2020
2	Ashley E. Harron	Ashley E. Harron	119 Maine Road, Plattsburgh NY 12903	3/12/2020
3	Sam Blair	Sam Blair	5246 N Catherine Plattsburgh 12901	3/12/2020
4	Charles Byrne	CHARLES BYRNE	178 CORNELIA ST. PLATTS 12901	3/12/2020
5	Heyley Yando		113 Montcalm Avenue	3/14/20
6	CeBrone	Anna Pavone	31 Prospect avenue	3/14/20
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WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		CHRISTINA HOLLAND	78 S. PERU ST. #201	03/08/2020
2	MARLET	MARLET SEBASTIEN	78 S. PERU ST. #201	03/08/2020
3	C Teaford	Christine Teaford	62 Grace Ave	3/11/2020
4		Jennifer Mousseau	14 Elm Street	3/11/2020
5	M Lamontagne	Michele Lamontagne	62 Grace Ave	3/11/20
6		Jeremiah Ward	117 COURT ST	3/11/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	[signature]	Rowan Kintner	1 Pine St	03/14/20
2		Nick J Moore	5018 south Catherine st	3/13/20
3	[signature]	Richard Kozik	10 Bruce Ave	3/13/20
4	[signature]	ALEXIS Fountain	85 Margaret St	3/14/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Elysha O'Connell	7 Oak St Plattsburgh NY 12901	3/12/20
2		KYLE Brane	118 Bridge st	3/14/20
3		[illegible]	Sara [illegible]	[illegible]
4		Seth Mills	5499 Peru St	3/14/20
5		Nathan Giroux	95 oak st. apt 2	3/14/20
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1		CHRISTINA HOLLAND	78 S. PERU ST. #201	03/08/2020
2		MALLET SEBASTIEN	78 S. PERU ST. #201	03/08/2020
3				
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	I Amedeo	ISABEL AMED.	11 COVCH ST	3-10-20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Amanda Baker	11 Patriot Dr Plattsburgh	3/7/20
2	Dakota Flynn	Dakota Flynn	73 Wall St. Apt. A	3/7/20
3	Nigel Clark	Nigel Clark	13833 St. Rte 3 Cmbrae	3/7/20
4	Jonathan Baker	Jonathan Baker	73 Wall St Apt. A	3/7/20
5	Jonathan Kirby	Jonathan Kirby	55 Broad st. Apt 2.	3/7/20
6	Mindy Meserve	Mindy Meserve	59 Broad ST #207	3/7/2020
7	Antenia Block	Antenia BLOCK	78 Maine Road	3/7/20
8	Amanda Boshnak	Amanda Boshnak	76 Main Rd	3/7/20
9	Darcy Staterger	Darcy Staterger	4 Marcy Ln	3/7/20
10			4 Marcy Ln	3/7/20
11	Kelsy Hastings	Kelsy Hastings	50 Broad St.	3/7/20
12	Tenzin Dorjee	Tenzin Dorjee	148 US Oval/78 Margaret	3/7/20
13		ANDREW KERR	11 BROADWAY RD	3/7/20
14	Marilyn B. Kerr	Marilyn Kerr	11 Broadway Rd	3/7/20
15		Laura Cochran	82 Margaret	3/7/20
16		Aubrey O'Hagan	9 Elizabeth St	3/7/20
17		Matt Bennett	21 clinton St	3/7/2020
18		Allison Tatro	21 Clinton St.	3/7/2020
19		Shawn Johnson	7 Durand St.	3/7/20
20	Malgorzata Bid	Malgorzata Bid	7 Durand St	3/7/20
21		Samuel Ertzbarger	25 Palmer St	3/7/20
22		John McMahon	21 Clinton St.	3/7/20
23		Sydni Rubin	21 Clinton St	3/7/20
24		Bevan Cochran	82 Margret	3/7/20
25		Carlene Rensberger	113 Montcalm	3/7/20

Mindy Meserve

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Holly Carey	66 US Oval Plattsburgh	3/7/2020
27	Daniela Ch. G.	Daniela Chanduvi	17 st John St	3/7/20
28	Gloria Chanduvi	Gloria Chanduvi	76 Bushey Blvd	3/7/20
29	C.M. Rotella	C.M. ROTELLA	4 Durand St.	3-7-20
30	Katherine Denham	K. Durkin	43 Durand St	3-7-20
31		D. Shirley	414 main mill st	3-7-20
32	Parina Soprasetth	Parina Soprasetth	44 main mill st	3/7/20
33	Kristie Gonyea	Kristie Gonyea	169 Rugar St. Apt#2	3/7/20
34		Logan Akins	5058 S Catherine st	3/7/20
35	Gabriella Kenna	Gabriella Kenna	5058 South Catherine	3/7/20
36		Kasey Tremblay	#72 court street	3/7/20
37		Katie Ryan	72 Cora St	3/7/20
38	Lucas Matteson	Lucas Matteson	56 South Platt st	3/7/2020
39		NELLIE BONVILLE	22 HILCREST AVE	3/7/2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51		Michael Miranti	8 Couch St	March 8th 2020
52		Meghan Tanner	23 Durkee Street	3/8/2020
53		Kyrsten Lyman	59 BROAD STREET	3/8/2020
54	Brenda Phillips	Brenda Phillips	6 Jerry Dr	3/8/2020
55		Teresa Mahoney	20 Dennis Ave	3/8/20
56		Alan B. Booth	20 Brinkerhoff	3/8/20
57		Sylvie Leblanc	58 Cumberland Ave	3/8/20
58		Richard Trombly	58 Cumberland Ave	3/8/20
59		Scael ANDRIAMAHEFA Andriamahefa	60 Olivetti Place	3/8/20
60		Jill Benham	230 Ruger St	3/8/20
61		Lucia Anderson	34 Broad St	3/8/20
62		Alissa Momot	39 Bridge St	3/8/20
63	Kelsey Mrozik	Kelsey Mrozik	25 Bridge Street Apt.	3/8/20
64		Sarah Mundy	28 City Hall Pl	3/8/20
65		Judy McDonald		3/8/20
66		Keith Kilby	5 Jerry Dr	3/8/20
67		Ray Hazelton	60 CLUBRD 204	3/8/20
68		Dev. Momot	39 Bridge St Plattsburgh	3/8/2020
69		Mary Gilbert	70 US Oval Plattsburgh	3/8/2020
70			70 US Oval Plattsburgh	3/8/2020
71		Amanda Trombly	85 Jersey Swamp Rd	3/8/2020
72		Lisa Gadway	45 Cogan Ave	3/8/2020
73		MARC PAPA	64 Champlain St	3/8/2020
74		Gabrielle McGinley	12 montcalm Ave	3/8/2020
75		Kathleen Maksimow	16 Olivetti Pl.	3/8/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76		Charles Leahy	34 Clinton St	03/08/20
77		Jennifer Cowling	11 11	03/08/20
78		Christy LaPlue Christy LaPlue	27 Clinton St	3/8/20
79		Jordan Paolini Jordan Paolini	27 Clinton St	3/8/20
80		Jessica M. Eagan Jessica M. Eagan	700 Oak St	03/08/2020
81		Gabrielle Rose	71 clinton st Apt 11	3/8/2020
82		Sarah Butler	71 Clinton Street Apt 3	3/08/2020
83		C. St. Pauls	17 Cotton Square	3/1/20
84		Megan Hyde	88 Broad St	3/8/20
85		Timothy McDevitt	75 Oak St	3-8-2020
86		Cheryl Brunet	25 Bateau Way	3-8-2020
87		Rich Drollette	25 Bateau Way	3/8/2020
88		Meg Wilkinson	25 Bateau Way #412	3-8-20
89		Joanne Matyas	323 Bateau Way	3/8/2020
90		John Matyas	Apt 323 Bateau Way	3/8/20
91		Carol Nedeau	19 Bateau Way U.311	3/8/20
92		JOHN O'CONNOR	19 BATEAU WAY 312	3/8/20
93		Tatyana Parzen	11 Bateau Way 223	3/8/20
94		Zane Parzen	11 Bateau way #223	3/8/2020
95		Karen Nichols	11 Bateau Way Apt. H	3/8/20
96		Michael Nichols	68 Set Point	3/8/20
97		LOUIS LINGEBACH	11 BATEAU WAY #221	3/8/20
98		Bonnie Gosson	11 Bateau way # 224	3/8/20
99		Robert Gosson	11 Bateau Way # 224	3/8/20
100		Carolyn Sener	5 Bateau Way # 113	3/8/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Carrie Hall	121-Montcalm Ave	3/03/20
2		Chantale Audet	6 Shane Ave Malone, NY	3/7/20
3	Alissa Vidulich	Alissa Vidulich	17 Cedarwood Ln	03/07/20
4	Terry DeRider	Terry DeRider	203 Margaret St	03/7/20
5	Roy Miller	Roy Miller	128 Cornelia St.	03/7/20
6		Catherine Hernandez	5116 North Catherine St.	03/7/20
7		Erin Wilson	73 Sugar St.	3/7/20
8		Kaitlyn Bielko	4 Independence Dr.	3/7/20
9		Jean Drown	19 Bateau Way	3/7/202
10		John T. Dustin	70 Brinkerhoff St.	3/7/20
11		John Farrell	70 Brinkerhoff	3/7/20
12		Karen Boule'	14 Couch Street	3/7/20
13		Joan Miller	14 Couch Street	3/7/20
14		RICHARD MILLER	14 COUCH ST.	3/7/20
15		Monica Warren	52 Broad St.	3/7/20
16		Eric Christensen	21 Bridge St	3/7/20
17		Pamela Rainer	2 Helen St	3/7/20
18		Amy Pinchiaroli	2 Helen Street	3/7/20
19		Carolyn [illegible]	86 Bay St	3/7/20
20		Adam Jagosh	131 Second ST	3/7/20
21		Sayyed Muhammad	97 Broad St	3/4/20
22		Marvin Leon	1098 averyown	3/7/20
23		Casey Allen	123 Drive	3/7/20
24		Josh Fact-tau	123 Drive	3/7/20
25		Hudson Sparks	123 Drive	3/7/2

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Zach Boyer	[illegible]	123 Drive	[illegible]
27	Krystal Gilles	Krystell Gilbert	145 Dr.	[illegible]
28	Ron Taylor	Ron Taylor	127 Dr.	3-8-20
29	[illegible]	Taylor Scott	68 Broad St	3-7-20
30	Jana Nadien	Jana Nadien	68 Broad St	3-7-20
31	Ashley Cayetano	Ashley Cayetano	2 Helen St	3-7-20
32	[illegible]	Nicholas Von Ronn	14 William Street	3-7-20
33	[illegible]	Tabitha Butch	73 Broad Street	3-7-20
34	[illegible]	Stephanie Geoghegan	59 Broad Street	3-7-2020
35	Rebecca Mahon	Rebecca Mahon	53 Broad	3-7-20
36	Julia Oakley	Julia Oakley	54 Broad	3-7-20
37	Erika Finkle	Erika Finkle	6 McDonough	3/7/20
38	[illegible]	Cody Mitchell	120 Sharron	3/7/20
39	[illegible]	Deiondre Wilson	121 Cornelia St	3/7/20
40	[illegible]	Julien Waterous	121 Cornelia St	3/7/2020
41	Hailey Hall	Hailey Hall	121 Cornelia St	3/7/2020
42	Kaicey Sardina	Kaicey Sardina	121 cornella ST	3/7/2020
43	Chantz Bordon	Chantz Bordon	121 Cornella St	3/7/2020
44	[illegible]	Sacha Illis	127 Cornella ST	3/7/2020
45	Ashley Holmes	Ashley Holmes	54 Maine Rd	3/7/2020
46	[illegible]	Carly DeVisser	127 Conella ST	3/7/2020
47	[illegible]	[illegible]	24 [illegible]	3/7/2020
48	[illegible]	Meghan Shelvey	12 Tiffany Way	3/7/2020
49	Jared Kalinowski	Jared Kalinowski	12 Tiffany Way	3/7/2020
50	Hannah Booth	Hannah Booth	12 Tiffany Way	3/7/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51		Jenna Sharp	Plattsburgh State	3/7/2020
52		Britney Smoke	Broad Street Plattsburgh NY	3/7/2020
53		Natalye Fleck	Platt 80 Broad	3/7/20
54		Gabby [illegible]	857 Broad St 12901	3/7/20
55	Rachael A. Williams	Rachael A. Williams	14 margret st Platts	3/7/20
56		Cynthia Lathrem	24 Grace Ave Plbrgh	3/7/20
57		MaryLou Craumer	64 Set Point Platts.	3/7/20
58		Sacra Sanger	117 Court Street	3/7/20
59		Ellen Fitzgerald-Comins	72 Cogan Ave Platts	3/7/20
60		Karley Hunt	1005 Ashley Rd	3/7/20
61		Jaime Mullen	32 Sonya way	3/7/20
62		Henry Derrick	143 Brinkerhoff st	3/7/20
63		Cailene Allen	85 Brinkerhoff St	3/7/20
64		Ejava Elam	10 Carlton Dr	3/7/2020
65		Kelly Brennan	17A Couch St	3/7/20
66		Keeley Breen	113 Brinkerhoff	3/7/20
67		[illegible]	88 Broad	3/7/2020
68		Ariana Monterroso	93 Court	3/7/20
69		Megan [illegible]	102 Court Street	3/7/20
70		Will [illegible]	"	3/7/20
71		Kelly Dalton	80 Broad St.	3/7/20
72		Mariti Johnson	50 Broad St	3/7/20
73		Christopher Johnston	6 John st 6 Bellingham Apt 4	3/7/20
74		Brandon Vachon	169 Cornelia st	3/7/20
75		Kyla Church	59 Broad St	3/7/20

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76		Billie Carlisle	98 Broad St	3/7/20
77		Daniil Gychtchenko	53 Broad St	3/7/20
78		Casey Buck	3 Right Way	3/7/20
79		Amelia Bartolino	24 Broad St	3/7/20
80		Noel Flores	52 Cornelia	3/7/20
81		Sam PATRICA	68 Broad ST	3/7/2020
82		Jackie corbett	31B williams St	3/7/20
83		Nicky Chun	54 Broad	3/7/20
84		Jess Lewis	59 Broad	3/7/2020
85		KARLA OEHLER	9 pond	3/7/20
86		Karen R Reis	~~9~~ 9 Pond Street	3/7/20
87		TOM KONDA	~~41 HILCREST AVE~~ 41 H Mount Ave	3/7/20
88		MARK LAPLANTE	112 SALLY AVE	3/7/20
89		Gloria Douglass	3 Baltimore Way	3/7/2020
90		CATHERINE BIGGS	4945 So CITY CATHERINE	3/7/2020
91		Melissa Ward	4819 US ave	3/7/2020
92		Michael Garcia	4819 US Ave.	3/7/2020
93		Gerald Duprey	100 Prospect Ave	3/7/2020
94		Allison Tatro	21 Clinton Street.	3/7/2020
95		Matt Bennett	21 clinton St.	3/7/2020
96		Robert Graves	99 MK ST.	3/7/2020
97		MARY LEVASSEUR	53 CHAMPLAIN ST	3/7/2020
98		Michelle Ellis	27 Iowa St.	3-7-20
99		Brent Ellis	156 Cornelia St.	3/7/2020
100		Derek Drumm	PO Box 1980 3 King Court, Plattsburgh NY	3.7.20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Ayana Barnette	88 Broad St Apt 4	3/8/20
2		mabella Santana	145 Broad Street Apt. 2	3/8/20
3		Jade Estremera	88 Broad St. Apt. 4	3/8/20
4		Hunter Bickett	5 Broad St	3/8/20
5	Fima Swaray	Fima Swaray	43 couch street	3/8/20
6	Saiyara Tazul	Saiyara Tazul	57 Broad	3/8/20
7	Kiaira Vasquez	Kiaira Vasquez	5058 s catherine	3/8/20
8		Humberto Alvarado	57 Broad St.	3/8/20
9		suzzi Frimpong	59 Broad St	3/8/20
10	Jake Pham	Jake Pham	280 Cornelia St	03/08/20
11		Claire H. Keever	5245 N. Catherine St.	3/8/2020
12		Shayna Neville	60 Broad St	3/8/2020
13	KIMBERLY QUINN		60 BROAD ST	3/8/2020
14		Kunshan Girard-Isaac	59 Broad St	3/8/2020
15		Andrew Guerci	12 montcalm Ave	3/8/2020
16		Peter Lewis	59 Broad St	3/8/2020
17	Joy	Sum Yee Lau	73 Ragur st.	3/8/2020
18		Carley Saladine	139 Brinkerhoff St	3/8/20
19		Eileen Wilson	5671 South Catherine st	3/8/20
20	Nicolas Kiray	Nicolas Kiray	1 Dare street	3/8/20
21		Kennyll Gaster	59 Broad Street	3/8/2020
22		Summer Mackdanielsantana	2 helen st	3/8/2020
23		Emily Amann	5078 S. Cat	3/8/20
24		Joshua Roa	88 Broad St.	3/8/20
25	Raven	Raven Cunningham	59 Broad	03/09/2020

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Gene Copeland	Gene Copeland	72 Cornelia St	03/08
27	Madison Rondeau	Madison Rondeau	4 Wolfe Way	3/8
28	Hannah Rondeau	Hannah Rondeau	4 Wolfe Way	3-8
29	Saralee gloria	Saralee gloria	432 Margaret St	3-8
30	Eleana Kelly	Eleana Kelly	25 Montcalm Avenue	3/8
31		Yusif Okine	64 Broad St	3/8
32		Mousa Keita	129 Broad st	3/8
33		ANYE FRIMEONG	129 Broad ST	3/8/2020
34		Robert Garcia	19 Guy Way, A,	3/8/2020
35		John Ashline	34 Clinton 301	3/8/2020
36		Cathrine Snow	53 ~~Chenplain~~ Street	3/8/20
37		Joshua Tudden	5 Lafayette street	3/08/20
38		Munya Chimanye	5 Lafayette St	3/9/20
39		Ethan Wilder	5 Lafayette st	3/8/20
40	Laura Whitworth	Laura Whitworth	5401 Peru St. Apt 1	3/8/20
41		Timothy P. Wilson	32 Broad St. Apt.	3/9/20
42		Thomas Romack	32 Broad St. Apt 2	3/9/20
43		Jeremy Downe	267 Fisher Rd	3/9/20
44		Pathcia Alling	59 Sally Awe Apt c	3/9/2020
45		Edward morris	99 Montcalm	3/9/20
46		Angelica velez	99 Montcalm Ave	3/9/20
47		JOHN A. Cook	27 MACOMBE	3/9/20
48		Ariel Voss	103 Margaret	3/9/20
49		Brandie Hammons	103 Margaret St	3/9/20
50		Victoria Goddeau	103 margaret St	3/9/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
51	RileyRobeAs	Riley Robeats	64 Margaretst apt 305	3/9
52	Brent Allen	~~Brent~~ Allen	5 Palmer st	3/9
53	Walter Harrman	Walter Harrman	7695 state route 9	3/9
54	Terry Doran	Terry Doran	103 Margaret St	3/9
55		Lynch Vranian	39 Haymeadow Rd.	3/9
56		John Vranian	39 Haymeadow Rd	3/9
57	Gabe Dickens	Gabe Dickens	33 Durand St	3/9
58	David Boise	DAVID BOISE	95 Margaret ST	3/9
59	Nathan Armes	Nathan Armes	95 Margaret St.	3/9/20
60	Kathy Baumgarten	KATHY BAUMGARTEN	18 ELM Plattsburgh NY	3/9/20
61	Demarcus Henry	Demarcus Henry	35A Smithfield AB59	3/9/2020
62	Phil J. Wilson	Phil J. Wilson	47 Cavel Street	3/9/2020
63	Melissa Ruest	Melissa Ruest	14A Cavon St	3/9/20
64	Jake Fox	JACOB FOX	24 Champlain St	3/9/20
65		DALE DOLAN	27 1/2 Cavalk	3/9/20
66		KAREN DERUSHA	" "	3/9/20
67	Katherine Campbell	Katherine Campbell	21 Cavon St	3/9/2020
68	Alison Hayes	Alison Hayes	17A Cavon St	3/9/2020
69		Aaron Cross	142 Brown St	3/11/20
70		JON MULHOLAND	4 CIRCLE GROVE	3/11/20
71	Jody L Gladden	Jody L. Gladden	38 Hyde St.	3/11/20
72	Karen Graham	Karen Graham	35 Crescent Dr	3/11/20
73		Mikayla Spindler	44 Champlain St	3/11/2020
74		Neal Steinbrugh	44 Champlain Street	3/11/2020
75	Kathie Cameron	Kathie Cameron	61 Prospect Ave	3/11/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76	Tracey Giroux	Tracey ~~Leet~~ Giroux	110 US Oval	3/11/20
77		Elsa hoop-Angelicola	34 Broad St.	3/11/20
78		Keri Comey	17 Couch.	3/12/2020
79		Olivia Baker	40 William	3/12/20
80		Ihcb Abdellatif	43 Hamilton St	3/12/20
81		Manel Boulares	43 Hamilton St	3/12/20
82		Carol McLean	13 Carlton Dr	3/13/2020
83		SAVERIO MINARDI	93 MARGARET	3/13/20
84		Jon Parker	13 Lorraine	3/13/20
85		Michael Cahill	91 Margaret #3	3/13/20
86		Victoria Patt	91 Margaret #3	3/13/20
87		Ziad Sassine	5348 peru st	3/13/20
88	Rachael	Rachael Gremore	5498 Peru	3/13/20
89		Jacy Sewell	5498 Peru	3/13/20
90	Jeffrey	Jeffrey Hibbard	113 Cornelia	3/13/20
91		Loic Quéguiner	8 Alana Way	3/13/20
92		Caryl Provost	25A Champlain St	3/13/20
93		Dimitri Hagar	41 couch st	3/13/20
94		Tyler Stanley	7 Pine Street	3/13/20
95		Alex Conklin	14 Macomb St	3/13/20
96		[illegible]	7 Cardinal Ave	3/13/20
97		BRIAN HYNES	50 LAKESHORE DR.	3-13-20
98		Nicole DeTullio	40 Montcalm Ave.	3-13-2020
99		Richard Bates	"	3-13-2020
100	Corbin Lucas	Corbin Lucas	54 Montcalm Ave	3/13/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Lucy Ward	LUCY Ward	59 Broad St.	3/9/20
2	Sydney R. Greene	Sydney Greene	102 Court St.	3/9/2020
3	Larry Church	LARRY Church	14 WEED ST	3/9/2020
4	Troy Anderson	Troy Anderson	14 Durkee Street	3/10/20
5	Edwin Hamblet	EDWIN HAMBLET	16 Edgewater Estates	3/10/20
6	Cyle Jersey		22 Hamilton St Apt	2/10/20
7	Christian Velazquez	Christian Velazquez	127 COURT ST.	03/10/20
8	CAS	Chris Shutts	29 Burke Rd	3/11/20
9	[redacted]			
10	[illegible]	Matthew Cincinnati	256 Margaret St	3/11/20
11	Pauline Ramsey	Pauline Ramsey	12 Oakland Drive	3/12/20
12	[illegible]	Michelle Markwick	56 Ampersand Drive #103	3/13/20
13	FF	Frances Fournier	26 Margaret St #302	3/13/20
14	Michelle McCullough	Michelle McCullough	[illegible]	3.14.20
15	William McCullough	William McCullough	[illegible]	3.14.20
16	Steve	Steve Shutts	840 Durand Rd	3.14.20
17	Sarah Shutts	Sarah Shutts	840 Durand	3.14.20
18	Pam Ormsby	Pam Ormsby	13 Addoms St Plattsburg	3.14.20
19	Kyle Visoky	Kyle Visoky	113 Brinkerhoff St	3.14.20
20	[illegible]	Eric Stickler	113 Brinkerhoff St	3-14-2020
21	Rachel Olsen	Rachel Olsen	244 Margaret St.	3/14/20
22	Chadwick Olsen	Chadwick Olsen	244 Margaret St	3/14/20
23	Nyxi Olsen	Nyxi Olsen	244 Margaret St	3/14/20
24	Carly Jacob	Carly Jacob	5022 S. Catherine St.	3/14/20
25	[illegible]	80 Wilson RD	SARANAC NY	3-14-2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Shannon Sorli	71 Sailly Ave. Apt. 3	3/14/20
27		Erica Dailly	71 Sailly Ave.	3/14/2020
28		Justin Bushey	— Clinton Street	3/15/20
29		Jay WB Frank	Keeseville NY	15 Mar 20
30		John Gordon	93 Sailly #2	3/15/20
31		Johnny Pelkey	110 Oak St. # A Apt	3/15/2020
32				
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Jennifer Stubellany	77 Brinkerhoff St.	3/9/20
2		David Corker	77 Brinkerhoff St	3/9/20
3		EMMY BODROGI	77 Brinkerhoff	3/9/20
4		Frank Keresztesi	77 Brinkerhoff	3/9/20
5		Janice Freer	12 Holland Ave.	3/9/20
6			"	3/9/20
7		Candace Osborn	1981 St Rt 22B	3/2/2020
8		Jarrett Meek	1981 St. Rt. 22B	3/2/2020
9		Tyler Emmons	10 Battery St Apt 3	3/9/20
10		Patricia Mihal	2 Jennifer Dr. Platts	3/9/20
11		Louise Jenkins	3 Jennifer Drive Plattsburg	3/9/20
12		JACOB R ATKINSON	346 marquette st Platts	3/9/2020
13		Daisy Heckard	53 Palmer Street	03/09/2020
14		Hugo Leon	20 Trembly Ave	3/9/2020
15		Shirley Holling	36 Southpark St	3/9/2020
16		Lisa Hoang	4 Jennifer Dr. 12901	3/9/2020
17		Jocelyne Erkenbeck	36 Durand ST	3/10/2020
18		Sarah Wright	157 Bradford Rd, Plattsburgh NY	3/10/2020
19		DONNA SICA	155 BEEKMAN ST	3/10/2020
20		Paul Carson	155 Beekman St. Platts	3/10/2020
21		Will Lighthall	31 MARYLAND Rd	3/10/20
22		Hazard H Chaskey	Jr 260 [illegible] 157 BRIDGE ST	3/10/20
23		Connie Fishbeck	42 Cumberland Ave	3/10/20
24		LINDA JOYAL	68 US Oval #333	3/10/20
25		Anthony Moran	21 weeks St	3/10/2020

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Nancy Taylor	Nancy Taylor	33 Clinton St Plattsburgh	3/10/20
27	Donald Romeo	DONALD ROMEO	4 LYNDE ST. PLATTSBURGH	03-10-2020
28	David Dwyer	DAVID DWYER	5297 No. Catherine St Platts	3-10-2020
29	HAZEL DWYER	HAZEL DWYER	5297 No. Catherine St.	3-10-2020
30	Donna Caramia	Donna Caramia	20 Tremblay Ave	3-10-2020
31	Sawyer White	Sawyer White	10 Macomb St. Apt. 4	3/10/2020
32	John B. Primmer	JOHN B. PRIMMER	P.O. Box 1848	3-10-2020
33	RONALD GUST	RONALD GUST	241 Moffitt Rd, Platts	3/10/2020
34	Steven Bouchard	Steven Bouchard	1 Grand Isle Way Plattsburgh	3/10/2020
35		Audrey Le	23 Draper Ave, Plattsburgh	3/10/2020
36		Rana HIJAZI	18B Couch St.	3/10/2020
37		Saran Kabo	5090 S Catherine St	3/11/2020
38		Tyzara Robinson	59 Broad St	3/11/20
39	Donna Evans	Donna Evans	Joe's Barber Shop	3/11/20
40	Elizabeth M Lynn	ELIZABETH M LEHNIN	73 LAFAYETTE ST	3/11/20
41	JoAnne Frechette	JoAnne Frechette	347 Lyn Ave	3-11-20
42		Tammi Lahey	10 Honey Dr	3/11/2020
43		Cynthia Hecht	84 Stellzer Rd	11 Mar 2020
44	Tamara Gadbois	Tamara GADBOIS	4875 So Catherine	3/11/2020
45	Sean Strack	Sean Strack	11 Hartwell St	3/11/2020
46	Matt Dunsmore		153 margaret st apt 2	3/11/2020
47	William W Wood	William W. Wood	4956 apt C. S Catherine St	3/11/2020
48	Kayla Cook	Kayla Cook	94 Bushey Blvd	3/11/2020
49	Shawn O'Connell	Shawn O'Connell	1168 CUMBERLAND HEAD	3/11/20
50	Jennifer Duell	Jennifer Duell	2 Leblanc Lane Apt A	3/12/20

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51	Bruce M. Carter	BRUCE CARTER	St CATHARINE P'BURGH	3/12/20
52	Amanda LaPorte	Amanda LaPorte	122 Sharron Ave	3/12/20
53	Hector Santos	Hector SANTOS	3 CV Way	3/12/20
54	Taylor Richard	TAYLOR RICHARD	3 CV WAY	3/12/20
55	Patti Pugh	~~Patti Pugh~~ Patti Pugh	US Ave	3/12/20
56	Cheis Bedore	Cheis Bedore	Dry Dock	3-12-20
57	Vicki Boulds	Vicki Boulds	US Ave	3/12/20
58	~~Patrick Celi~~	Patrick Celi	Bridge St.	3/12/20
59	Brooke Marbut	Brooke Marbut	36 Main Mill	3/12/20
60	Shalauna Baker	Shalauna Baker	Carmel Dr.	3/12/20
61	Robert Marbut	Robert Marbut	36 main Mill	3/12/20
62	Cathrine Shaw	Cathrine Shaw	53 Champlain St	3/12/20
63		Nicholas Sisson	42 Brinkerhoff	3/12/20
64	Matt Loach	Matt Loach	141 BROAD ST. PLATTSBURGH	2 MAR
65	JERRY REYELL	Jerry Reyell	44 LEONARD AVE. APT 9 PLATTSB	3/12/2
66	Brian Armstrong		121 Miller St APTB Plattsburgh	3/12/2020
67	Jenne King		289 Lorna Court	3/13/2020.
68	Maxwell Maverick	MAXWELL MAVERICK	5153 North Catherine St.	03/13/20
69	Cherise Bruce	Cherise Bruce	58 Sailly Apt B	3/13/20
70	Kathleen Dumont	Kathleen Dumont	21 TRINITY Place	3/13/20
71	Linda Hall-Tripp	Linda Hall-TRIPP	21 TRINITY Place	3/13/20
72	Shelley Payson	SHELLEY PAYSON	BRIDGE ST.	3/13/2020
73	Olivia Moran	Olivia Moran	25 Nancy Drive	3/13/20
74	Shawn Lavelle	Shawn Lavelle	16 Cornelia St	3/13/20
75	Kaitlyn Guyette	Kaitlyn Guyette	5 Deland	3/13/20

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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
76		BARRELL	15 WALNUT A	3/13
77		Charles Thompson	280 Cornelia St.	3/13/20
78		SALVADOR GUTIERREZ	127 Prospect Ave	3/13/20
79		Jul. of Sorell	4774 Crete Blvd Apt 3 Plattsburgh	3/13
80				
81		Samantha Woodley	5016B S. Catherine st. Plattsburgh NY	3-13-20
82		Jamie Crossley	116A Brinkerhoff Plattsburgh	3/13/20
83		Kaylee Crossley	116A Brinkerhoff Plattsburgh	3/13/20
84			121 Brinkerhoff st	3/13/20
85		John T. Reese, IV	139 Rinaldi	3/13/20
86		James Oliver	01 College ave	3/13/20
87		Jessela Morales	67 brinkerhoff	3/13/20
88		Grace Paramni	122 Brinkerhoff	3/13/20
89		Brielyn Mccoy	5115 N catherine st	3/14/20
90		EDWARD M. GOODMAN	4 UNIVERSITY PL	3/14/20
91		Logan Chapman	77 Brinkerhoff	3/15/20
92		Connie Shene	3 Broadway	3/13/20
93		ROY FISCHER	8 Broadway	3-14-20
94		chris Dziuba	62 miller st #1	3/15/20
95		James Holland	18 Terrace West #26 Platts N.Y.	3/15/20
96		Michael LaPorte	40 Daytona Blvd 12901	3/15/20
97		Vienna Ainsworth	11 Draper ave	3/15
98		Stacy Lottus	23 Hamilton St	3/15
99			91 Cooper	3/15
100		Philip Butler	122 Montcalm Ave	3/15/2020
101		Steven T. Wilson	10 Weed ST. APT. B.	3/15/2020.
102		Ray Burgey	3 Bushey	3/15/20
103		Kathy Burgess	3 Bushey	3/15/20

	SIGN	PRINT	ADDRESS	DATE
104	Kathleen Cameli	Kathleen Cameli	38 Cumberland Ave	
105	Cathy Lelitzy			
106	James Bake			
107	Susan Cooper	Susan Cooper	1 Alana Way	3/15/20
108	Mary Penfield	Mary Penfield	49 Tremlay Ave	3/15/20
109	Karen C Donoghue	Karen Donoghue	171 Rugar. St	3/15/2020
110		JAY LESAGE	6 LEXINGTON AVE	3/15/2020
111	Mary Lou Lafrogue	Mary Lou Lafrogue	11 Leonard Ave	3/15/202
112	Elisa Megdo	Elisa Megdo	11 Leonard Ave	3/10/20
113				
114				
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Tommy Rockwood	13 Couch St - Apt 4 Plattsburgh NY	3/9/20
2		Amy Lyn	22 Cornelia	3/10/20
3		Kari Mashaw	542 Hardscrabble Rd	5/10/20
4		Christina Lashway	18 Charles way	3-10-2020
5		154 Fellers	Road	3/10/20
6		Damion Ickirker	5 couch	3/10/20
7		Jeremie Whitney	72 Spellman rd	3/10/20
8		Linnea Sailey	72 Spellman rd.	3/10/2020
9		Joshua J. Haycoss	Beacon Motel	3/10/2020
10		Crystal Bell	9 Hickory st	3/10/20
~~11~~				3/10/20
12		Jeffery Golden	55 D Cornelia St.	3/11/20
13		Durkee Des	10 Kayla Pl	3/11/20
14		Joshua Lee Hotulip	7091 us state Rt 9	3/11/20
15		Star Dubuque	72 Spellman Rd	3/11/20
16		Kaytlin Blodgett	225 Margot	3/11/20
17		Zacharysemorse	the villa Motel	3/11/20
18		MART in Corinne		3/11/20
19		Ingrid Pitcomb		3/11/20
20		Debra Turner	8 Pennfore	3/11/20
21		Bridgette Tice	469 State Rt 22 Peru	3/13/20
22		HOPE of Mission	64 Margot Apt 204	3-13-20
23		Carol	W. Chazy	3-13-20
24	Eugene Gaudreau	Eugene Gaudreau	1 Old Orchard St Morrisonville, NY	3-13-2020
25	Logan Chapman	Logan Chapman	77 Bridlepath ct.	3/13/20

PETITION TO CHANGE THE PROPOSED DURKEE LOT MIXED USED DEVELOPMENT

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN BELOW.

	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26		Kevin R. Defayette	131 Woodcliff Dr. Plattsburgh, NY 12901	3/10/20
27	Leora Williams	LEORA WILLIAMS	129 NEVADA OVAL PLATTSBURGH, NY 12903	3/10/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Scott B. Allen	Scott B. Allen	10 City Hall, Plattsburgh	3/9/20
2	Max Villanueva	Max Villanueva	61 Bridge St, Plattsburgh	3/9/20
3	Logan Bolan	Logan Bolan	6 Davies Ln Plattsburgh	3/9/20
4	Lucy Munz	Lucy Munz	4 Davies Ln Plattsburgh	3/9/2020
5	David Gabrault	David Gabrault	2 Alfreda Ct. Morrisonville	3/9/2020
6	Kevin Farrington	Kevin Farrington	10 City Hall Plattsburgh	3/9/20
7	Evan M. Reil	Evan M. Reil	413 Canning Rd. Saranac NY	3/9/20
8	Patrick Boyle	Patrick J Boyle	333 Durkee St	3/10/20
9	Benjamin Goff	Benjamin Goff	245 Carlott Rd. Elizabethtown NY	3/10/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1	Melissa Dominy	Melissa Dominy	39 Fisher Rd W. Chazy	3/9/20
2		Jonathan Schneiderman	202 Smith Dr. Platts.	3/10/20
3	Caitlyn LaPier	Caitlyn LaPier	10 City Hall Place	3/10/20
4	Nicole Mcgino		10 City Hall Pl.	3/11/20
5	F. Scott Culley	F. Scott Culley	Plattsburgh	3/12/20
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
1		Nastasia Lauzon	20 Clinton St Apt 3	3/9/20
2		Taylor Trombley	1209 General Learoyd Rd	3/9/20
3		Erik Falkengren	7 Ianelli Ave Plattsburgh	3/9/20
4		Quinn Rufa	41 Couch Street Platts	3/9/20
5		ANIRUDH SRINIVAS	57 BROAD ST, PLATTSBURGH	3/10/2020
6		JENNIFER WEEKS	9175 STATE RT. 22, MOORES	3/10/20
7		Jaelyn Racette	29 Lumber St. Pottkent	3/11/20
8		Michael J. Patnode	110 Quaker Highlands Rd, Peru	3-13-2020
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	SIGNATURE	PRINT YOUR NAME	ADDRESS	DATE
26	Holly Allerton	Holly Vedder	43 Hamilton St Apt 202 Plattsburgh	March 14-2020
27		Niles Goode	#310, 43 HAMILTON ST	3-14-2020
28		Andrew Gott	8 South Platt St	3.14.2020
29		Matthew Dresser	43 Hamilton St, Apt 106	3-14-2020
30	Diane Danford	Diane DANFORD	43 HAMILTON ST Apt 203 PLATTSBURGH, NY	3-14-20
31		Michael Petrino	43 Hamilton St. Apt 203 Plattsburgh, NY	3-14-20
32	Kim Lamere	Kim Lamere	43 Hamilton Apt 216 Plattsburgh	3-14-20
33	Judy Oehler	Judy Oehler	43 Hamilton St. #309	3/15/2020
34	Scott Amon	Scott Amon	43 Hamilton St #316	3/15/2020
35	Kathleen Kelly	Kathleen Kelly	43 Hamilton St #202	3/15/2020
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Say **NO** to PRIME'S current plan to Develop 22 DURKEE STREET

.... **NO** to **LOSS OF OUR HISTORIC DOWNTOWN**...

.... **NO** to **PRIME PLATTSBURGH LLC taking 95% OWNERSHIP OF 3+ ACRES of DURKEE STREET PARKING LOT...**

.... **NO** to **CITY giving $4.3 of $10 million DRI** (Downtown Revitalization Initiative) **Grant monies to PRIME LLC**

.... **NO** to **114 Apts. + 10,000 SQ. FT. of Commercial Space**...

.... **NO** to **5-Story MASSIVE STRUCTURE overshadowing HISTORIC DOWNTOWN**

.... **NO** to **PAID PUBLIC PARKING** & **LOSS of 150 Public Parking**

.... NO to **ANGLED PARKING & ONE-WAY on DURKEE STREET...**

.... NO to **"NO" PUBLIC GREEN SPACE...**

.... NO to **NO PILOT** (Payment in Lieu of Taxes)

.... **NO** to **20 YRS.** OF **PREFERRED TAX RATE TO PRIME !**

But Say YES to....

YES to REVITILIZATION of OUR HISTORIC DOWNTOWN

*** YES** to **DOWNSIZING PRIME'S PROJECT** from **114 Apts to 45 UNITS and Multi-phasing development of site!**

*** YES** to **JOINT PARTNERSHIP & OWNERSHIP of DURKEE STREET PARKING LOT!**

*** YES to at least 150 FREE PUBLIC PARKING SPACES in the DURKEE STREET PARKING LOT!**

* **YES to PUBLIC OPEN GREEN SPACE adjacent to the SARANAC RIVER TRAIL** to promote tourism & growth.

Re: Durkee Street

2 messages

John Seiden <johnseiden7@icloud.com> Tue, May 5, 2020 at 10:57 PM
To: cityinfo@plattsburghcitygov.com

"Plattsburgh the land of miss opportunities"

My name is John Seiden I live in Plattsburgh New York I have been a redeveloper of real estate since 1987 putting most of my energies in the redevelopment of downtown Plattsburgh. Most notably converting "Skid Row" on City Hall Pl. four buildings thirty Apartments seven store fronts, the old Merkel Department Store building at 43 Durkee St. conversion of 15,000 ft.² of high-end office suites which sat vacant for four years, converting the old grand union grocery store at 159 Margaret St. into 30,000 ft.² medical suites. Moving Plattsburgh City Court out of City Hall to a brand new state of the art facility at 22 US Oval are just a few of these projects. In all these developments the spirit of a win win win collaboration between myself city officials, lending institutions And countless building professionals was the better meant of our community. I served on two downtown commissions Under two different mayors, and was on the city zoning board for nearly 20 years. I was appointed by Governor Cuomo to the DRI committee through Mayor Colin Read to facilitate the Best and highest use of the $10 millions awarded to Plattsburgh . So I believe that I have the knowledge and standing to point out a few observations and my total dismay and heartbreak to what our community is witnessing with the "Durkee Street Scam" The hijacking of would could be an opportunity of a lifetime.

The project as being presented is no way in the spirit of what the DRI program was meant to be used for in the reimagining And renaissance of our downtown. This project as presented is nothing more then what I will refer to as a "gated community" for high-end renters and provides almost zero Creativity to the proposed residence and our community as a whole. The over-utilization of the template of land borders on the bazaar in no way way fits in to the character of our downtown not only in the visual aspects With the five story Behemoth but in the holistic spirit and soul of our historic roots. The lack of sensitivity of prime development corporation to this fabric shows their interest is solely economic to maximize their profits which by the way all city residents should be up in arms of the giveaway not only by the city of Plattsburgh but the $4 million that will create no real jobs the fact of the matter of them paying no taxes to a city in such dire straits magnified by coming out of this pandemic loss of city jobs borders on criminal. Over the last several weeks I have witnessed the dog and pony show of their high-priced Prime lawyers telling us Plattsburgh we have it all wrong and they have all the answers we are to trust them, if we have learned nothing from all our squandered miss opportunities of the past I don't believe the snake oil salesmen. They have nothing invested in our community and we will witness them taking the cream off the top and put nothing back in.

First and most importantly is parking it's parking it's parking it's parking I have paid into the special parking district tens of thousands of dollars for many years for a reason tenants need a place to park where they live and work, folks going to the restaurants need a place to park where the restaurants are that has been the success of the parking lot I find it extremely interesting that we're giving this parking lot away and have demolished a bank building to create parking somewhere else and in my opinion not where it is now needed. The manipulation of calculations of needing parking to this day is still a moving target but let me make it personal my building that I own at 43 Durkee St. (which is directly across the street of this proposed development) daily uses 50 parking spaces for my tenants I have noticed now in the current Prime plan there is not enough parking just for my building what about the other buildings and the other tenants what are they to do what is the Clinton county employees supposed to do. This Administration is bending backwards to accommodate this miss guided scheme with the notion that this development is going to be on the The economic catalyst . you're missing the fact of the harm that it's going to do to all the existing businesses and people that utilize this parking lot I have already been given notice by several tenants that lease in my 43 Durkee St. building if this goes forward they will have no place to park and will not renew their leases with me now how is that good for economic development explain that to me. I hear the prime lawyers talk of the minimal effect they are delusional they are greedy pigs at the trough only worried about themselves and could care less of the harm they're doing to the existing fabric the existing need of that parking lot not only to me but to affordable furniture the co-op irises restaurant the Mexican restaurant Hoboes to Our House Bistro. You must hold their feet accountable do not put these people out of business for the sheer greed and the over use of this template of land for their own financial gain this is not economic development this is economic disaster. I've been listening to prime and their presenter utilizing all the buzz words like" walkable city" but yet in their plan they they are providing a minuscule walkway from Durkee Street to the river by their dumpster this is bordering on sad they want to take 8 foot sidewalks to 4 foot once again just showing nothing more than their incompetence and sheer lust for greed. Our Gateway to downtown at the intersection of Bridge and City Hall and Durkee street at peak hours in the morning and at 5 PM has created a traffic jam already this development press the boundaries to an unacceptable levels and should be addressed. The west edge of the bridge will be a crosswalk connecting the river trail the over congestion at this location will certainly create additional chaos at The same location is their underground parking entrance and exit this needs to be looked at with a fine tooth comb. The propose sidewalk on the south end of Bridge Street only being 4 feet once again shows their insensitivity of the true nature of our downtown and I missed opportunity for widen sidewalks to create outdoor cafés etc. etc. Which again boils down to the overuse and lack of creative design. They wine because of the incline commercial would not work but let's remember years ago that was all commercial and by the way across the street has the same elevation and the co-op etc. works just fine with the same elevation so don't buy that crap. Creating residential at street level is beyond the norm and should never take place ever , this alone creates a very dangerous president and will dramatically affect the new streetscapes remember downtown is for commercial at street level period. And as far as the gateway to downtown this will be the first thing you see.

At the last zoning presentation on Zoom kept hearing about the economics it's all about the economics no that's incorrect it's all about greed. Remember they're paying no taxes they have a pilot no money is going into the city coffers Plattsburgh city school district is not getting any fair share either. The planning and zoning boards have a duty to preserve the integrity of our community by no stretch of the imagination is this five story gated community have any place being put in our downtown it overshadows every historic building it should not be allowed and has failed the DRI mission. As far as The building materials should be copacetic with the existing brick construction. They should also be demanded to go back to the original DRI and allowing only half of the residential units be built that will alleviate the parking nightmare this will create and I believe would visually be more in tune to what we already have in our existing downtown.

In closing I have sat exactly where you are sitting and it's hard sometimes to do the right thing. I'm tired of hearing the prime lawyers disrespect discount and belittle the citizenry of Plattsburgh with our concerns we are unlike them we have a much greater vested interest in the outcome of what happens in our community Because this is where we live, they don't

Hey Prime I don't want to hear about Saratoga springs Burlington Vermont or anywhere else in New York this is Plattsburgh we're not buying your BS

John S. Seiden
J.S.Seiden Real Estate and Commercial Development

Sent from my iPad

> On Apr 2, 2020, at 4:25 PM, John Seiden <johnseiden7@icloud.com> wrote:
>
> Hi I hope this email finds you well. As you might know I used to be on the zoning board for almost 20years I was also on several downtown commissions for the redevelopment of downtown. I was appointed by Governor Cuomo to be on the DRI committee Was also on the city of Plattsburgh revolving loan committee fund I have developed over 17 properties in Plattsburgh most of them in downtown Plattsburgh. There's a right way to develop and a wrong way to develop! What's going on currently in the city of Plattsburgh is bordering on criminal with Colin Read and his shenanigans of trying to jam this Durkee Street project down the citizenry throat. There's a pandemic happening everything has been shut down he puts in place of curfew. What's the matter with this guy, his ego is out of control. The importance of the citizens being able to participate in the planning board meetings and zoning board meetings are crucial. I hope you can convince him to have a shred of decency and integrity to put these meetings off until an appropriate time that the pandemic is under control and the citizens of Plattsburgh can participate in an open meeting. Hey Mayor Read "Open"meeting law means open! Not sneaking around while everyone is on lockdown , there may be a legal foundation to try to sneak this crap through but it's wrong. Hey Mayor Read put your ego away there's no time for it and it's UNAMERICAN!
> John S.Seiden
>
> Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Wed, May 6, 2020 at 8:25 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

15 Massachusetts St.
Plattsburgh, New York
May 3, 2017

In the 1990's I was a vocal opponent of development on the Durkee St. lot when Frank Arvay wanted to build a 13 story building on the corner of Broad and Durkee St. where the current "Gateway Building" sits. Like the current PRIME project opponents, I attended meetings, wrote letters, and joined with my neighbors to say, "No," to a proposal that seemed totally out of character with the rest of downtown. That project did not go forward, largely because of the efforts of an engaged citizenry. However, in 2006 [sic] another project was conceived and vetted by the City Engineer, City Council, ZBA, and the Planning Board. Though certainly not designed to have a historic look, the building does reasonably harmonize with the rest of downtown in size (not 13 stories) and in character, given its brick facade,.

I find myself on the other side of the argument thirty years later. Thank you for the opportunity to weigh in with additional comments. I'd like to address several points that occurred to me after viewing the April 27th Planning Board meeting.

Project opponents are concerned about whether the complex fits with downtown's historical character. As I understand it, SHIPO has signed off on this matter, a determination that might put the matter to rest. But should you be moved by opponents' assertions, please consider precedent. A brief tour around downtown reveals the history of Planning Board accommodations to the matter of historical character. I don't mean to suggest that some of the modern facades are my preference, nor that we shouldn't strive for architectural harmony. However, aside from the historical facades that improved many buildings through the Main Street Grant in the 90's, inconsistency is the rule, especially when one considers that the most recent construction, the Gateway Building, is a modern design clothed in brick as a nod to the historic. Though it is fair to question whether architects have given enough consideration to historical character, I would answer that more thought has been given to architectural harmony than that reflected in the Gateway Building's design. The modern flourishes in PRIME's buildings that some object to, are, if I my interpretation is correct, a nod to the blend of modern and historic one can find downtown.

Other criticisms include:

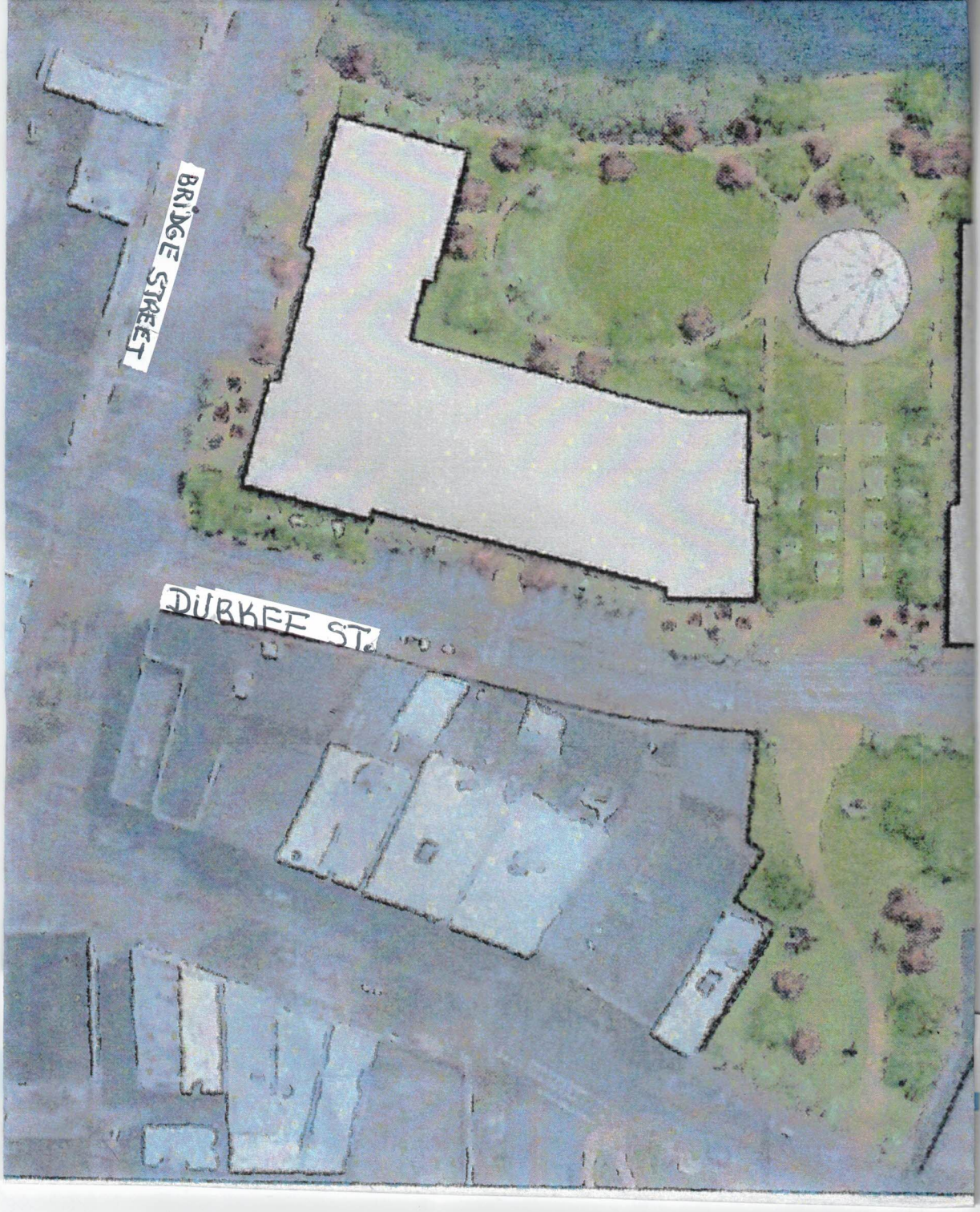
- PRIME project is "disproportionate in size." I'm glad that corrections were made to PPC's comparative drawings. It is clear that the height difference is not significant (Ashley Furniture 50' compared to PRIME, 61'), as the MacFarland drawings show. I watched the ZBA's meeting tonight, and that board has requested renderings that include views of both sides of Durkee and Bridge Streets in order to make the buildings' relative heights clearer.
  - I listened to the PB mull over the question of the mezzanine last week, and was impressed with PRIME's willingness to consider whether it could be changed. Some questioned whether the setback on that floor was a cheap trick to disguise the added height; I saw it as sensitivity to concerns about it. I appreciate the mezzanine as it seems to be designed to maximize view-scape, definitely a marketable feature. Though one might argue that PRIME buildings will obstruct views of other properties facing Durkee, I would counter that for the most part these are commercial properties that don't market a view. In my view, the advantages of retaining the mezzanine outweigh the disadvantages.
- Insufficient parking. I was satisfied with PRIME's parking calculations. PRIME is marketing to future residents who will likely be more interested in walkability than parking. The future will demand that we find alternatives modes of transit. Shouldn't planners be looking ahead to what the city will need in 10 or 20 years?

Finally, aside from questions about whether the project fits into downtown, I'd like to clarify the Planning Board's specific task in evaluating it. It seems to me that opponents view their case against PRIME as a referendum on decisions made by City Council to move it forward. Many of their charges against the project appear to go outside the bounds of what a Planning Board must typically consider. Because so many irrelevant issues have been raised, I'd like to pose questions concerning board jurisdiction. I'm confident that you are clear about the board's role, and so I state these questions for the public's benefit.

> Is it the Planning Board's role to look back at the City Council's decision making process and to deem it legitimate or illegitimate?
>
> Is it the Planning Board's role to question whether DRI grant money could be reassigned to a project more opponents' liking?
>
> Is the Planning Board's role—as the County Planning Board's decision suggested—to entirely re-think the project's concept and favor a design that would enable "people to hang out," overruling the Council's decision to heed a 2016 market study that advised against installing a park there?

I have respect for your service and your independence. have no doubt that you know your purpose and that you will move forward considering only the pertinent evidence before you.

Sincerely,
Rachelle Armstrong
Councilor, Ward 1, 2014, 2019


BRIDGE STREET
DURKEE ST

Stop the Prime Company's Development of the Durkee Street Parking Lot

1,429 have signed. Let’s get to 1,500!

concerned citizens started this petition to City of Plattsburgh Planning Board & Zoning Board of Appeals and Concerned Citizens

Say "NO" to the Prime Companys' Durkee Street Development Plan that is bad for our community.

- $4.3 million of public tax dollars going to a large corporation for private gain.
- Transfer of a full city block of public land to a private developer for $1, harming Special Assessment District property owners who paid for and maintained the public parking lot for over 30 years.
- Development plan which grossly violates the guidelines laid out by the DRI Strategic Investment Plan:
  Prime's plan to build 114 apartment units is grossly over the 45 units in the DRI Plan.

Prime's plan displaces 289 public spaces and and introduces new demand in excess of the parking spaces provided for it's own massive private development.

Prime's plan eliminates the 1-acre of open public riverfront space promised and instead leaves less than 1/10th of an acre.

- A PILOT (Payment in Lieu of Taxes) Agreement which will cost the City and School more than Prime will pay in taxes over the next 20 years.
- Increased taxes for local property owners and increased rental rates alike.
- Decreased public access to the riverfront and lack of public gathering space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

Start a petition of your own

Start a petition of your own

This petition starter stood up and took action. Will you do the same?
Start a petition

Updates

Call to Action!

You've already shown your support. Now we need you to take action! There are two critical public meetings tomorrow that NEED YOUR attendance!

...

Call to Action!

Maurica Gilbert, Chairperson
City of Plattsburgh Planning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: Planning Board comments for 5/27/2020 meeting: City + Prime 2019-24, 2019-11, 2019-10

May 5, 2020

Dear Planning Board members and Chairperson:

Plattsburgh's current & former Community Development coordinators have attested to the fact that Plattsburgh will NOT lose DRI funding, if Prime chooses not to build its current massive mixed use development. There is NO need to feel pressured to rush through the review of such a massive project that will have lasting and far reaching effects on our downtown, community and country for years to come! On the contrary, the Planning Board needs to take the time to carefully review all aspects of Prime's project which it can Not do at this time, because **Prime has failed to submit any up to date, detailed site plans for all required parking, tenant storage, interior floor plans of apts., designated areas for loading and unloading zones, list of materials interior and exterior of both residential and commercial spaces and accurate renditions of all buildings** in relationship to surrounding properties. **Prime's April 10, 2020 site plan also fails to include any redesign of their site plan or provide parking for the conversion of 5,800 sq. ft. of formers farmer's market to commercial space,** which includes the entire structure, because Prime will most likely rent out the civic space for special events or enclose it at a later date for commercial use or add terrace dining.

NO VOTE should be made on any special use permit that Prime is requesting until the SEQR and GEIS are redone, because the economic statistics and data that Prime used for these studies are no longer valid. And, **NO special use permit should be granted to Prime until it meets all special use permit criteria** set forth by both Zoning and Planning Boards and provides up to date and accurate site plans that meet all city zoning codes and provides zoning parking requirements for all 297 residential tenants plus 15, 800 sq. ft. of commercial space, which includes Prime's recent decision to convert the former farmers market into commercial space. **Prime's request to only provide 276 parking spaces on site rather than the 471 now required, is 195 below the minimum required and 58% deficient of Plattsburgh's zoning code**. In addition, the **City remains 123 parking spaces short of the required 289 free off street parking spaces it is required to provide the public in the center of downtown**. The actual parking demand for Prime's tenants & customers is 564 spaces. Even I, who love to walk & believe in decreasing our carbon foot print are faced with the realty that we must rely on our cars to get life's necessities, because Plattsburgh lacks public transportation. Though my building met city parking requirements, I had to almost double my on-site parking capacity to meet my tenants' current needs.

Prime should also comply with all 12-pages of recommendations made by Mr. Koziol, engineer for LaBerge Group on March 20, 2020 and provide diagrams identifying all revisions made to its storm water pollution prevention & waste water management plan and site submission plan. Turner Bradford's written response on April 16, 2020 is NOT sufficient. Prime has failed to provide evidence that it has modified any of its original plans to resolve concerns that LaBerge's engineer cited; such as; city easements for public use of all sidewalks, green space & access through the center of Prime's Durkee Street project to the Saranac River; relocation of the exit from Prime's parking garage due to high probability of traffic accidents and congestion as Prime's tenants merge into traffic; moving Prime's building away from Bridge Street sidewalk, noting that constructing a building of this magnitude only 3.5 feet away from public use is too close; and Prime's failure to provide fire trucks, etc. safe access to its courtyard apartments in the evident of a fire or during snow removal, because its driveway is too narrow.

Even **Charlie Gottleib from Prime stated at April 27, 2020 meeting that he has never been involved in a project with so much opposition and is willing to work on a compromise**. Please see the attached petitions of **over 41 downtown business owners & 6,151 people who are opposed to Prime's current proposal**. 1,000 of these petitioners actually signed in just a few days in March 2020 prior to the city Covid-19 shut down. **Residents ask that the PB deny Prime's current plan, because it has NOT provided up to date site plans, uses outdated information in SEQR and GEIS studies, fails to meet all SUP criteria, zoning codes & LaBerge engineer's recommendations.** Given today's recession, it would be much more feasible to construct a smaller multi-phase project rather than one large contiguous structure. Bradford, Prime's engineer expects that it will take 3 yrs. to complete, which bears further credence to the importance of developing this site in stages, to reduce the disruption to our downtown & safeguarding against such a gargantuan project from failing.

I ask the Planning Board to invite Prime to work with downtown property owners & residents to build a mixed use development that will survive today's economic downturn and revitalize our downtown rather than destroy it. A smaller multi-phase project that meets city zoning code requirements for parking, provides open green space for its tenants to recreate on site, and a 25 foot green buffer zone between Prime's building and city sidewalks, streets and river walk is much more viable and sustainable. More green space and parking for Prime's tenants and public will lead to a viable project that will attract rather than deter people from living, working and recreating in our downtown.

Prime admitted at May 5, 2020 ZBA meeting that the 22% green space they claim to provide includes the city's Saranac River Walk and Gateway's grass area, which is not only misleading, but inflates their calculation of open green space. It is disheartening to know that Prime's interest in making money out ways its concern for its tenants. Prime's original design included a pool and play area for its tenants, children and visitors at the former Highway oil site. Providing at least 25 feet grass area along its building on the North, West and East side of its property would enable tenants, their children and guests to recreate safely away from traffic. **It is a disservice to Prime's tenants, city residents and visitors to rely on only 10-14 feet of green space set aside for bicyclists and pedestrians to walk along the banks of the Saranac River without requiring Prime to provide any green space as a buffer between its massive mixed use development and city sidewalks and streets**.

Prime's conversion of downtown's Durkee street parking lot into 115 apartments and now 15,800 sq. ft. of commercial space **fails to meet any of the SUP criteria established by both zoning and Planning Boards and will most definitely have a negative impact on our downtown, community and county**, which will ultimately lead to its demise. I reach out to all members of the Planning Board to consider the fact that Prime's mixed use development will be erected in the heart of our quaint historic downtown. The majority of buildings downtown are made of brick or sandstone and are two-three stories lower than Prime's proposed structure. **Prime's current design, mammoth size, and use of aluminum and clapboard siding looks like a huge warehouse and is not in keeping with the "general character or height" of neighboring buildings**. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the ZBA & Clinton County Planning Board expressed their concern of building such a massive structure on top of the Saranac River walk and only 3.5 feet away from a 4 ft. rather than 9 ft. sidewalk, (like those along Brinkerhoff Street, Margaret Street, and City Hall Place) and parallel parking on Bridge Street. Even if Prime changes the sloping roof line of its building, it will still overshadow all adjacent sidewalks, streets & buildings. Prime's 5-story, over 160,800 sq. ft. of rental space will tower 65 feet above ground on the North side of Bridge Street and will be 125 feet high at the North East end,

spanning more than 200 feet and only a few feet away from pedestrians & cyclists traveling on the Saranac River Trail.

Area residents, like myself, have been involved with many projects in historic districts throughout Plattsburgh and worked with developers to create buildings that compliment rather than detract from the character of the neighborhood it enters. **I invite the Board & Prime architects to look at the attached renditions of the revitalization committee's proposed brick and glass Italianate style roof line and cornices as an example of what would attract people to live, work and shop downtown.** I also encourage Prime's architects to look at examples of other apartment complexes that have recently been built in historic districts neighboring downtown, such as Zukowski's Gregory Heights" building on Club Road. And recently approved projects such as the addition to the Vilas Home on 61 Beekman Street, in which the owner plans on incorporating some of the Queen Anne Style features of the original building into its new addition. Even Mr. Barnett's addition on 5057 South Catherine, which is not located in a historic district compliments the original structure. Owners of these sites have worked with SHPO to create projects that enhance the existing structure and surrounding buildings, while standing apart.

Rental markets have drastically changed since Prime first submitted its application in January of 2020 & site plan in February 2020, which referenced out dated information from SEQR + GEIS studies that were created prior to the Covid 19 pandemic. Recent statistics report over 30.3 million jobs have been lost in the past month. Plattsburgh had to lay off 62 city employees. Plattsburgh's 3 largest employers are faced with closures, economic uncertainty and permanent reduction in staff in attempts to stay solvent as reported by University of Vermont Health Network. SUNY Plattsburgh's closure since March 2020 is anticipated to continue through spring 2021. Schools throughout NYS expect significant gaps in funding due to loss in tax revenue to state, county and municipalities. Clinton County just announced that it has to furlough 150 employees immediately to help off-set some of the $15 million dollar budget deficit it expects to undergo. Most downtown businesses are faced with the harsh reality that they are unlikely to survive this economic downturn that is expected to continue to spiral down for several years.

Landlords throughout Plattsburgh and NYS are finding it difficult to fill their residential units due to people losing their jobs, layoffs, cut backs and business closures. Most retailers, restaurants, gyms, day care, schools, medical offices, etc. must remain closed indefinitely and will never be able to operate as they did prior to Covid-19. **Turner's statement that there is a shortage of housing stock is NOT true.** Several high end apartment complexes have been built in less than a few miles of the center of our downtown just in the past year, such as Enclave Estates and Twin Pines. Many homeowners have decided to stay in their homes rather than rent due to unprecedented low interest rates & refinancing opportunities. Renters who have lost their jobs have been forced to move in with family members, because they can no longer afford to pay rent.

Landlords who own property downtown are losing the majority of their tenants due to loss of income and loss of almost 58% of guaranteed free off street, year round parking spots, as John Seiden stated at PB last meeting. The mayor of Lake Placid stated that free year round parking in the center of downtown is a city's most valuable asset and that Lake Placid has struggled with parking shortages for years. Parking shortages and inadequate loading zones adjacent to restaurants and downtown businesses creates a hardship for everyone and impedes downtown's ability to grow.

Projects such as Prime have failed in our region due to poor economy even before the pandemic. A hole remains in the center of downtown Burlington as a result of the developer pulling out, and the mixed use development in the center of scenic Winooski along the water front remains empty.

Prime's project called the "Hamlet" located in Saratoga Springs can NOT be compared to Prime's Plattsburgh project for parking. Prime's Saratoga Springs development is NOT in the center of its business district and was built on vacant land in the suburbs. Prime's proposed 205,800 total sq. ft. of 115 apts. + 15,800 sq. ft. of commercial space will displace 289 downtown business owners, employees, patrons & tenants who now park for free off street in the center of our downtown year round in the Durkee Street Parking lot. Though my rental property met current parking requirements, I had to almost double my on-site parking spaces to meet my tenants' current needs.

It would be irresponsible to give 3.3 acres of city land to Prime without holding them responsible to provide all its tenants and commercial customers with on-site parking, especially when the city has failed to provide 1-to-1 compensatory parking in the center of downtown. As a result, Prime should be required to provide at least 80 public parking spots in the Durkee Street parking lot to off-set the loss of 123 public off street long term parking spaces. **Though Prime is required to provide at least 50 parking spaces to the public for free on site as a condition of developing the Durkee Street Lot, Prime admitted that it can NOT guarantee that these spots would be free and did not know how many parking spaces would be available for public use. The fact is that once Prime takes over ownership of Durkee street parking lot, there is nothing to prevent Prime's tenants, visitors and customers from using all parking spots on site, because Prime has failed to provide sufficient parking to meet its own needs.**

The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in-climate weather due to poor visibility and limited turning ability. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Durkee Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

According to Laberge Group's engineer, Prime needs to make the following changes:

1. Prime needs to demonstrate that it has granted easements to the city for public parking, use of sidewalks and green space in the Durkee Street Lot. This is especially important in the center of the Durkee Street project, which is to enable public utilization of the sidewalks and green space and to access the Saranac River Trail from the Durkee Street's Art Parc.
2. Mr. Koziol recommends that the "cross walk across the entrance/exit to the parking garage on Bridge Street be located as far away from the building as possible to provide better visibility to drivers & pedestrians." I ask the Planning Board to look at the design, location and landscaping of parking garage of Harbor view condominiums on the corner of Club Rd. and Hamilton Street. The developer worked with both our city engineer and neighboring residents to make sure that the location and design of the access to the underground parking would not reduce drivers' visibility upon exit/entrance, thereby reducing the likelihood of traffic accidents. The developer even added a wide sidewalk to increase pedestrian walkability in the neighborhood. It is even more critical that Prime meet city parking requirements and redesign its underground parking garage to increase visibility and reduce stacking of its tenants cars as they exit and enter the congested

corner of Durkee Street and Bridge Street. Unlike Harbor View Condominiums, Prime's Durkee Street project is located in the center of our downtown business district, at the corner of a busy intersection. Bridge Street is a continuation of US route 9, which is a major connector road from the North end to south end of town. Unloading service trucks on Durkee Street is already challenging, but it would be impossible, if Durkee Street is reduced to only one lane with angled parking. These proposed changes will definitely increase the likelihood of traffic accidents.

3. LaBerge's engineer is also concerned with the fact that **Prime's building is only 3.5 feet away from its property line. The proximity of Prime's 5-story structure with 297 tenants to public sidewalks, river walk and Bridge Street poses a safety risk to the public** and will most definitely impede both pedestrian and vehicle traffic on Durkee and Bridge Street during the two-three years of construction that Prime estimates it will take to build.
4. **Mr. Koziol, engineer for LaBerge Group also expresses his concern over access to courtyard tenants due to its location and narrow driveway**. He recommends that "Prime move the access control gates further into the lot to increase vehicle queuing and prevent blocking pedestrian and vehicle traffic." Though Prime's engineer objects stating that such a change would result in reduce parking spaces, it is indeed in the best interest of the public and will prevent accidents.
5. Mr. Koziol outlines his concerns regarding the failure of Prime to provide safe and convenient access to service tenants living in the courtyard apartments, because its driveway is too narrow. **Prime's plan to have emergency vehicles, such as large aerial, pumper and fire trucks park on the Bridge Street to put out a fire is impractical and a safety hazard to Prime's tenants, pedestrians** and would be an impossibility, if vehicles were parked on Bridge Street or on site.

In closing, **I ask you to POSTPONE the May 27, 2020 meeting until the Zoning and Planning Board have received additional information requested by the ZBA on May 5, 2020 meeting and the PB receives additional and updated information in response to the recent changes of Prime's use of the Durkee Street lot and recession.** I further ask that the Planning Board carefully review all aspects of Prime's Durkee Street development and makes sure that this project meets all SUP and city zoning requirements and recommendations put forth by the LaBerge Group and all interested parties. And finally to allow the public to further comment on any additional information pertaining to the development of the Durkee Street Lot via written or oral comments as described in April 14, 2020 "temporary board meeting procedures due to Covid 19, which is agreed to be made part of the public record, as ZBA agreed to do at its May 4, 2020 meeting. After all, Prime is getting 4.3 million dollars plus 3.3 acres of prime real estate for only $1. It's your job to make sure that Prime's project enhances the DRI, complements our historic downtown and is in the best interest of our downtown, community and city. Your board has a responsibility to Plattsburgh residents and downtown businesses to ensure that Prime's project enriches the Downtown Revitalization Initiative. Thereby promoting revitalization of our downtown rather than having an adverse effect, as is the case with Prime's current design. Now is the time to make certain that Prime will build a mixed use development that will benefit everyone, not only Prime's bottom-line. Your decision will affect our downtown and city forever!

Finally, Zoom Meetings fail to enable full active participation by all concerned citizens in real time. This is especially true for downtown business owners, who are struggling to survive! April 27, 2020 PB meeting is evidence of this fact. I like many residents do NOT have the technology to participate remotely I risked my own safety to go over to a friend's house to participate at 11:30 PM, when I, like most people, are usually asleep! Two residents who commented at last week's meeting, lost signal during the meeting.

Sincerely, Carol J. Klepper

Homeowner & landlord at 17 Couch Street, Plattsburgh, NY

FOR IMMEDIATE RELEASE: October 23, 2018
Contact: Danielle Erb, Co-founder of Strong Towns Plattsburgh, 617-515-4242, danirae11683@gmail.com

Strong Towns Plattsburgh Counters Plattsburgh City Council's Representation of Group

Strong Towns Plattsburgh wishes to correct the record put forth at last week's City of Plattsburgh Common Council meeting held on October 18th, 2018. During a discussion of the future Parking Advisory Board, it was stated at city council that there weren't that many businesses that spoke out against the proposed mixed-use development on Durkee Street or the associated parking plan. Strong Towns Plattsburgh was mentioned, but what wasn't mentioned is that many downtown businesses have banded together with our group to oppose the project and sign our petition.

To date, 41 local businesses listed below have signed our petition against this project and we believe many more will follow. The petition language is attached.

Hobies	Himalaya	Dress Code
T Nails	Pizza Bono	Sammich Shop
Premium Vapes	Diamond Vapors	Green Room
Yama Sushi	Sip	Fleet Feet
Plattsburgh Shoe Hospital	Plattsburgh Hearing	All4U Salon
Adirondack Dance Company	DAWCO Maintenance and Repair	Once Upon a Book
This and That	Plattsburgh Vape Company	North Country Food Co-op
Villari's	All Floors	Plattsburgh Art Detectives
Grow Buddies	Wayward Sound Studio	20 Below
Cornerstone Bookstore	Runs with Scissors	20-22 Brinkerhoff
Xpress Mart	Halcyon Massage	Booth Insurance
Warren Tire	Joli Nail Salon	Living Well Chiropractic
Anie's	J.P.'s Doghouse	Retro Live
Almost Anything	Bridge Street Yoga	

For more information email strongtownsplattsburgh@gmail.com, visit www.strongtownsplattsburgh.com and www.facebook.com/strongtownsplattsburgh

###

Strong Towns Plattsburgh - Stop Durkee Street Development Petition

The fate of our downtown is in jeopardy. The city and state are proceeding with plans to turn the Durkee Street parking lot into a mixed-use development even though there has been little to no evidence of public support for the project all along.

The mixed-use development on Durkee Street has received the largest share of the city's ten-million-dollar Downtown Revitalization Initiative (DRI) grant--$4.3M—even though the public has expressed serious concerns about the project and has repeatedly called for the DRI to be invested wisely in many smaller bets spread throughout downtown, including our existing buildings which are underutilized and in dire need of rehabilitation. Click here to see a comparison of public votes to funding decisions.

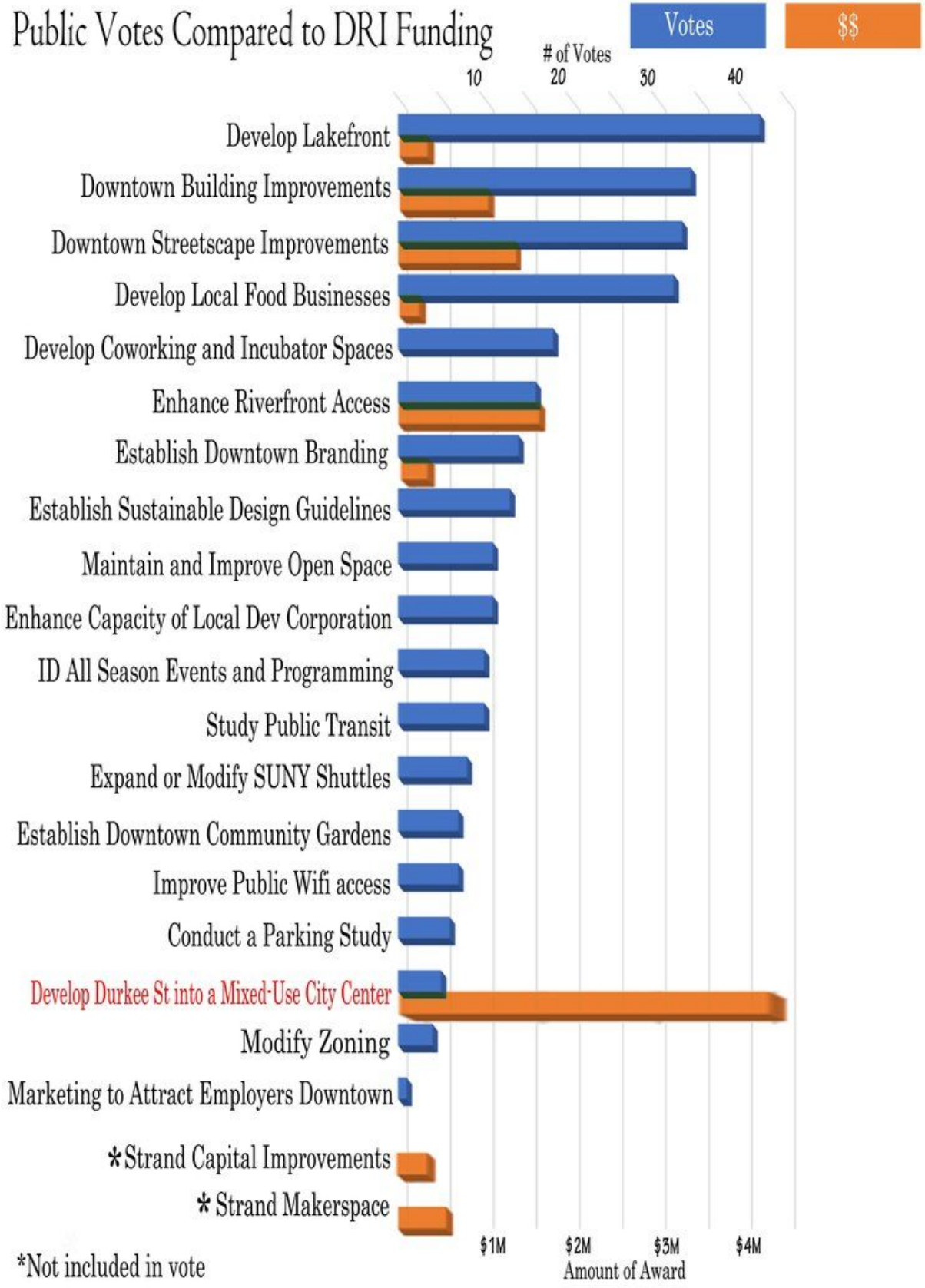
The plan to replace parking at the Durkee Street lot with a privately owned mixed-use development poses a serious threat to small businesses that rely on the city's largest parking lot for convenient access to their stores. As it stands, the lot's 320 spaces will only be replaced with 91 new spaces created on Durkee Street and Bridge Street. Although additional parking spaces will be created on Court Street and Margaret Street, there has not been a careful study of the impact this parking overhaul will have on businesses and residences that rely on parking in the immediate Durkee Street area.

Furthermore, large-scale developments like what is proposed on Durkee Street have a history of failure and of not living up to their promises. We need only look to Dock Street in our city where a $14M hotel and conference center only resulted in a $1.3M parking lot to nowhere. The public has understood this all along and has opted to diversify the DRI investment into many smaller bets that directly benefit the community rather than benefiting a large developer recruited from outside of our region.

Public support for any development is crucial. Members of the public live in our community, have a vested interest in how the city grows, and have a deep understanding of what works and does not in our city because they experience it every day. By contrast, consultants and developers from outside our region do not possess this local knowledge and don't have to live with the consequences of their actions if their plans fall through or go awry.

Public support is also essential because development grants such as the Downtown Revitalization Initiative (DRI) are public tax dollars being put to work to develop public land for the benefit of the public—shouldn't we, the public, control how we use our money in our city?

By signing the following, we petition the city and the state to stop the Durkee Street mixed-use development and to reallocate $4.3M in DRI funding into projects the public actually wants, to be determined by a properly participatory planning process.


Public Votes Compared to DRI Funding
Votes
$$
# of Votes
10
20
30
40
Develop Lakefront
Downtown Building Improvements
Downtown Streetscape Improvements
Develop Local Food Businesses
Develop Coworking and Incubator Spaces
Enhance Riverfront Access
Establish Downtown Branding
Establish Sustainable Design Guidelines
Maintain and Improve Open Space
Enhance Capacity of Local Dev Corporation
ID All Season Events and Programming
Study Public Transit
Expand or Modify SUNY Shuttles
Establish Downtown Community Gardens
Improve Public Wifi access
Conduct a Parking Study
Develop Durkee St into a Mixed-Use City Center
Modify Zoning
Marketing to Attract Employers Downtown
*Strand Capital Improvements
* Strand Makerspace
$1M
$2M
$3M
$4M
Amount of Award
*Not included in vote

PRIME PLATTSBURGH LLC IS PROPOSING A MASSIVE 5-STORY BUILDING WITH 114 APARTMENTS + 10,000 SQ FT. OF COMMERCIAL SPACE ON THE DURKEE STREET PARKING LOT, WHICH WILL OVERSHADOW OUR HISTORIC DOWNTOWN. LOCAL RESIDENTS + BUSINESSESS WILL LOSE UP TO 150 FREE PARKING SPACES!!

WOULD YOU PREFER A SMALLER SCALE REDEVELOPMENT OF THE DURKEE STREET PARKING LOT SUCH AS A 45 UNIT APARTMENT COMPLEX, 150 PUBLIC PARKING SPACES AND AT LEAST ½ ACRE OF PUBLIC GREEN SPACE? IF YOUR ANSWER IS YES, THEN PLEASE SIGN & SHARE.

Say **No** to PRIME's current plan to Develop 22 DURKEE STREET

- ...**NO** to **LOSS OF OUR HISTORIC DOWNTOWN**...
- ...**NO** to **PRIME PLATTSBURGH LLC taking 95% OWNERSHIP OF 3+ ACRES OF DURKEE STREET PARKING LOT...**
- ...**NO** to **CITY giving $4.3 of $10 million DRI** (Downtown Revitalization Initiative) **Grant monies to PRIME LLC**
- ...**NO** to **114 Apts. + 10,000 SQ. FT of Commercial Space...**
- ...**NO** to **5-Story MASSIVE STRUCTURE overshadowing HISTORIC DOWNTOWN**
- ...**NO** to **PAID PUBLIC PARKING & LOSS of 150 Public Parking spaces**
- ...**NO** to **ANGLED PARKING & ONE-WAY on DURKEE STREET...**
- ...**NO** to **"NO" PUBLIC GREEN SPACE...**
- **...NO** to **PILOT** (Payment in Lieu of Taxes) **tax giveaway**
- **...NO** to **20 YRS. OF PREFERRED TAX RATE TO PRIME!**

YES to REVITALIZATION of OUR HISTORIC DOWNTOWN

- **YES** to **DOWNSIZING PRIME'S PROJECT** from **114 Apts to 45 UNITS and Multi-phasing development of site!**
- **YES** to **JOINT PARTNERSHIP & OWNERSHIP of DURKEE STREET PARKING LOT!**
- **YES** to **at least 150 FREE PUBLIC PARKING SPACES in the DURKEE STREET PARKING LOT**
- **YES** to **PUBLIC OPEN GREEN SPACE adjacent to the SARANAC RIVER TRAIL** to promote tourism & growth.

change.org

Recipient: Local goverment

Letter: Greetings,

Downsize the proposed Durkee Street mixed use development by Prime LLC

Signatures

Name	Location	Date
Concerned Residents	US	2020-03-07
Megan Perez	Plattsburgh, NY	2020-03-12
Kay Woods	Plattsburgh, NY	2020-03-12
Bradley Modelle	Plattsburgh, NY	2020-03-12
Karen Parrotte	Plattsburgh, NY	2020-03-12
Janice Gosselin	Plattsburgh, NY	2020-03-12
Jenny Phan	Renton, US	2020-03-12
William Acosta	Lowell, US	2020-03-12
Isabella Harrison	Renick, US	2020-03-12
Breasia Peary	Frankfort, US	2020-03-12
Matthew Medina	La puente, US	2020-03-12
clay Byers	Santa Clarita, US	2020-03-12
Jonathan Thomas	Ellicott City, US	2020-03-12
nick cstar	Lynn, US	2020-03-12
kylie krise	Wiggins, US	2020-03-12
David Anderson	Carrollton, US	2020-03-12
Yuang Sun	Storrs Mansfield, US	2020-03-12
Tami Hoyt	Longview, WA	2020-03-12
Tayton Mackay	Salt Lake City, US	2020-03-12
Claudia Canal	Naples, US	2020-03-12

Name	Location	Date
Tiffany Marcus	Taylors, US	2020-03-12
Andrea Bright	Eureka, US	2020-03-12
Yasna M	US	2020-03-12
Shayla Lawrence	Seattle, US	2020-03-12
jasmine hudson	Terre Haute, US	2020-03-12
Hugh Anus	Greenbrier, US	2020-03-12
Debbie Papier	Plattsburgh, NY	2020-03-12
Patti Hartshorn	Plattsburgh, NY	2020-03-12
kim Ford	Plattsburgh, NY	2020-03-12
Penny Gaudreau	Plattsburgh, NY	2020-03-12
Elizabeth Baker	Plattsburgh, NY	2020-03-12
Kate Mahoney-Myers	Plattsburgh, NY	2020-03-12
Carol Robert	Plattsburgh, NY	2020-03-12
John Seiden	US	2020-03-12
Kristine Roberts	Plattsburgh, NY	2020-03-12
Deborah Yokum	Saranac, NY	2020-03-12
Kristi Pottichen	Plattsburgh, NY	2020-03-12
Danielle Erb	Plattsburgh, NY	2020-03-12
Raymond Saint-Pierre	Plattsburgh, NY	2020-03-12
Terry Broderick	Plattsburgh, NY	2020-03-12
Timothy Holmes	West Chazy, NY	2020-03-12
MaryAnne Cox	Plattsburgh, NY	2020-03-12

Name	Location	Date
Jarred LaValley	Plattsburgh, NY	2020-03-12
Freymi Hernandez	New York, US	2020-03-12
Lily Smith	Knoxwill, US	2020-03-12
Samantha Sanchez	Monte Alto, US	2020-03-12
Elizabeth Johnson	San Diego, US	2020-03-12
Jia Liu	Fresh Meadows, US	2020-03-12
Ming lao	Clifton, US	2020-03-12
Darby Cronin	Plattsburgh, NY	2020-03-12
Kenny Flame	Oswego, US	2020-03-12
Noemi Higley	Brockton, US	2020-03-12
Lance Lemieux	Derry, US	2020-03-12
Kateryna Mliuzan	Philadelphia, US	2020-03-12
Steven Ji	Cary, US	2020-03-12
Reagan Minutelli	US	2020-03-12
catelin martin	Lagrange, US	2020-03-12
Tejasve Saxena	Cary, US	2020-03-12
Ryan Di carlo	New york, US	2020-03-12
Sodiq Bhadmus	Silver Spring, US	2020-03-12
Ramya Mallina	Apex, US	2020-03-12
Wafaa Ahmed	Atlanta, US	2020-03-12
Hakeem Adebimpe	Chicago, US	2020-03-12
Dom Val	Maryland, US	2020-03-12

Name	Location	Date
Dangela Washington	Carson, US	2020-03-12
Carlos Benitez	Piscataway, US	2020-03-12
Howard Chan	Las Vegas, US	2020-03-12
Armen Nazaryan	Glendale, US	2020-03-12
Eleanor Fisher	Orange, US	2020-03-12
Olivia Lewis	Adams county, US	2020-03-12
JIE HAO	Sunnyvale, CA	2020-03-12
maryeri molina	Fort Lauderdale, US	2020-03-12
Jaiden Rodriguez	Glen Burnie, US	2020-03-12
Kayla Levine-Stephens	Pooler, US	2020-03-12
Chris Carder	Midland, US	2020-03-12
Cynthia Snow	Plattsburgh, NY	2020-03-12
Jeremiah Ward	Plattsburgh, NY	2020-03-12
Alan Mussen	Peru, NY	2020-03-12
Colin Fergusson	Plattsburgh, NY	2020-03-12
Chris Everson	Plattsburgh, NY	2020-03-12
Olivia Williams	Cadyville, NY	2020-03-12
Dale Mainville	West Chazy, NY	2020-03-12
Sarah Downey	Plattsburgh, NY	2020-03-12
Megan Bourgeois	Champlain, NY	2020-03-12
Debra Dutcher	Saranac Lake, NY	2020-03-12
Christina Nori	Plattsburgh, NY	2020-03-12

Name	Location	Date
Courtney Sill	Plattsburgh, NY	2020-03-12
Matt Loach	Plattsburgh, NY	2020-03-12
Rachael Greminger	Plattsburgh, NY	2020-03-12
Margaret Clermont	Plattsburgh, NY	2020-03-12
Brittany Cohen	Plattsburgh, NY	2020-03-12
Austin Ocasio	Plattsburgh, NY	2020-03-12
Olivia Winterbottom	Plattsburgh, NY	2020-03-12
Chelsea Mooney	US	2020-03-12
Michael Dumar	Rouses Point, NY	2020-03-12
Lauren Howard	Plattsburgh, NY	2020-03-12
Sierra Harkey	Plattsburgh, NY	2020-03-12
Halle Carpenter	Ballston Spa, NY	2020-03-12
Craig Brashear	New York, NY	2020-03-12
Elizabeth Yokum	Plattsburgh, NY	2020-03-12
Luis Sierra	Plattsburgh, NY	2020-03-12
Dustin Lamere	Plattsburgh, NY	2020-03-12
Robert Elder	Plattsburgh, NY	2020-03-12
Stephen Sorensen	Davenport, IA	2020-03-12
Caleb Monterroso	Dallas, US	2020-03-12
Dulce Saavedra	Visalia, US	2020-03-12
Jacob Valadez	Grand Prairie, US	2020-03-12
samantha aguilar	Los Angeles, US	2020-03-12

Name	Location	Date
Shay ingham, I don’t even go here lol	Framingham, US	2020-03-12
Chris Taboada	Highwood, US	2020-03-12
megan grimmius	Fremont, US	2020-03-12
Alicia Dorgan	Atlanta, US	2020-03-12
Shawna Mefferd Kelty	Plattsburgh, NY	2020-03-12
Aiden Shultz	Huntingdon, US	2020-03-12
kim Bling	Dallas, US	2020-03-12
Tuyen Ly	Austin, US	2020-03-12
Liam Stewart	Portland, US	2020-03-12
Matthew Bardoo	Bay Shore, US	2020-03-12
Daniel Bratton	Newark, US	2020-03-12
Joseph Rubio	Los Angeles, US	2020-03-12
Adrienne Washington	Massachusetts	2020-03-12
Kelly Lampropoulos	Roslyn Heights, US	2020-03-12
Katherine Magana	Los Angeles, US	2020-03-12
Bailey Goodspeed	US	2020-03-12
jaden lachman	North Bergen, US	2020-03-12
ALTER EKIEK	Kansas City, US	2020-03-12
Kristina Carney	Oceanside, US	2020-03-12
Kali Speers	Indianapolis, US	2020-03-12
Cole Bogard	Grand Prairie, US	2020-03-12

Name	Location	Date
Guadalupe Galindo	North Hollywood, US	2020-03-12
Michael De La Fuente	Weslaco, US	2020-03-12
Will Zimmon	Groton, US	2020-03-12
Daniel Gomez	Sunnyvale, US	2020-03-12
Jolverany Hilario	Bronx, US	2020-03-12
Thomas Emery	Champlain, NY	2020-03-12
Sean Harrigan	Morrisonville, NY	2020-03-12
Dan Clermont	Plattsburgh, NY	2020-03-12
Peter Pokorny	Plattsburgh, NY	2020-03-13
Dinah Miller	New York	2020-03-13
Jennifer Trudeau	Plattsburgh, NY	2020-03-13
Carrie Healy	Morrisonville, NY	2020-03-13
Karen Case	PLATTSBURGH, NY	2020-03-13
Shane Fordham	Plattsburgh, NY	2020-03-13
Jessica Rigby	plattsburgh, NY	2020-03-13
Margret Felty	Plattsburgh, NY	2020-03-13
Holly Duell	Plattsburgh, NY	2020-03-13
Diane Felix	Plattsburgh, NY	2020-03-13
M Violet	Plattsburgh, NY	2020-03-13
Megan Fantinelli	Boulder, CO	2020-03-13
Aung San Htay	Endicott, US	2020-03-13
Latoya Christopher	Minneapolis, US	2020-03-13

Name	Location	Date
Chris Lee	Geneseo, US	2020-03-13
PEDRO TOC RODRIGUEZ	US	2020-03-13
Rubyn Choi	Granada Hills, US	2020-03-13
Jillian Kivelier	Clifton, US	2020-03-13
Alyza Privott-Spencer	Killeen, US	2020-03-13
Jennifer Glynn	Reston, VA	2020-03-13
Jennilee Vasquez	Lawrence, US	2020-03-13
Miguel Reyna	Racine, US	2020-03-13
Jordan Speck	Pomona, US	2020-03-13
Daphne Ortega	Los Angeles, US	2020-03-13
Julian Leon	San Carlos, US	2020-03-13
hannah bardisa	Miami, US	2020-03-13
Tamiyah Rose	Sulphur Springs, US	2020-03-13
larry barry	west covina, US	2020-03-13
Alyssa Nicklin	Henderson, US	2020-03-13
Kai Shong	Redwood City, US	2020-03-13
Kayla Trowel	Killeen, US	2020-03-13
Ur Mom	Santa Ana, US	2020-03-13
Pedro Ortiz	Temple, US	2020-03-13
bitch hoe	Killeen, US	2020-03-13
Megan Baker	Allentown, US	2020-03-13
Isaiah Sir	Carlsbad, US	2020-03-13

Name	Location	Date
Aaron Cabral	California, US	2020-03-13
Keyla Herrera	Sulphur springs, US	2020-03-13
Ko Andy	Fairfield, US	2020-03-13
Jasmine M	San Marcos, US	2020-03-13
Wesley Linden	San Marcos, US	2020-03-13
andrea becerra	Lynwood, US	2020-03-13
richard white	Cleveland, US	2020-03-13
? ?	Pasadena, US	2020-03-13
Mahsa Adib	Columbus, US	2020-03-13
Madalyn Tork	Crowley, US	2020-03-13
Nathalia Rosario	Killeen, US	2020-03-13
Andres Arroyo Coronado	Racine, US	2020-03-13
Julie Hernandez	Sherman Oaks, US	2020-03-13
Fiendout P	La Puente, US	2020-03-13
DEMARCUs LATTIEr	Bradenton, US	2020-03-13
Kaitlin Lemke	Chico, US	2020-03-13
Jake Sanada	Moreno Valley, US	2020-03-13
Brooke Cooksy	Forney, US	2020-03-13
Marymel Barrera	Oak Harbor, US	2020-03-13
Naydeli Villasenor	bakersfield, US	2020-03-13
Zaviar Fenn	Killeen, US	2020-03-13
Dylan Shirley	Matawan, US	2020-03-13

Name	Location	Date
Yang Zhai	San Diego, US	2020-03-13
Justice DuBois	Killeen, US	2020-03-13
Alondra Reyes	Los Angeles, US	2020-03-13
Antonia Clark	Elkhart, US	2020-03-13
Sergio Garci	Los Angeles, US	2020-03-13
James Robison	Dallas, US	2020-03-13
Sebastian Mattar	Woodland Hills, US	2020-03-13
Edwin Darrah	Plattsburgh, NY	2020-03-13
Braden Baum	San Marcos, US	2020-03-13
Surya Baba	Culver City, US	2020-03-13
Treyvon Johnson	Marietta, US	2020-03-13
Abigail Riley	Bakersfield, US	2020-03-13
Christopher Robles	Sylmar, US	2020-03-13
mckenna lucas	Chicago, US	2020-03-13
Jared Cateron	Orange, US	2020-03-13
Shannon Schiller	Portland, US	2020-03-13
Breezy Cory	Sylmar, US	2020-03-13
Mike Marcinkowski	Evergreen, CO	2020-03-13
Avocado Cheese	New York, US	2020-03-13
Val Cantu	Orange, US	2020-03-13
Dan Ashline-Beaudet	Morrisonville, NY	2020-03-13
Tina Osborne	Plattsburgh, NY	2020-03-13

Name	Location	Date
Nick Seiden	Plattsburgh, US	2020-03-13
Richard Clukey	Plattsburgh, NY	2020-03-13
Laura Slatkin	WHALLONSBURG, NY	2020-03-13
JOSEPH LEWIS	Plattsburgh, NY	2020-03-13
Brent Laduke	Elizabethtown, NY	2020-03-13
Terrance Doran	Plattsburgh, NY	2020-03-13
James Puleo	Plattsburgh, NY	2020-03-13
Cameron Doran	Plattsburgh, NY	2020-03-13
michelle hanley	plattsburgh, NY	2020-03-13
Pam Williams	Texas	2020-03-13
James Cayea	Plattsburgh, NY	2020-03-13
Greg Goldsmith	Plattsburgh, NY	2020-03-13
Jordan Feliciano	Plattsburgh, NY	2020-03-13
Emma Arevalo	Plattsburgh, NY	2020-03-13
Jill Parent, RN	Morrisonville, NY	2020-03-13
Carol Arnold	Plattsburgh, NY	2020-03-13
Linda Quigley	US	2020-03-13
Adam Kaluba	Burleson, US	2020-03-13
kaitlyn nguyen	Huntington Beach, US	2020-03-13
Ethan Vazquez	Ridgewood, US	2020-03-13
Amani Smikowski	Franklin, US	2020-03-13
Decari Randle	Chicago, US	2020-03-13

Name	Location	Date
Elfido Quintero Quintero	San Antonio, US	2020-03-13
Corina Rand	Helix, US	2020-03-13
Magda Torres	Bronx, US	2020-03-13
Jose Ramirez	Huntington Beach, US	2020-03-13
Miguel Vasquez	San Antonio, US	2020-03-13
Ayleen Vital	San Antonio, US	2020-03-13
Aukereya Hardy	Orlando, US	2020-03-13
Fabian B	San Antonio, US	2020-03-13
Chris P.	Cary, US	2020-03-13
Jordyn Diserens	Gatesville, US	2020-03-13
Katrina Townsend	Albuquerque, NM	2020-03-13
Ezekiel Soto	Belton, US	2020-03-13
Javon Hayes	Copperas Cove, US	2020-03-13
Giselle Medina	Bound Brook, US	2020-03-13
Christopher Dominguez	Miami, US	2020-03-13
Louis Quinn	Yonkers, US	2020-03-13
eliza nilson	Boston, US	2020-03-13
Nigger Man	Fort Wayne, US	2020-03-13
kaizen simmons	Killeen, US	2020-03-13
diamod wilkins	Houston, US	2020-03-13
Derek Rocha	Somerville, US	2020-03-13
Wyatt Arentz	Vista, US	2020-03-13

Name	Location	Date
Derek Hill	Elk River, US	2020-03-13
Gianna Pataca	Jupiter, US	2020-03-13
Mary Beth Fuller	Statesboro, US	2020-03-13
Jaden Cabrera	Cherry Hill, US	2020-03-13
Magaly Mora	Chicago, US	2020-03-13
Katie Herr	Brooklyn, US	2020-03-13
Zyae Torres	Killeen, US	2020-03-13
tray betts	West, US	2020-03-13
Jaden Nelson	Weare, US	2020-03-13
alyssa mendes	San Antonio, US	2020-03-13
Delaney Tenney	Swanzey, US	2020-03-13
Mohamed Ibrahim	Miami, US	2020-03-13
Dallas Lewis	Mobile, US	2020-03-13
Paetyn Hilborne	Plattsburgh, NY	2020-03-13
Amari Hughes	Springfield, US	2020-03-13
hilario baca	San Antonio, US	2020-03-13
Joshua Herne	Rialto, US	2020-03-13
javari Mcbuger	Los Angeles, US	2020-03-13
Timothy Rule	Plattsburgh, NY	2020-03-13
Alex Murillo	Riverside, US	2020-03-13
Zack Sisitsky	Washington, US	2020-03-13
Dorrine Provost	Plattsburgh, NY	2020-03-13

Name	Location	Date
Melodie Earls	Wadsworth, US	2020-03-13
Chad Cooper	Plattsburgh, US	2020-03-14
Lynn Schneider	West Chazy, NY	2020-03-14
Debra Ciccone	Plattsburgh, NY	2020-03-14
Julie Hogan	Plattsburgh, NY	2020-03-14
Tammy Steady	Morrisonville, NY	2020-03-14
Gregory Savage	Plattsburgh, NY	2020-03-14
Colleen Bishop	Granville, NY	2020-03-14
Gen LaDuke	Plattsburgh, NY	2020-03-14
Mary-Alice Shemo	Plattsburgh, NY	2020-03-14
Glen Mattiello	Morrisonville, NY	2020-03-14
Allen Fitz-Gerald	Jay, NY	2020-03-14
Elizabeth Herkalo	Plattsburgh, NY	2020-03-14
Tamara Fessette	Plattsburgh, NY	2020-03-14
Abby Fessette	Plattsburgh, NY	2020-03-14
Mark Davison	Plattsburgh, NY	2020-03-14
Mary Gertsch Cochran	Plattsburgh, NY	2020-03-14
Danielle Glaum	Manlius, NY	2020-03-14
Deborah Dragoon	Altona, NY	2020-03-14
Randy Kelley	Plattsburgh, NY	2020-03-15
Patricia Fitz-Gerald	Plattsburgh, NY	2020-03-15
Danielle Brooks	Keeseville, NY	2020-03-15

Name	Location	Date
Alex Palmer	Plattsburgh, NY	2020-03-15
Leah Garrant	US	2020-03-15
Daniel Laneville	Bethany, CT	2020-03-15
Roland Venne	Cadyville, NY	2020-03-15
Heather Barlow	Mooers, NY	2020-03-15
Jim Balko	Woodside, NY	2020-03-15
Randy Brooks	Keeseville, NY	2020-03-15
Elise DeCante	Plattsburgh, NY	2020-03-15
Josiah McDaniel	Florissant, US	2020-03-15
Yuan Wang	West Chesterfield, US	2020-03-15
john nagel	Coeur D'alene, US	2020-03-15
Wajahat Mahmood	Saint Albans, US	2020-03-15
Karin Cassidy	Arvada, US	2020-03-15
Mikayla Mason	Littleton, US	2020-03-15
Marla Medellin	Laredo, US	2020-03-15
Tristan Southworth	West Valley, US	2020-03-15
Rudy Mendoza	Niland, US	2020-03-15
Tina Mccrae	Beaverton, US	2020-03-15
Vilma Torres	Blakeslee, US	2020-03-15
Leilani Martin	North Las Vegas, US	2020-03-15
Bobby Milam	Dresden, US	2020-03-15
Loretta Johnson	Spartanburg, US	2020-03-15

Name	Location	Date
Brandon Merry	Las Vegas, US	2020-03-15
Ash Potter	Azle, US	2020-03-15
Pennycup Wolf	US	2020-03-15
James Chen	Corona, US	2020-03-15
Burgos Marien	Brooklyn, US	2020-03-15
Carson Barker	Mount holly, US	2020-03-15
Daniel Mancia	Lowell, US	2020-03-15
Rafael Felipe	New York, US	2020-03-15
Carie Mattox	Plattsburgh, NY	2020-03-15
Carsean Washington	Memphis, US	2020-03-15
Priscilla Velasco	Holtville, US	2020-03-15
Iris Anderson	US	2020-03-15
Sarah Gilliam	Bethel Park, US	2020-03-15
Anahi Gonzalez	Reading, US	2020-03-15
Emma Woodcock	Ardmore, US	2020-03-15
Kevin Rivera	Woodside, US	2020-03-15
David Aguilar-Vargas	North Las Vegas, US	2020-03-15
Delois Purvis	High Point, US	2020-03-15
Ali Turner	Fort Bragg, CA	2020-03-15
Nick Gerr	Philadelphia, US	2020-03-15
Ahmed Bahgat	واشنطن, US	2020-03-15

Name	Location	Date
Ongeziwe Pama	US	2020-03-15
Ethan Strine	York, US	2020-03-15
@santi._.lara .	Waco, US	2020-03-15
Diego Gonzalez	Yuba City, US	2020-03-15
abby davidson	Texarkana, US	2020-03-15
Jada Seaton	Flossmoor, US	2020-03-15
Michelle Cross	Plattsburgh, NY	2020-03-15
Norman Mccray	Plattsburgh, NY	2020-03-15
Marsha Fenimore	Elizabethtown, NY	2020-03-16
Nicole Peluso	Keeseville, NY	2020-03-16
Robert Decker	Plattsburgh, NY	2020-03-16
Mario Cecere	Plattsburgh, NY	2020-03-16
Ken Fenimore	Plattsburgh, NY	2020-03-16
Shaun O'Connell	Plattsburgh, NY	2020-03-16
Elizabeth Gorevic	US	2020-03-20
brenda ireland	plattsburgh, NY	2020-03-20
Bob Bryar	Plattsburgh, NY	2020-03-20
Jillian Husk	Plattsburgh, NY	2020-03-20
Jean Nelson	Plattsburgh, NY	2020-03-21
Andrew Thurber	Plattsburgh, NY	2020-03-21
Tracie Guzzio	Plattsburgh, NY	2020-03-21
Irma Pacock	Plattsburgh, NY	2020-03-21

Name	Location	Date
Mary Ellen Stanton	Plattsburgh, NY	2020-03-21
Lana Provost	Russell, U.S. Outlying Islands	2020-03-21
Gary Lambert	Plattsburgh, NY	2020-03-21
Gregory Light	Plattsburgh, NY	2020-03-21
Matt Ezero	Peru, NY	2020-03-21
Holly Ouimette	Keeseville, NY	2020-03-21
Mary Kay Ezero	Peru, NY	2020-03-21
Cathy Bashaw	Plattsburgh, NY	2020-03-21
Albert Cordes	Punta Gorda, FL	2020-03-21
Russell Puschak	Plattsburgh, NY	2020-03-22
Rachel Pedriani	Portland, OR	2020-03-22
Trudell Ingbretson	Keeseville, NY	2020-03-22
Carol Shuttleworth	Plattsburgh, US	2020-03-22
Daniela Gitlin	Plattsburgh, NY	2020-03-22
Isaac A	A, UK	2020-03-22
Mike Thompson	Champlain, NY	2020-03-23
Rachel Frisch	Plattsburgh, NY	2020-04-02
Matt Salvatore	Plattsburgh, NY	2020-04-02
james moesch	Plattsburgh, NY	2020-04-02
Jan Dean	Plattsburgh, NY	2020-04-02
Danielle Sherman	Plattsburgh, NY	2020-04-02
Stephanie Boutin	Plattsburgh, NY	2020-04-02

Name	Location	Date
Sharon Eagan	Plattsburgh, NY	2020-04-02
Saundra Stortz	Plattsburgh, NY	2020-04-02
Logan Thatcher	Plattsburgh, NY	2020-04-02
Joseph Akey	Morrisonville, NY	2020-04-03
Crystal Black	Lanesboro, US	2020-04-03
David Soucia	Plattsburgh, NY	2020-04-03
Melinda Akey	Morrisonville, NY	2020-04-03
Vickie Martineau	US	2020-04-03
Terri Dubray	Plattsburgh, NY	2020-04-03
Amanda Gohlke	Plattsburgh, NY	2020-04-03
Samantha Nephew	Plattsburgh, NY	2020-04-03
Armand Remillard	Plattsburgh, NY	2020-04-04
Mandy Beaudin	Plattsburgh, NY	2020-04-05
Susan Thew	Plattsburgh, US	2020-04-05
Britany Dubrey	Plattsburgh, NY	2020-04-08

- **Discover related petitions**

Save Durkee Street Parking!

2K supporters

- **Petition details**
- News & discussion
- Discover related petitions

Save Durkee Street Parking!

1,655 have signed. Let's get to 2,500!

Strong Towns Plattsburgh started this petition to City of Plattsburgh and 9 others

The fate of our downtown is in jeopardy! The City and State are proceeding with plans to turn the Durkee Street parking lot into a mixed-use development even though there has been little to no evidence of public support for the project all along.

The $10 million State-run Downtown Revitalization Initiative (DRI) was awarded to the City in 2016 on the basis of an application which included the idea for this project, which was developed with very little public input. When concerns about this plan were raised, members of the community were assured that they would have the opportunity to decide for themselves where the money would actually be spent. During the DRI planning process, this project polled at about 1-2% in the only public voting session offered during the planning process. As it turns out, the results of this poll were disregarded and NEVER REPORTED TO THE STATE. The final report to the state, however, FALSELY claimed that this project did have community support - even siting this poll date as evidence! - resulting in this project being awarded nearly HALF of the DRI grant, even though the public had clearly expressed the desire to invest the money in our existing buildings and infrastructure and/or development of the lake front area. Click here to see a comparison of public votes to funding decisions.

The plan to replace parking at the Durkee Street lot with a privately owned mixed-use development poses a serious threat to small businesses that rely on the city's largest parking lot for convenient access to their stores. A business petition with signatures from nearly 60 downtown businesses was delivered to the City of Plattsburgh Common Council last year with little response so far. Students, residents, county employees, welfare recipients, and others who live and work downtown also rely on the free and accessible parking currently available there. When the roads need to be plowed in the winter, it is often the only place to park - at it includes 80% of our off-street parking downtown. As it stands, the plans to replace the lot's 298 spaces remain foggy at best, and deceptive at worst. Replacement of the parking spaces at Durkee Street could end up costing the City far more than the $4.3 million dollars in grant funding allotted to its development. This would effectively make the DRI program a tax on our already struggling community!!!

Furthermore, large-scale developments like what is proposed on Durkee Street have a history of failure and of not living up to their promises. We need only look to Dock Street in our city where a $14M hotel and conference center only resulted in a $1.3M parking lot to nowhere. The public has understood this all along and has repeatedly expressed the desire to either diversify the DRI investment into many smaller bets that directly benefit the community, rather than benefiting a large developer recruited from outside of our region, or else invest the money in development of the waterfront, where city tax payers have ALREADY spent over a million dollars building a parking lot with over 300 parking spaces that have NO CURRENT USE! The proposed development for the Durkee Street Lot submitted by Prime Companies would make MUCH more sense on the lakefront, and they could invest more money into other aspects of their development, because they would not have to build ANY parking at all...it's already there! Representatives from Prime Companies even PUBLICLY EXPRESSED THEIR INTEREST IN THE LAKEFRONT PROPERTY! There is NO excuse for politicians and bureaucrats to allow their own interests to supersede the will of the people - especially for funding from a grant program which claims to support grass-roots, community-driven projects!

Public support for any development is crucial. Members of the public live in our community, have a vested interest in how the city grows, and have a deep understanding of what works and does not in our city because they experience it every day. By contrast, consultants and developers from outside our region do not possess this local knowledge and don't have to live with the consequences of their actions if their plans fall through or go awry.

Public support is also essential because development grants such as the Downtown Revitalization Initiative (DRI) are public tax dollars being put to work to develop public land for the benefit of the public—shouldn't we, the public, control how we use our money in our city?

By signing the following, we petition the city and the state to stop the Durkee Street mixed-use development and either reallocate $4.3M in DRI funding into projects the public actually wants, to be determined by a properly participatory planning process, or else relocate the proposed development by Prime Companies to the Lakefront on Dock Street.

Start a petition of your own
This petition starter stood up and took action. Will you do the same?

change.org

Recipient: City of Plattsburgh Planning Board & Zoning Board of Appeals and Concerned Citizens

Letter: Greetings,

Stop the Prime Company's Development of the Durkee Street Parking Lot

Signatures

Name	Location	Date
concerned citizens	US	2019-06-13
Benjamin Goff	Elizabethtown, US	2019-06-14
Robert French	Plattsburgh, NY	2019-06-14
Patrick Boyde	Plattsburgh, NY	2019-06-14
Erik Falkengren	Bedford, NH	2019-06-14
Taylor Trombley	Plattsburgh, US	2019-06-14
Aaron Patterson	Plattsburgh, US	2019-06-14
Emily Buskey	Plattsburgh, US	2019-06-14
Shannon Vogt	Plattsburgh, US	2019-06-14
Kevin Farrington	Plattsburgh, US	2019-06-14
Michael Metcalf	Plattsburgh, US	2019-06-14
Pravallika Pothula	Plattsburgh, US	2019-06-14
Brad Noviski	Plattsburgh, US	2019-06-14
Amber Desjardins	Plattsburgh, US	2019-06-14
Logan Brien	Plattsburgh, US	2019-06-14
Julie Baughn	Plattsburgh, US	2019-06-14
Anika Fullum	Plattsburgh, NY	2019-06-14
Thomas Hathaway	Central Falls, RI	2019-06-14
Penny Gaudreau	Plattsburgh, NY	2019-06-14
Terry Broderick	Plattsburgh, US	2019-06-14

Name	Location	Date
Kathleen Williamson	Plattsburgh, US	2019-06-14
Carla Brancato	Plattsburgh, US	2019-06-14
steve graf	Plattsburgh, US	2019-06-14
pamela lefebvre	Plattsburgh, NY	2019-06-14
Nastasia Lauzon	Plattsburgh, US	2019-06-14
Scott Friedman	Plattsburgh, NY	2019-06-14
Brooke Elizabeth	US	2019-06-14
Christina Nori	Plattsburgh, NY	2019-06-14
Tanner Charland	Plattsburgh, US	2019-06-14
Alex Fuller	Plattsburgh, NY	2019-06-14
David Rabideau	Upper Jay, US	2019-06-14
Siena Allen	Plattsburgh, US	2019-06-14
Travis Brunet	Plattsburgh, US	2019-06-14
Joanna Laplant	West chazy, US	2019-06-14
Paige Luton	Plattsburgh, US	2019-06-14
Shirley Leblanc	Plattsburgh, NY	2019-06-14
Chasidy Corbel	Plattsburgh, US	2019-06-14
Michael Nori	Mooers forks, US	2019-06-14
lizabeth allen	plattsburgh, NY	2019-06-14
Alexander Cribb	Plattsburgh, US	2019-06-14
Joyce Cepeda	Plattsburgh, NY	2019-06-14
Deliah Lorey	Plattsburgh, US	2019-06-14

Name	Location	Date
Allan O'Brien	Plattsburgh, NY	2019-06-14
Kristen Robinson	Plattsburgh, NY	2019-06-14
April Wood	Chazy, US	2019-06-14
Margali Rae	Plattsburgh, NY	2019-06-14
Lance Arnold	Plattsburgh, US	2019-06-14
David Long	Plattsburgh, US	2019-06-14
Michelle Goddeau	Saranac, US	2019-06-14
Alane Manor	Mooers Forks, NY	2019-06-14
Keith Germain	Alton, US	2019-06-14
Courtney Willey	Plattsburgh, US	2019-06-14
Jonathan schneiderman	Plattsburgh, NY	2019-06-14
Kristine Roberts	Plattsburgh, NY	2019-06-14
Bradi Almodovar	West Chazy, NY	2019-06-14
Lorri Boucher	Plattsburgh, US	2019-06-14
Leeann Engler	Plattsburgh, US	2019-06-14
Danielle Erb	Plattsburgh, NY	2019-06-14
Amanda DeCicco	plattsburgh, US	2019-06-14
Sadie DuBray	Plattsburgh, NY	2019-06-14
Cierra Armstrong	Plattsburgh, NY	2019-06-14
Nate Holmes	Saranac, NY	2019-06-14
Claudio Zantana	Plattsburgh, NY	2019-06-14
Ramona Killam	Chazy, US	2019-06-14

Name	Location	Date
Jeremiah Ward	Plattsburgh, NY	2019-06-14
Carla Brotherton	Plattsburgh, NY	2019-06-14
Crystal Drew	Plattsburgh, NY	2019-06-14
Alsaisha Scott	Niagara Falls, US	2019-06-14
Jerry Cadieux	Plattsburgh, NY	2019-06-14
paul bardis	Plattsburgh, NY	2019-06-14
Cameron Jersey	Plattsburgh, US	2019-06-14
colleen lester	plattsburgh, NY	2019-06-14
Jillian Palumbo	Plattsburgh, NY	2019-06-14
Audra Green	Peru, NY	2019-06-14
Sandra Goodhue	Chazy, US	2019-06-14
Justin Stroup	Plattsburgh, US	2019-06-14
KATHY BAUMGARTEN	Plattsburgh, US	2019-06-14
Jennifer Garrant	New York, US	2019-06-14
Jarred LaValley	Plattsburgh, US	2019-06-14
Paul Stevens	Plattsburgh, NY	2019-06-14
Cynthia Snow	Plattsburgh, NY	2019-06-14
Kieron Britto	Plattsburgh, US	2019-06-14
Karen Trombley	Rouses Point, US	2019-06-14
Jordan Hill	Plattsburgh, US	2019-06-14
Tricia Frampton	Secaucus, NJ	2019-06-14
Ben Key	Plattsburgh, US	2019-06-14

Name	Location	Date
Amanda Kresge	Plattsburgh, NY	2019-06-14
Timothy Barber	Plattsburgh, US	2019-06-14
Colin Fergusson	Plattsburgh, NY	2019-06-14
Bryan Smith	Plattsburgh, NY	2019-06-14
Sarah Rougier	Plattsburgh, US	2019-06-14
Alan Mussen	Peru, NY	2019-06-14
Nicole Annis	Plattsburgh, NY	2019-06-14
Amanda Lepage	Plattsburgh, NY	2019-06-14
Lianna Savage	Saranac, NY	2019-06-14
Jordon Hicks	Plattsburgh, US	2019-06-14
Garrett Cleland	Newport News, VA	2019-06-14
Alexandra Farrington	Secaucus, US	2019-06-14
Gerald Trombley	Chazy, US	2019-06-14
Victoria Hufendick	Plattsburgh, US	2019-06-14
Krystal Lambert	Plattsburgh, US	2019-06-14
Heather Skehan	Austin, US	2019-06-14
Sarah Mundy	Secaucus, US	2019-06-14
Linda Dubay	AuSable Forks, US	2019-06-14
Ben Calhoun	Plattsburgh, US	2019-06-14
Nicky Preston	Plattsburgh, NY	2019-06-14
Anthony Hill	Plattsburgh, US	2019-06-14
Crystal Bonesteel	Malone, US	2019-06-14

Name	Location	Date
Linda Barnes	Plattsburgh, US	2019-06-14
Judy Laramie	plattsburgh, US	2019-06-14
Dustin Towle	Plattsburgh, US	2019-06-14
Dianna Leclair	US	2019-06-14
Kelly Normandin	Plattsburgh, NY	2019-06-14
CHAD Taylor	Plattsburgh, US	2019-06-14
Jessie LaRose	Potsdam, US	2019-06-14
Kelley Leclair	Cadyville, NY	2019-06-14
Kathleen Weaver	Plattsburgh, US	2019-06-14
Cory Vassar	Plattsburgh, US	2019-06-14
Geana Nephew	US	2019-06-14
Megan Perez	Plattsburgh, NY	2019-06-14
Stephanie Griffin	Plattsburgh, US	2019-06-14
Stephen Monahan	Plattsburgh, US	2019-06-14
Dana Berry	Plattsburgh, NY	2019-06-14
Jenarae Beaudin	Plattsburgh, US	2019-06-14
Tim Fergusson	Altona, NY	2019-06-14
Deborah Yokum	Saranac, US	2019-06-14
Adam Drollette	Plattsburgh, NY	2019-06-14
Jill Perreira	Worcester, US	2019-06-14
Kerilyn Guynup	Morrisonville, US	2019-06-14
Matthew Guay	Plattsburgh, US	2019-06-14

Name	Location	Date
Arnold Barretto	Plattsburgh, US	2019-06-14
beth gebo	plattsburgh, NY	2019-06-14
James Dolan	Morrisonville, NY	2019-06-14
Joyce Chambers	Cadyville, Suriname	2019-06-14
Maria Cadieux	US	2019-06-14
Jill Mitchell	Champlain, US	2019-06-14
nicholas dubay	plattsburgh, NY	2019-06-14
Matthew Rock	Plattsburgh, NY	2019-06-14
Nick Plouffe	Saint Albans, US	2019-06-14
John McMahon	Plattsburgh, NY	2019-06-14
Ashley Harron	Plattsburgh, US	2019-06-14
Joe Cashin	Delmar, US	2019-06-14
Stephanie Theobald	Plattsburgh, NY	2019-06-14
John Gordon	Plattsburgh, NY	2019-06-14
Chastity Connell	Peru, NY	2019-06-14
Jodie Lapier	Champlain, NY	2019-06-14
cornelia forrence	Peru, US	2019-06-14
Michael Marbut	Plattsburgh, NY	2019-06-14
John Cech	Plattsburgh, NY	2019-06-14
Brianna Hepburn	Plattsburgh, US	2019-06-14
Kyle Okusky	Plattsburgh, US	2019-06-14
Luke LaPointe	Plattsburgh, US	2019-06-14

Name	Location	Date
Brianna Howie	Peru, US	2019-06-14
Christine OBrien	Plattsburgh, US	2019-06-14
Amanda Miller	Plattsburgh, NY	2019-06-14
Marybeth Valentine	Chazy, NY	2019-06-14
Klaus Baumgarten	Plattsburgh, US	2019-06-14
Jean LaFave	Plattsburgh, US	2019-06-14
Kate Mahoney-Myers	Plattsburgh, US	2019-06-14
Kayla Barber	Plattsburgh, US	2019-06-14
Terry Norcross	Plattsburgh, NY	2019-06-14
Derek Cote	Plattsburgh, US	2019-06-14
Steve Mahoney	Altona, NY	2019-06-14
Scott Allen	Plattsburgh, NY	2019-06-14
Jennifer Pecore	Keeseville, NY	2019-06-14
Christine Clinton	Lake Ronkonkoma, NY	2019-06-14
Caitlyn Johnston	schuyler falls, NY	2019-06-14
Christopher Strebendt	Potsdam, US	2019-06-14
Cynthia Lathrem	Plattsburgh, US	2019-06-14
Christina Kester-Tallman	Cadyville, US	2019-06-14
Cheryl Blair	Plattsburgh, US	2019-06-14
Benjamin Irwin	Plattsburgh, NY	2019-06-14
Aubrey O'Hagan	Plattsburgh, NY	2019-06-14
Courtney Khristiansen	Plattsburgh, US	2019-06-14

Name	Location	Date
sally jarvis	champlain, NY	2019-06-14
Olivia Collins	Plattsburgh, NY	2019-06-14
Wong IAN FU	San Diego, US	2019-06-14
Allison Swick-Duttine	Plattsburgh, US	2019-06-14
Bernie Clifton	Morrisonville, NY	2019-06-14
Felicia Herzog	Plattsburgh, NY	2019-06-14
Jennifer Trudeau	Plattsburgh, NY	2019-06-14
Sydney Sturgen	Plattsburgh, NY	2019-06-14
Scott Pierce	Plattsburgh, NY	2019-06-14
Kay Woods	Plattsburgh, US	2019-06-14
Sabrina Steele	Plattsburgh, US	2019-06-14
Erica Lefebvre	Plattsburgh, US	2019-06-14
Scott Lamoy	West Chazy, NY	2019-06-14
Jason Trudeau	Plattsburgh, US	2019-06-14
Kimberly Cummins	Plattsburgh, US	2019-06-14
carla cowdrey	Collinsville, US	2019-06-14
Natalie Ward	Plattsburgh, US	2019-06-14
Hannah Fisher	Plattsburgh, US	2019-06-14
Peter Garnot	West Chazy, US	2019-06-14
Courtney Sill	Plattsburgh, NY	2019-06-14
James Fleury	Plattsburgh, NY	2019-06-14
Felicia Harn	Plattsburgh, US	2019-06-14

Name	Location	Date
Linda Hatch	Plattsburgh, US	2019-06-14
Lane Buzzell	Saranac Lake, US	2019-06-14
Derrick Racette	Plattsburgh, US	2019-06-14
Kara Lennon	Plattsburgh, US	2019-06-14
Michael Coughlin	Plattsburgh, US	2019-06-14
Kate Giroux	Plattsburgh, US	2019-06-14
Denise Thibodeau	US	2019-06-14
Jessica Hoffman	Saranac, US	2019-06-14
Emma Mahoney	Altona, US	2019-06-14
Jacqueline Barcomb	Plattsburgh, US	2019-06-14
Stephen Prandato	Plattsburgh, US	2019-06-14
Jennifer Dwyer	Plattsburgh, NY	2019-06-14
cathy mallory	plattsburgh, NY	2019-06-14
Jeremy Keach	Willsboro, NY	2019-06-14
Cassidy Thompson.	Plattsburgh, US	2019-06-14
Ashley Bushmoore	Plattsburgh, NY	2019-06-14
Clinton Robinson	Keeseville, US	2019-06-14
jason monto	West Chazy, US	2019-06-14
Olivia Williams	Plattsburgh, US	2019-06-14
Susan Larche	West Chazy, NY	2019-06-14
Jordyn Boisseau	Plattsburgh, NY	2019-06-14
amy m miller	vermontville, NY	2019-06-14

Name	Location	Date
Kim Latour	Plattsburgh, US	2019-06-14
Jennifer Jenkins	Montpelier, VT	2019-06-14
Sean Gerolimatos	Plattsburgh, US	2019-06-14
Thomas Gadway	Plattsburgh, US	2019-06-14
Mike Marcinkowski	Burlington, VT	2019-06-14
Matt McDonald	Champlain, US	2019-06-14
Katy Grant	US	2019-06-14
Katie Currier	West Chazy, NY	2019-06-14
Diane Beaudoin	Plattsburgh, US	2019-06-14
Sylvia Laduke	Plattsburgh, US	2019-06-14
Elise DeCante	Plattsburgh, NY	2019-06-14
Julia Capone	Plattsburgh, US	2019-06-14
Leanna thalmann	Chazy, US	2019-06-14
Marci Gillett	Plattsburgh, US	2019-06-14
Lisa Pendleton Corral	Plattsburgh, NY	2019-06-14
Kristina Premo	Churubusco, US	2019-06-14
Beth Calhoun	Plattsburgh, NY	2019-06-14
Danielle Duprey	Plattsburgh, US	2019-06-14
Tamara Beaudette	Richfield Springs, NY	2019-06-14
Mark Quesnel	Ellenburg, NY	2019-06-14
Dorie Rivers	Plattsburgh, US	2019-06-14
Allison LaMountain	Ellenburg Depot, US	2019-06-14

Name	Location	Date
Jeff Mars	Peru, US	2019-06-14
Dustin Smith	Plattsburgh, NY	2019-06-14
Carrie Gleason	Littleton, CO	2019-06-14
Adrienne LABOMBARD	Plattsburgh, NY	2019-06-14
Nathan Gilmore	Glens Falls, US	2019-06-14
Corey Bourgeois	Rouses Point, US	2019-06-14
Jacob Goddeau	Plattsburgh, US	2019-06-14
Sue Drumgould	Scranton, US	2019-06-14
Gerri Lambert	Peru, US	2019-06-14
Jeremy Drowne	West Chazy, NY	2019-06-14
Tammy Brinson	Plattsburgh, US	2019-06-14
noelle tedford	Plattsburgh, NY	2019-06-14
Michele Duprey	Peru, NY	2019-06-14
Naomi Lemieux	Denver, US	2019-06-14
Jenilee Gillespie	Champlain, US	2019-06-14
Ece Akturk	Framingham, MA	2019-06-14
Elizabeth Yokum	Plattsburgh, NY	2019-06-14
April Hardin	Plattsburgh, NY	2019-06-14
Cindy Potts	Ellenburg Center, US	2019-06-14
Lynn Bezio	Plattsburgh, NY	2019-06-14
Shayla Decker	Saranac, US	2019-06-14
Thomas Phillips	Hudson, US	2019-06-14

Name	Location	Date
Jeremy Baker	Plattsburgh, NY	2019-06-14
Tim Lemieux	Jacksonville, US	2019-06-14
John Friedrich	Chazy, US	2019-06-14
David Nogle	Glen Burnie, US	2019-06-14
David duprey	peru, NY	2019-06-14
Luis Sierra	Plattsburgh, NY	2019-06-14
Pauline McCauley	Palm Bay, FL	2019-06-14
Claire Larson	Plattsburgh, NY	2019-06-14
Shawn Raudenbush	Plattsburgh, US	2019-06-14
nichole lintz	US	2019-06-14
Nathan Bull	Plattsburgh, US	2019-06-14
Claire Deon	Plattsburgh, US	2019-06-14
Sean Howie	Plattsburgh, NY	2019-06-14
Anita Weigelt	Sterling, NY	2019-06-14
James LaPierre	Champlain, US	2019-06-14
Joseph Fountain	Plattsburgh, US	2019-06-14
Criss Bass	AuSable Forks, NY	2019-06-14
Anna Grubb	keeseville, NY	2019-06-14
Annette Hosler Hosler	Chazy, NY	2019-06-14
Mike Pinelli	Port Orange, US	2019-06-14
Nicholas Barcomb	Plattsburgh, US	2019-06-14
Brandy Morse	Plattsburgh, US	2019-06-14

Name	Location	Date
Bryant Robinson	Plattsburgh, US	2019-06-14
Elizabeth Davies	Plattsburgh, US	2019-06-14
patti bradshaw	New York, NY	2019-06-14
Larry Dolan	Plattsburgh, US	2019-06-14
Christina Battinelli	Plattsburgh, US	2019-06-14
Christopher Huchro	Plattsburgh, US	2019-06-14
Bridgid Murnane	Plattsburgh, NY	2019-06-14
Sherry Scofield	Chazy, US	2019-06-14
Shanna Cross	Plattsburgh, US	2019-06-14
Annette St Pierre	Plattsburgh, US	2019-06-14
Jesse Terry	Plattsburgh, NY	2019-06-14
Thomas Tennian	Keeseville, US	2019-06-14
Shawn Mulvaney	Plattsburgh, US	2019-06-14
Kim Sanger	West Chazy, NY	2019-06-14
Jennifer Fuller	Plattsburgh, US	2019-06-14
Dustin Lindsay	Highgate Center, US	2019-06-14
Deborah Wells	Plattsburgh, NY	2019-06-14
Gordon Duprey	Peru, NY	2019-06-14
Pamela Terry	Redford, NY	2019-06-14
Theresa Luperi-koenig	Crescent City, CA	2019-06-14
Amy Rock	Plattsburgh, NY	2019-06-14
yvette tillema	Keene, NY	2019-06-14

Name	Location	Date
Susan Rogers	Plattsburgh, NY	2019-06-14
Lorraine Cole	Chazy, NY	2019-06-14
Anthony Natoli	Sacramento, US	2019-06-14
Ken Van Stockum	West chazy, US	2019-06-14
rosemary maglienti	morrisonville, NY	2019-06-14
Shelley Fracalossi	Plattsburgh, NY	2019-06-14
tanya brandmeier	Plattsburgh, NY	2019-06-14
jeanne COUCHEY	Saranac, US	2019-06-14
Jennifer Kelley	Morrisonville, NY	2019-06-14
Emily Estus	New York	2019-06-14
John Baxter	Greer, US	2019-06-14
Kris Petrashune	Plattsburgh, US	2019-06-14
Anne Kirby	Secaucus, US	2019-06-14
Stacy Edwards	Plattsburgh, NY	2019-06-14
Stephanie McCaughan	Chazy, US	2019-06-14
Megan Aubrey	Rouses Point, US	2019-06-14
catherine van nortwick	east syracuse, NY	2019-06-14
Penny Mesel	West Chazy, NY	2019-06-14
Bradley Knapp	Plattsburgh, US	2019-06-14
Brittany Cohen	Plattsburgh, NY	2019-06-14
Daphne Vassar	Plattsburgh, US	2019-06-14
Natalie Sharlow	Plattsburgh, US	2019-06-14

Name	Location	Date
Patricia Amore	Plattsburgh, NY	2019-06-14
Allison Lambert	Cameron, US	2019-06-14
Holly Baker	Plattsburgh, NY	2019-06-14
Christopher Krohn	Plattsburgh, NY	2019-06-14
Timothy Hill	Plattsburgh, NY	2019-06-14
Marc Woodley	Plattsburgh, US	2019-06-14
Sarah Ormsby	Plattsburgh, US	2019-06-14
Mary Lee Giambruno Fuge	Waxahachie, US	2019-06-14
Robert Stansbury	Cottondale, US	2019-06-14
Ashley Heming	Plattsburgh, US	2019-06-14
Jessica Hayden	Peru, US	2019-06-14
Tina A	Plattsburgh, US	2019-06-14
Angela Garrand	Ellenburg Center, NY	2019-06-14
Nicholas Graton	Plattsburgh, NY	2019-06-14
Luella May	Prairie Farm, US	2019-06-14
Kevin Bedard	Plattsburgh, NY	2019-06-14
Rachael Everleth	Mooers, NY	2019-06-14
Lisa Cotter	Newport, US	2019-06-14
Barbara Ducatte	saranac, NY	2019-06-14
Jana Wynnik	Plattsburgh, NY	2019-06-14
Kim Schafer	Johnstown, US	2019-06-14
samantha allen	plattsburgh, NY	2019-06-14

Name	Location	Date
Deborah Ribis	Albany, US	2019-06-14
Beth Walker	Champlain, US	2019-06-14
Christopher Boucher	Peru, NY	2019-06-14
Kevin McTague	Plattsburgh, US	2019-06-14
Elizabeth Thomas	Plattsburgh, NY	2019-06-14
Camren LeDuc	Saranac, NY	2019-06-14
Lauren Lavorando	Plattsburgh, NY	2019-06-14
Joanne Circelli	Albany, NY	2019-06-14
Timothy Holmes	West Chazy, NY	2019-06-14
nanci williams	peru, NY	2019-06-14
Amanda Boshart	Plattsburgh, US	2019-06-14
Ashlee Rule	Plattsburgh, US	2019-06-14
Abigail St. Onge	Mooers, US	2019-06-14
Vincent O'Driscoll	Plattsburgh, US	2019-06-14
Deanna Mero	Plattsburgh, US	2019-06-14
Derek Bradt	Plattsburgh, US	2019-06-14
Janice Washburn	Keeseville, NY	2019-06-14
Patricia Kalenak	Tupper Lake, NY	2019-06-14
James Yanulavich	Plattsburgh, NY	2019-06-14
Adrienne Smith	Plattsburgh, US	2019-06-14
Charles Burke	Plattsburgh, US	2019-06-14
Lydia Mieses-Monette	Plattsburgh, US	2019-06-14

Name	Location	Date
Angela LaPorte	Plattsburgh, NY	2019-06-14
Kira LaRose	Potsdam, NY	2019-06-14
Eric Trudeau	Plattsburgh, US	2019-06-14
John Kaczkowski	Springfield, US	2019-06-14
Ann Marie LeClair	West Chazy, NY	2019-06-14
johanna Consoli	Fredonia, NY	2019-06-14
William Brault	Morrisonville, US	2019-06-14
Caroline Hillyard	Plattsburgh, NY	2019-06-14
Bobby Annis	New York, US	2019-06-14
Krystal Reyell	Plattsburgh, US	2019-06-14
Melissa Jennette	Plattsburgh, US	2019-06-14
Tyler Elliott	Malone, US	2019-06-14
Elizabeth Jost	Plattsburgh, US	2019-06-14
Nicole Seymour	Chazy, NY	2019-06-14
Shane Passino	US	2019-06-14
Autumn Edmonston	Plattsburgh, US	2019-06-14
Darlene Rabideau	Allentown, US	2019-06-14
Rita Santamore	Texas	2019-06-14
Margaret Clermont	Plattsburgh, NY	2019-06-14
Daniela Gitlin	Plattsburgh, US	2019-06-14
Andra Hogle	US	2019-06-14
Jennifer Barrett	Plattsburgh, US	2019-06-14

Name	Location	Date
Emily Morales	Rancho Cordova, US	2019-06-14
MARY ALBERT KEMP	PLATTSBURGH, NY	2019-06-14
Janelle Bausman	Plattsburgh, US	2019-06-14
Heather Jock	Ogdensburg, US	2019-06-14
Taylor Cassevah	Plattsburgh, US	2019-06-14
Gwen Eamer	Plattsburgh, NY	2019-06-14
Steven Googin	Keeseville, NY	2019-06-14
Jane Reome	Plattsburgh, US	2019-06-14
Heather Darrah	Cadyville, US	2019-06-14
Eileen O'Connor	New York, US	2019-06-14
Kim Ford	Plattsburgh, NY	2019-06-14
Josh Foster	Plattsburgh, US	2019-06-14
Jenn Decarlo	Plattsburgh, US	2019-06-14
Karrie Bouissey	Plattsburgh, NY	2019-06-14
matt tynon	Ogdensburg, NY	2019-06-14
Michelle Drollette	Plattsburgh, NY	2019-06-14
Christy Ladue	Plattsburgh, US	2019-06-14
Kenneth Hausrath	Plattsburgh, US	2019-06-14
Mindy Fay	Plattsburgh, US	2019-06-14
Morgan Maye	Plattsburgh, US	2019-06-14
Lisa Desotell	Plattsburgh, US	2019-06-14
michael bendaravicius	Rouses Point, US	2019-06-14

Name	Location	Date
Shari Miner	US	2019-06-14
Karen Batchelder	Plattsburgh, NY	2019-06-14
Chad Rowe	Plattsburgh, US	2019-06-14
James Hubbard	East Haven, US	2019-06-14
Margo Beyer	Plattsburgh, US	2019-06-14
Scott Monette	US	2019-06-14
Mary Labonte	Guilderland, US	2019-06-14
KRISTA BULL	Plattsburgh, US	2019-06-14
Nick Seiden	Plattsburgh, US	2019-06-14
Larissa Deitering	Chazy, NY	2019-06-14
Sylvia Duquette	Cadyville, US	2019-06-14
Norma Hill	Plattsburgh, NY	2019-06-14
Jordan G	Plattsburgh, US	2019-06-14
RoseMary Huebner	Montpelier, VT	2019-06-14
Hope Edie-Provost	Plattsburgh, US	2019-06-14
Brittany Rousseau	Newport, US	2019-06-14
Nicole Dollar	Stephens City, VA	2019-06-14
Tamayra Rice	Westport, US	2019-06-14
Elliott Harris	Plattsburgh, US	2019-06-14
Marcy McNally	Plattsburgh, US	2019-06-14
aidan keefe	peru, NY	2019-06-14
Ryan Walsh	Buffalo, US	2019-06-14

Name	Location	Date
Jessica Hammer	Peru, US	2019-06-14
Laurie Duprey	Schuylerfalls, US	2019-06-14
Robert Hoff	East Haven, CT	2019-06-14
Christopher Brachio	Plattsburgh, US	2019-06-14
Melanie Bliss-Hall	Plattsburgh, US	2019-06-14
Sarah McCarty	Plattsburgh, US	2019-06-14
Katie Wolson	Plattsburgh, US	2019-06-14
Benjamin McKenzie	Bakersfield, US	2019-06-14
Carol Diliberto	Massapequa Park, US	2019-06-14
Shelly OConnor	Las Vegas, US	2019-06-14
Marilyn Duprey	Altona, US	2019-06-14
Cassie King	Mooers, NY	2019-06-14
Kelly Roberts	Mooers, NY	2019-06-14
Elaine / Jim Sherman	Plattsburgh, US	2019-06-14
Madonna Howard	Fitchburg, MA	2019-06-14
Ivel Kelly	US	2019-06-14
Michael Mason	Chazy Lake, NY	2019-06-14
Christien Gilman	Plattsburgh, US	2019-06-15
MARYANN LEFEVRE	Plattsburgh, NY	2019-06-15
Lois Putnam	Plattsburgh, US	2019-06-15
Denise Ryder	Plattsburgh, US	2019-06-15
Patricia Nelson	Plattsburgh, US	2019-06-15

Name	Location	Date
Lucy McCarthy	Plattsburgh, US	2019-06-15
William Prevo	Plattsburgh, US	2019-06-15
Sarah Titherington	Plattsburgh, US	2019-06-15
Juliette Lynch	Plattsburgh, NY	2019-06-15
Caitlin Jackson	Plattsburgh, NY	2019-06-15
Tracy LaCount	Champlain, NY	2019-06-15
donna dixon	Plattsburgh, US	2019-06-15
Teresa Lemieux	Plattsburgh, NY	2019-06-15
Sierra Harkey	Plattsburgh, NY	2019-06-15
Cassandra Abellard	Plattsburgh, NY	2019-06-15
Allan Trombley	Morrisonville, US	2019-06-15
Linda Trombley	Rouses Point, US	2019-06-15
Maria Flores	East Berne, NY	2019-06-15
S Bush	Plattsburgh, NY	2019-06-15
Robert Dolan	Plattsburgh, US	2019-06-15
Vickie Martineau	US	2019-06-15
Margaret Canning	Plattsburgh, NY	2019-06-15
Kenny Morrison	Camden, US	2019-06-15
Ellen Rogers	Plattsburgh, US	2019-06-15
chris shutts	Plattsburgh, NY	2019-06-15
Nick Kirk	Roseville, US	2019-06-15
Terry Doran	Chazy, US	2019-06-15

Name	Location	Date
Megan Elms	Hartford, US	2019-06-15
Erin Norcross	Morrisonville, US	2019-06-15
Tim Nolan	Fairport, NY	2019-06-15
Courtney Moriarty	Plattsburgh, US	2019-06-15
Adrianna Kowalczyk	Plattsburgh, US	2019-06-15
Jannell Nickols	Saranac, NY	2019-06-15
Kim Skolnick	Plattsburgh, NY	2019-06-15
Stephanie Drown	Mooers, US	2019-06-15
Matthew Arless	Mooers, US	2019-06-15
Caitlin Stebbins	Plattsburgh, NY	2019-06-15
Ian Rogers	Plattsburgh, US	2019-06-15
Jennifer Weeks	Mooers, US	2019-06-15
Renee Yampolsky	Delray Beach, FL	2019-06-15
Andree Sapp	Morrisonville, NY	2019-06-15
Joshua Mitch	Tonawanda, NY	2019-06-15
Alisha Ducatte	Stamford, US	2019-06-15
Chelsea Arrington	University Place, WA	2019-06-15
Kimberly Donnelly	West Chazy, US	2019-06-15
Josh Seymour	Plattsburgh, US	2019-06-15
Heather Willey	Plattsburgh, NY	2019-06-15
Nicholas Sprague	Chazy, US	2019-06-15
Lucas Tooker	Plattsburgh, US	2019-06-15

Name	Location	Date
Margret Felty	Peru, NY	2019-06-15
Ryan West	Wilmington, US	2019-06-15
Hollie Flores	Estero, US	2019-06-15
Penny Bowers	Plattsburgh, US	2019-06-15
Kathleen Sciole	Plattsburgh, US	2019-06-15
Maureen Wright	Leominster, MA	2019-06-15
Jerome Johnson	Plattsburgh, US	2019-06-15
Paul Loner	Plattsburgh, US	2019-06-15
Richard Taylor	Pasadena, US	2019-06-15
Judy Lampros	Humboldt, US	2019-06-15
Tim Savoir	Champlain, US	2019-06-15
Edwin Darrah	Plattsburgh, US	2019-06-15
Andre Lacombe	Eatontown, US	2019-06-15
Matthew Stroinski	Plattsburgh, NY	2019-06-15
Deborah Filion	Sarasota, FL	2019-06-15
Brendan Moneypenny Hall	Delmar, US	2019-06-15
Joseph Akey	Plattsburgh, NY	2019-06-15
Courtenay Miller	Plattsburgh, US	2019-06-15
Frederic Mahieu	Brossard, Canada	2019-06-15
Michelle Mitchell	Plattsburgh, US	2019-06-15
Ngoc Hoang	Arlington, US	2019-06-15
Penny Allen	Plattsburgh, NY	2019-06-15

Name	Location	Date
Phil Drollette	Schuyler Falls, US	2019-06-15
Heather LaBarre	Plattsburgh, US	2019-06-15
Pamela Morgan	Silver City, US	2019-06-15
Kathryn Wendling	Plattsburgh, US	2019-06-15
Steven Willey II	Ballston Spa, US	2019-06-15
Chelsea Johnston	Plattsburgh, US	2019-06-15
James Duerr	Lake placid, US	2019-06-15
Michael Hollis	Brookline, MA	2019-06-15
Levi Lewis	Chazy, US	2019-06-15
Mike Bola	AuSable Forks, US	2019-06-15
Pamela McCarthy	Plattsburgh, US	2019-06-15
Anja Bouchard	Morrisonville, US	2019-06-15
Karen Suydam	Delmar, NY	2019-06-15
Kevin Defayette	Plattsburgh, US	2019-06-15
Lauren kneeobne	Swanton, VT	2019-06-15
Joshua Scheunemann	Plattsburgh, US	2019-06-15
Beth Dobson	Isle la Motte, VT	2019-06-15
julie houghton	Plattsburgh, US	2019-06-15
Neil Sedlak	Silver Spring, US	2019-06-15
Victoria Waple	Lewiston, US	2019-06-15
Keegan Defayette	Dannemora, US	2019-06-15
emery corbine	Canton, US	2019-06-15

Name	Location	Date
Tina Smith	Advance, US	2019-06-15
Lynda Mussen	Peru, US	2019-06-15
Brittany Bracy	Plattsburgh, US	2019-06-15
Isabel MIKSA	North Royalton, US	2019-06-15
Carter Jones	Plattsburgh, US	2019-06-15
Jeffery Laundry	Plattsburgh, US	2019-06-15
Lysandra DeZalia	Peru, US	2019-06-15
Dianne Gizowski	Smyrna, US	2019-06-15
Abby Carr	Plattsburgh, NY	2019-06-15
Gerald Girard	Morrisonville, US	2019-06-15
Faith Zuckerberg	Morrisonville, NY	2019-06-15
Trisha Sessums	Plattsburgh, US	2019-06-15
Marilyn Plishka	Keeseville, US	2019-06-15
Ashley Holmes	Plattsburgh, US	2019-06-15
Shawn Adas	Plattsburgh, NY	2019-06-15
circe hewey	New Russia, NY	2019-06-15
Karen Lassell	Plattsburgh, US	2019-06-15
Jaime Cameron	Milton, US	2019-06-15
Sean Bump	Plattsburgh, NY	2019-06-15
David Gabrault	Morrisonville, US	2019-06-15
Laura Palkovic	Plattsburgh, NY	2019-06-15
Lori Woodley	West Chazy, US	2019-06-15

Name	Location	Date
Jason Brannen	Rouses Point, US	2019-06-15
Lorraine Broderick	Plattsburgh, US	2019-06-15
Jessica McCafferty	Plattsburgh, US	2019-06-15
Nora Connolly	Hackensack, NJ	2019-06-15
Sean Vannostrand	tupper lake, NY	2019-06-15
Charles Grimshaw	Plattsburgh, NY	2019-06-15
Dustin Relation	Altona, US	2019-06-15
Michael Bennett	Montgomery Center, US	2019-06-15
Merissa Barcomb	Rouses Point, NY	2019-06-15
Melissa Fritsch	Sarasota, US	2019-06-15
Justin Prue	Plattsburgh, US	2019-06-15
Susan Tourville	Plattsburgh, NY	2019-06-15
Krysta Stonier	Tiffin, OH	2019-06-15
Samuel Davis	Plattsburgh, US	2019-06-15
Ryan Fessette	Plattsburgh, NY	2019-06-15
Peter Myers	Altona, US	2019-06-15
Sabrina Walker	Willsboro, NY	2019-06-15
James O'Connell	Plattsburgh, US	2019-06-15
Daniel Clermont	Plattsburgh, US	2019-06-15
Gretel Schueller	Arlington, US	2019-06-15
Brittany Lapham	Chazy, US	2019-06-15
Adelia Clifford	New Hartford, NY	2019-06-15

Name	Location	Date
Erin Farrell	Cadyville, US	2019-06-15
Patricia Holmes	Stamford, CT	2019-06-15
Courtney Merrihew	Plattsburgh, NY	2019-06-15
Sarah Randall	Plattsburgh, NY	2019-06-15
Sam Engelhart	Plattsburgh, US	2019-06-15
Chelsea Cooley	Plattsburgh, US	2019-06-15
Rachel Brown	Plattsburgh, US	2019-06-15
Kathy Adamy Broda	Browns Mills, US	2019-06-15
Michelle Randall	Merrill, US	2019-06-15
Travis Nelson	Cadyville, US	2019-06-15
Lynn Miller	DeKalb Jct, NY	2019-06-15
Teshia Hutt	Plattsburgh, US	2019-06-15
Elisa LaFave	Plattsburgh, US	2019-06-15
Michelle Nink	Plattsburgh, NY	2019-06-15
KIM MOUSSEAU	plattsburgh, NY	2019-06-15
Adam Yasin	Beaumont, US	2019-06-15
Josh Woodley	Chazy, US	2019-06-15
Kim Ashlaw	Plattsburgh, NY	2019-06-15
Sharon Dutil	West Chazy, NY	2019-06-15
Peter House	Hartford, CT	2019-06-15
Todd Brenner	Plattsburgh, US	2019-06-15
Kelly Flax	Plattsburgh, NY	2019-06-15

Name	Location	Date
Carrie Robare	Altona, US	2019-06-15
Jared Carson	Pensacola, US	2019-06-15
Shannon Lapham	Plattsburgh, US	2019-06-15
Joshua Dubray	Plattsburgh, NY	2019-06-15
Daniel Khoshkepazi	Plattsburgh, NY	2019-06-15
Judith Palmer	Dannemora, NY	2019-06-15
george bennett	south salem, NY	2019-06-15
Brandon Lalone	Cadyville, US	2019-06-15
Adam Mars	Peru, NY	2019-06-15
Morgan Parse	Wadsworth, US	2019-06-15
Tristyn Moser	Ellenburg Depot, US	2019-06-15
Jerry Senecal	Plattsburgh, US	2019-06-15
Brendan Coyle	Vermont	2019-06-15
Carrie Healy	Morrisonville, NY	2019-06-15
Clara Giroux	Chazy, US	2019-06-15
Donna Calvelo	Plattsburgh, US	2019-06-15
Ruth Graton	Plattsburgh, US	2019-06-15
Bethany Arthur	Peru, NY	2019-06-15
Matthew Nugent	Verona, US	2019-06-15
John Broderick	Plattsburgh, US	2019-06-15
Amy Matott	Plattsburgh, US	2019-06-15
Nelson Moore	Plattsburgh, US	2019-06-15

Name	Location	Date
Sheila Arruda	Mooers, NY	2019-06-15
Taylor Gohlke	Plattsburgh, US	2019-06-15
Phil Henry	Rutland, US	2019-06-15
Maria LeClair	Plattsburgh, US	2019-06-15
Jessica King	Morrisonville, US	2019-06-15
Heather Lavalley	Plattsburgh, US	2019-06-15
Sebas Jo	Astoria, US	2019-06-15
Chantel Dumont	West Chazy, NY	2019-06-15
Amon Na	Plattsburgh, NY	2019-06-15
Matt Loach	Plattsburgh, NY	2019-06-15
Debra Dutcher	Saranac Lake, US	2019-06-15
Ruth Fox	Medina, US	2019-06-15
Susanna Uaeta Ndisiro	Los Angeles, US	2019-06-15
Ann Spilling	Willsboro, NY	2019-06-15
April Pizarro	Plattsburgh, NY	2019-06-15
shannon alexander	Plattsburgh, US	2019-06-15
Nicole Maille	Plattsburgh, US	2019-06-15
Kate Harrica	Plattsburgh, US	2019-06-15
Mary Lou Leavitt	Plattsburgh, NY	2019-06-15
Mary Clifford	Schenectady, US	2019-06-15
Candace Baker	Plattsburgh, US	2019-06-15
Kathryn Nichols	Chazy, NY	2019-06-15

Name	Location	Date
Kyle Dupee	Rouses point, US	2019-06-15
Summer MacAdam	Highland, NY	2019-06-15
Lindsay Reome	Plattsburgh, NY	2019-06-15
George Flynn	Plattsburgh, US	2019-06-15
Karen Willey	Plattsburgh, US	2019-06-15
Cassie Jenkins	Plattsburgh, US	2019-06-15
Jose Gutiérrez de Piñerez Jimenez	Ridgewood, US	2019-06-15
Deb and David Goraj	Plattsburgh, US	2019-06-15
Lisa Bousquet	Plattsburgh, US	2019-06-15
Lorene Easter	ALTONA, US	2019-06-15
Gretchen Rabideau	Plattsburgh, US	2019-06-15
Mary Lou Craumer	Plattsburgh, US	2019-06-15
Mary Blaine	Plattsburgh, NY	2019-06-15
alan karp	sparks, MD	2019-06-15
Raymond Saint-Pierre	Plattsburgh, US	2019-06-15
Chad Baker	Plattsburgh, NY	2019-06-15
Kayla Paige	Plattsburgh, NY	2019-06-15
Deborah Yokum	Saranac, NY	2019-06-15
Harold Moore	Saranac, NY	2019-06-15
patsy liberty	cadyville, NY	2019-06-15
Christopher Brewster	Flushing, NY	2019-06-15

Name	Location	Date
Terry Spinner	Altona, NY	2019-06-15
John Drumm	Plattsburgh, NY	2019-06-15
Darienne Judware	Plattsburgh, US	2019-06-15
stephen harris	Altona, NY	2019-06-15
Rosalie Hardy	Winchendon, US	2019-06-15
Janice Minckler	Plattsburgh, NY	2019-06-15
John Gillen	plattsburgh, NY	2019-06-15
Alyssa hart	Keeseville, NY	2019-06-15
Kevin Connelly	Morrisonville, US	2019-06-15
Spencer Christon	Morrisonville, US	2019-06-15
Kathy Fatta	Canajoharie, US	2019-06-15
Sylvie Beaudreau	Plattsburgh, US	2019-06-15
Garrett Mclean	Plattsburgh, US	2019-06-15
Shawna Mefferd Kelty	Plattsburgh, NY	2019-06-15
Phillip Seror	Plattsburgh, US	2019-06-15
Vienna Ainsworth	Plattsburgh, US	2019-06-15
Debbie McNamee	Morrisonville, US	2019-06-15
Shelby Snell	Altona, US	2019-06-15
Lori Titherington	Plattsburgh, US	2019-06-15
Nicole Ayotte	Plattsburgh, US	2019-06-15
Ovi Ho	Philadelphia, US	2019-06-15
Robert Easter	Augusta, US	2019-06-15

Name	Location	Date
Carolyn Welch	Plattsburgh, NY	2019-06-15
Savanah Rabideau	West Chazy, NY	2019-06-15
Keisha Mccray	Plattsburgh, US	2019-06-15
Ian Spellman	New York	2019-06-15
Pat Bright	Ticonderoga, US	2019-06-15
Asher Feroze	US	2019-06-15
Codie Peryea	Plattsburgh, NY	2019-06-15
Kathleen Patrick	Plattsburgh, US	2019-06-15
Amanda Favreau	Plattsburgh, NY	2019-06-15
Spencer Brodhead	Bethlehem, US	2019-06-15
Nathan Halaburda	Plattsburgh, NY	2019-06-15
Ronald Mesick	Hernando, US	2019-06-15
Sarah Dyer	Plattsburgh, US	2019-06-15
Michael Lawliss	Plattsburgh, US	2019-06-15
Laura Carmichael	Plattsburgh, NY	2019-06-16
Edith Rabideau	West Chazy, US	2019-06-16
K Willingham	Plattsburgh, NY	2019-06-16
Brandi Meseck	Plattsburgh, US	2019-06-16
Bill ALLAN	Peru, NY	2019-06-16
Stuart Bailey	Plattsburgh, NY	2019-06-16
Ingy Adam	Teaneck, US	2019-06-16
Emily Partridge	Renton, US	2019-06-16

Name	Location	Date
Travis Lautenschuetz	Plattsburgh, US	2019-06-16
Scael Andriamahefa	Plattsburgh, NY	2019-06-16
Quintin Jackson	Plattsburgh, US	2019-06-16
Joey Whalen	Plattsburgh, US	2019-06-16
Kristina Kintzel	Plattsburgh, NY	2019-06-16
Sharon Maze	Morrisonville, US	2019-06-16
Ashley Cote	Plattsburgh, US	2019-06-16
Rian Hunt	Plattsburgh, NY	2019-06-16
Christine Lemieux	Plattsburgh, NY	2019-06-16
David Lengel	Brooklyn, US	2019-06-16
Sarah Rascoe	West Chazy, US	2019-06-16
Christina Walton	Plattsburgh, US	2019-06-16
Amber Bleau	Latham, NY	2019-06-16
Rhonda Bailey	Plattsburgh, US	2019-06-16
September Torres	Endicott, US	2019-06-16
Bill Warner	Bethel, US	2019-06-16
Kim Mousseau	Plattsburgh, NY	2019-06-16
Kyle Ferguson	Binghamton, US	2019-06-16
Andrew Gladwin	Plattsburgh, US	2019-06-16
Anita Looby	Port Kent, US	2019-06-16
Joshua Bassler	Secaucus, US	2019-06-16
Teresa Larsen	South Padre Island, TX	2019-06-16

Name	Location	Date
Janice Madden	Morrisonville, US	2019-06-16
Ralph Houghtaling	Plattsburgh, US	2019-06-16
Kelley Cook	Plattsburgh, US	2019-06-16
sherry miller	plattsburgh, NY	2019-06-16
Debbie Walker	Plattsburgh, NY	2019-06-16
Robin Graham	Plattsburgh, US	2019-06-16
Dianne Lavarnway	Plattsburgh, NY	2019-06-16
Lanai Monahan	Naples, US	2019-06-16
Kristin Collins	Plattsburgh, NY	2019-06-16
Elizabeth Coon	Dannemora, NY	2019-06-16
Maureen LaPerriere	Montreal, Canada	2019-06-16
Pam Annis	Cornish, US	2019-06-16
Jennifer Cordick	Plattsburgh, US	2019-06-16
Tami Smith	Plattsburgh, US	2019-06-16
Matthew Jabaut	Plattsburgh, US	2019-06-16
William Stranahan	Peru, NY	2019-06-16
David Guay	Mooers, NY	2019-06-16
Charles Tallman	cadyville, NY	2019-06-16
Jessica Sloan	Troy, US	2019-06-16
Susan Scott	Secaucus, US	2019-06-16
Ashley Besaw	Plattsburgh, US	2019-06-16
Kevin Bulriss	Chazy, US	2019-06-16

Name	Location	Date
Jessica Colburn	Plattsburgh, NY	2019-06-16
Casey Colburn	Plattsburgh, NY	2019-06-16
Lisa Latour	Plattsburgh, US	2019-06-16
Nathaniel Whitten	Plattsburgh, NY	2019-06-16
Caitlin Roy	Plattsburgh, US	2019-06-16
Ethan Giroux	Vienna, Austria	2019-06-16
Lynden Davies	Plattsburgh, US	2019-06-16
Patricia Hensley	Los Alamos, US	2019-06-16
Debra Fuller	Plattsburgh, US	2019-06-16
Tristan Dupigny	Plattsburgh, US	2019-06-16
Thomas Warren	West chazy, NY	2019-06-16
Judith Robinson	Pittsford, US	2019-06-16
Alisha Oakes	plattsburgh, NY	2019-06-16
Ashleigh Leavine	Plattsburgh, US	2019-06-16
Richard Tucker	plattsburgh, US	2019-06-16
Albert Basilio	Renton, US	2019-06-16
Tim Knipp	Philadelphia, US	2019-06-16
Jakub Sosinski	US	2019-06-16
Hannah Miltiades	Winder, US	2019-06-16
Amanda Sexton	Plattsburgh, US	2019-06-16
Brenda Yelle	Oneonta, NY	2019-06-16
Luis Joel Gonzalez	New York, US	2019-06-16

Name	Location	Date
Faith Vital	Plattsburgh, US	2019-06-16
Windy Custode	Plattsburgh, NY	2019-06-16
Karen Macey	US	2019-06-16
Marvin Chu	Brooklyn, US	2019-06-16
Deana Ekpiken	Sanford, US	2019-06-16
James Jones	Lancaster, US	2019-06-16
John Ford	Plattsburgh, US	2019-06-16
Deborah Wood	Plattsburgh, US	2019-06-16
Richard Rolston II	Plattsburgh, NY	2019-06-16
Elizabeth Brokos	Peru, US	2019-06-16
RICHARD CAMARENA	Canoga park, US	2019-06-16
Riley Henne	lake oswego, US	2019-06-16
Susan McGee	Atoka, US	2019-06-16
Jada Woullard	Hollywood, US	2019-06-16
Jake Darragjati	Jacksonville, US	2019-06-16
Kayla Lepage	Peru, US	2019-06-16
Jessica Wood	Plattsburgh, US	2019-06-16
Madisen Hackley	Oakland, US	2019-06-16
Matt H.	Baton Rouge, US	2019-06-16
cristina cummings	Kailua, US	2019-06-16
Maggie Bordeau	US	2019-06-16
Jeff Crawford	Jeffersonville, US	2019-06-16

Name	Location	Date
Candy Riker	Keeseville, US	2019-06-16
Kristen Roushia	Plattsburgh, US	2019-06-16
Kuron Conner	Virginia Beach, US	2019-06-16
Tiffany Tharp	Washington, US	2019-06-16
Christina Pilikyan	North Hollywood, US	2019-06-16
Toni Pelno	Plattsburgh, NY	2019-06-16
Robin Drake	Saint Petersburg, FL	2019-06-16
Leonard Halstensen	Shirley, US	2019-06-16
Dianne Smith	East Aurora, US	2019-06-16
Dawn Leblanc	Fuquay Varina, NC	2019-06-16
Deborah Peryer	Malone, US	2019-06-16
Jamie Guynup	Peru, US	2019-06-16
Lea Mitchell	Plattsburgh, NY	2019-06-16
craig lamere	Plattsburgh, NY	2019-06-16
Joanne Britner	Plattsburgh, US	2019-06-16
Carley Ellis	Coeur D Alene, US	2019-06-16
April Jones	Merritt Island, US	2019-06-16
John Burgess	Plattsburgh, US	2019-06-16
CANDIS ROSS	COLONIAL BEACH, US	2019-06-16
Krista Tousignant	Plattsburgh, US	2019-06-16
Marie Aristide	Brooklyn, US	2019-06-16
Jorge Mireles	Fontana, US	2019-06-16

Name	Location	Date
Betty Lennon	Plattsburgh, NY	2019-06-16
Eric Sacramento	East Elmhurst, US	2019-06-16
Dianna Harvey	Champlain, NY	2019-06-16
Cathy Hickman	Hermiston, US	2019-06-16
Emily Richards	Malone, US	2019-06-16
Benjamin Abrams	West Chazy, NY	2019-06-16
Tom LaPrad	Mooers forks, US	2019-06-16
Robert Annis	Peru, US	2019-06-16
Deborah Aruto	Keeseville, NY	2019-06-16
Rebekah Pritchard	Plattsburgh, US	2019-06-16
Betty Robert	Plattsburgh, NY	2019-06-16
Angela Robert	Rouses Point, NY	2019-06-17
Betty Clinebell	Plattsburgh, US	2019-06-17
Jacob Coleman	Saint Petersburg, US	2019-06-17
Elizabeth LaHart	Plattsburgh, NY	2019-06-17
whitney rasco	Plattsburgh, NY	2019-06-17
Katherine Sullivan	Sandwich, MA	2019-06-17
Danielle Garger	Newnan, US	2019-06-17
Carie Mattox	Plattsburgh, US	2019-06-17
Carol Gokey	Rouses Point, US	2019-06-17
Amy Lopez	Plattsburgh, NY	2019-06-17
Michael Tallman	Malone, NY	2019-06-17

Name	Location	Date
Robin Janendo	Rouses Point, US	2019-06-17
Shelby LaPrad	Mooers forks, US	2019-06-17
David Fuller	Plattsburgh, US	2019-06-17
BARBARA MINER	Plattsburgh, US	2019-06-17
Jacob Gleghorn	Pittsburgh, US	2019-06-17
Melissa Ham-Ellis	Saranac, US	2019-06-17
Deidrie Soucia	Plattsburgh, US	2019-06-17
Maliana Giddings	Plattsburgh, US	2019-06-17
Jahdia Smith	La Plata, US	2019-06-17
Beth Ashabranner	Peru, NY	2019-06-17
Valerie York	Morrisonville, US	2019-06-17
Terrie Jarvis	Plattsburgh, NY	2019-06-17
Louis Mazure	Fayetteville, US	2019-06-17
Heather Jubert	Plattsburgh, US	2019-06-17
Sarah Johnson	Los Angeles, US	2019-06-17
Cameron Colburn	Plattsburgh, US	2019-06-17
Craig Cadotte	Saint Ignace, US	2019-06-17
Jonathan Merrihew	Plattsburgh, US	2019-06-17
Russell Bess	Gastonia, US	2019-06-17
Heather McCarty	Plattsburgh, NY	2019-06-17
Brandy Snide	Malone, US	2019-06-17
Luis Majuelo	Valencia, US	2019-06-17

Name	Location	Date
Jeremy Hicks	Plattsburgh, US	2019-06-17
Gabe Benjamin	Bar harbor, US	2019-06-17
Adam Allen	Plattsburgh, NY	2019-06-17
Ryan Brienza	Plattsburgh, US	2019-06-17
Cori Cooper	Murrieta, US	2019-06-17
Alli DeVaul	New York, NY	2019-06-17
Rachel Pitcher	Secaucus, US	2019-06-17
Gina Lindsey	Plattsburgh, US	2019-06-17
Stacy Lauzon	Plattsburgh, US	2019-06-17
H B	Ontario, Canada	2019-06-17
Ashley Maynard	Burlingame, US	2019-06-17
Darryl Heine	Inverness, US	2019-06-17
Faraz Ahmed	Sachse, US	2019-06-17
Lena Emmery	San Francisco, US	2019-06-17
Linda Dolly	Elizabethton, US	2019-06-17
Diana Busha	Morrisonville, NY	2019-06-17
Sarah Midiros	Shawnee, US	2019-06-17
Aldin Radoncic	brooklyn, US	2019-06-17
Paige Kreckel	Plattsburgh, NY	2019-06-17
Carl Berry	Cocoa, US	2019-06-17
Cole Rock	Plattsburgh, US	2019-06-17
Jesse Thompson	Seneca, US	2019-06-17

Name	Location	Date
Kate DeWitt	Panama City, US	2019-06-17
Martha Camacho	Carolina, US	2019-06-17
Chris Culpeper	Roanoke, US	2019-06-17
Travis Strong	Playa del Rey, US	2019-06-17
Nicole Babu	Plattsburgh, US	2019-06-17
Eugene Banker	Plattsburgh, US	2019-06-17
LISA CRAIN	Plattsburgh, US	2019-06-17
Elyssa Pennington	Plattsburgh, US	2019-06-17
Francesca Bieber	Plattsburgh, NY	2019-06-17
Dominick Monette	Plattsburgh, US	2019-06-17
cory riturban	Waimanalo, US	2019-06-17
Kathleen McCann	Whitesto, US	2019-06-17
QUINN RUFA	Plattsburgh, US	2019-06-17
Jocelyn Racette	Plattsburgh, US	2019-06-17
Justin Dechen	Plattsburgh, US	2019-06-17
Deidre Lacey	Plattsburgh, NY	2019-06-17
Jaspreet Singh gill	Silver Spring, US	2019-06-17
jane houghton	plattsburgh, NY	2019-06-17
Anirudh Srinivas	Plattsburgh, US	2019-06-17
Daniel Evans	Plattsburgh, US	2019-06-17
wayne ryan	Plattsburgh, US	2019-06-17
Tracey Martineau	Plattsburgh, US	2019-06-17

Name	Location	Date
Karen Cecchini-Kemp	Plattsburgh, US	2019-06-17
Jessica Forster	Plattsburgh, NY	2019-06-17
Caitlyn LaPier	Plattsburgh, US	2019-06-17
Julie Woodley	Plattsburgh, NY	2019-06-17
Justine Rotz	plattsburgh, US	2019-06-17
Colleen Pennington	Rensselaer, US	2019-06-17
Dan Burnside	Salt Lake City, UT	2019-06-17
Devin Wolson	Plattsburgh, US	2019-06-17
Dove Phillips	plattsburgh, NY	2019-06-17
meaghan mcnamara	Minnetonka, MN	2019-06-17
Ashley Bunn	Plattsburgh, US	2019-06-17
linsey vega	eustis, US	2019-06-17
rodrigo lopez	Chicago, US	2019-06-17
Jeremiah Bahr	Plymouth, US	2019-06-17
Iris Purvis	Big Spring, TX	2019-06-17
Bailey Waterbury	Plattsburgh, US	2019-06-17
MaryJean Shuknecht	Plattsburgh, NY	2019-06-17
Janielle Freeman	Fort Pierce, US	2019-06-17
Keirston Stalberte	Snellville, US	2019-06-17
Janet Ryan	Winnetka, US	2019-06-17
Stefanie Hanson	Watertown, US	2019-06-17
Suzanne soden	Columbus, GA	2019-06-17

Name	Location	Date
Tyler LaPier	Plattsburgh / Watertown, US	2019-06-17
Rodney Ducharme	Rouses Point, NY	2019-06-17
Ron Kahn	San Francisco, US	2019-06-17
Thomas Ross	New York, US	2019-06-17
Jada Henry	Ewa Beach, US	2019-06-17
Kent Shepherd	Sierra Vista, US	2019-06-17
Jessica Bashaw	Newington, US	2019-06-17
Ashley Ahrent	Willsboro, NY	2019-06-17
Aubrey Frenyea	Plattsburgh, NY	2019-06-17
Leeann Rizzie	Plattsburgh, NY	2019-06-17
Harrison Clodgo	Southbury, US	2019-06-17
jennifer duprey	Cadyville, US	2019-06-17
Annie Charvat	Kirkland, US	2019-06-17
Julia Ramsey	Des Moines, US	2019-06-17
Martine Mousseau	Plattsburgh, US	2019-06-17
Joanne Collins	Ashburn, US	2019-06-17
Evie Ford	Plattsburgh, US	2019-06-17
Julie Whitesell	Plattsburgh, NY	2019-06-17
Emma Ducharme	Rouses point, US	2019-06-17
Dylan Williams	Jersey City, NJ	2019-06-17
Casey Manor	Plattsburgh, US	2019-06-17
Marissa Panton	Piscataway Township, NJ	2019-06-17

Name	Location	Date
Kristen Walker	Saranac, US	2019-06-17
Chris Cayea	Morrisonville, US	2019-06-17
Marc Gendron	Plattsburgh,, NY	2019-06-17
Montana Lil	San Ramon, US	2019-06-17
Heidy Squires	Plattsburgh, NY	2019-06-17
Matthew Gorman	Plattsburgh, NY	2019-06-17
Anni Crahan	Plattsburgh, US	2019-06-17
Adam Smith	Plattsburgh, US	2019-06-17
Tammy Dadds	Peru, NY	2019-06-17
Nicholas Leonard	Plattsburgh, NY	2019-06-17
Alexander Francis	Plattsburgh, US	2019-06-17
Annie Taylor	Cadyville, NY	2019-06-17
Ryan Lynch	Plattsburgh, US	2019-06-17
Kathie Anne McCorry	Plattsburgh, NY	2019-06-17
Katelin Guerin	Altona, US	2019-06-17
Michele Danville	Plattsburgh, US	2019-06-17
Maggie W	Apopka, FL	2019-06-17
Sean O'Neal	San Clemente, US	2019-06-17
Kris Roberts	West Chazy, NY	2019-06-17
Shane Ratliff	Jay, US	2019-06-17
Daljeet Singh	Union City, US	2019-06-17
stephanie hemingway	Peru, US	2019-06-17

Name	Location	Date
Breyana Boyer	Plattsburgh, NY	2019-06-17
Mary Ann P. Chargualaf	Tuckerton, US	2019-06-17
Kevin Turner	Tupper lake, US	2019-06-17
Chr Kni	Plattsburgh, NY	2019-06-17
Jill Mclean	Plattsburgh, US	2019-06-17
Melissa Dominy	US	2019-06-17
Lindsey Post	Plattsburgh, US	2019-06-17
Naomi Fleming	Plattsburgh, US	2019-06-17
Katelyn Hoover	Plattsburgh, US	2019-06-17
Cody Brunet	Plattsburgh, US	2019-06-17
Jeffrey Buskey	Champlain, US	2019-06-17
Kevin Santos	Ridgefield Park, NJ	2019-06-17
Janet Morgan	Jay, NY	2019-06-17
Mandy Treadwell	Plattsburgh, NY	2019-06-17
megan Wolfshadow	Redford, NY	2019-06-17
Jim King	Plattsburgh, NY	2019-06-17
mary ann van de car	los angeles, US	2019-06-17
Roberta Firenze	Plattsburgh, US	2019-06-17
Alex Udrys	Frisco, US	2019-06-17
Twanisha Hart	Palm Bay, US	2019-06-17
Angella Mendez	Salinas, US	2019-06-17
avenging tom	upland., US	2019-06-18

Name	Location	Date
Peggy Eaglefeather	Plattsburgh, US	2019-06-18
Patrick Malark	West Chazy, US	2019-06-18
MICHELLE DRAGON	Silver Spring, US	2019-06-18
Linda Sabourin	Alma, US	2019-06-18
Lorrie Mandigo	Plattsburgh, US	2019-06-18
Kathleen Corrigan-Dumas	Malone, NY	2019-06-18
Michelle Tolosky	West Chazy, NY	2019-06-18
Anne Holshek	Plattsburgh, US	2019-06-18
Aleister Crowley	Plattsburgh, US	2019-06-18
Jacquie Barshow	Plattsburgh, US	2019-06-18
Tara Glynn	Plattsburgh, NY	2019-06-18
Nicholas Puccia	Plattsburgh, NY	2019-06-18
Theresa Mesec	Mooers, US	2019-06-18
Karen Kenworthy	Saranac, NY	2019-06-18
David Johnson	Mountain View, US	2019-06-18
Teressa Martichonok	San Francisco, US	2019-06-18
Janessa Harmon	Georgetown, CO	2019-06-18
Melissa Bushey	Plattsburgh, US	2019-06-18
Melissa Zielinski	Keeseville, US	2019-06-18
Theresa DesOrmeaux	Plattsburgh, US	2019-06-18
John Abrams	Philadelphia, US	2019-06-18
Kailah Easton	US	2019-06-18

Name	Location	Date
Rachael Greminger	Plattsburgh, NY	2019-06-18
Noelle Desormeaux Fitzgerald Fitzgerald	Plattsburgh, US	2019-06-18
Ryan Annis	Plattsburgh, US	2019-06-18
Cory Weidenbach	Walton, NY	2019-06-18
Sue Donohue	Greenville, US	2019-06-18
stephen williams jr	plattsburgh, NY	2019-06-18
Nicole Lewis	Davenport, US	2019-06-18
Marlene Sarbou	Plattsburgh, US	2019-06-18
KL Thomas	Snellville, US	2019-06-18
Jamie Templar	Natick, MA	2019-06-18
Laura Trombley	Plattsburgh, US	2019-06-18
Mary Jo Boslet Sweet	Chazy, NY	2019-06-18
Kelly Hosler	Chazy, US	2019-06-18
Linda Harwood	Plattsburgh, NY	2019-06-18
Jamie Facteau-Gadbois	Cadyville, US	2019-06-18
Dawn Ashline	Plattsburgh, US	2019-06-18
Anastasia Reil	Saranac, NY	2019-06-18
Robin Gwinn	Plattsburgh, US	2019-06-18
carrie desilets	plattsburgh, NY	2019-06-18
Nancy Lavigne	Plattsburgh, US	2019-06-18
Christy Minck	Champlain, US	2019-06-18

Name	Location	Date
Whitney LaCroix	Plattsburgh, NY	2019-06-18
MaryAnne Cox	Plattsburgh, NY	2019-06-18
Kristen Hendrie	Rouses Point, NY	2019-06-18
Jonisa Bombard	Plattsburgh, US	2019-06-18
Curtis Viens	US	2019-06-18
Joni Carr	Plattsburgh, NY	2019-06-18
Billie Davignon	Plattsburgh, NY	2019-06-18
Maria Ely Santoyo	Los Angeles, US	2019-06-18
Conor Handley	Forest City, US	2019-06-18
Kelly Krapf	Lynnwood, WA	2019-06-18
Susan Thomas	Seattle, US	2019-06-18
Alexa Buxkemper	Houston, TX	2019-06-18
Shannan Ray	Ridgeland, US	2019-06-18
Derek Rose	Plattsburgh, US	2019-06-18
Darleen Hernandez	Anaheim, US	2019-06-18
Cheryl Laizure	New York, NY	2019-06-18
April Wood	Morrisonville, US	2019-06-18
Shaunna Santos	Merritt Island, US	2019-06-18
Hunter Sessions	American Fork, US	2019-06-18
William Zakasky	Irvine, US	2019-06-18
Paige Alsabrook	Marietta, US	2019-06-18
Kelly Pratt	Austin, US	2019-06-18

Name	Location	Date
matt sellers	Somerset, US	2019-06-18
Stacia Archie	Steubenville, US	2019-06-18
Bette Brohel	Plattsburgh, NY	2019-06-18
Ingrid Almaguer	Plattsburgh, US	2019-06-18
Taylor Boyer	Plattsburgh, US	2019-06-18
Linden Barrett	Plattsburgh, NY	2019-06-18
Jennifer Galietta	Plattsburgh, US	2019-06-18
Krystina Robert	Rouses Point, NY	2019-06-18
Colby Graves	Plattsburgh, US	2019-06-18
Brenda Taft	Plattsburgh, US	2019-06-18
Janet Booth	Plattsburgh, NY	2019-06-18
Emily Barber	Plattsburgh, NY	2019-06-18
Marsha Fenimore	Elizabethtown, NY	2019-06-18
Emily Hemingway	Plattsburgh, NY	2019-06-18
Shawn Raimo	Plattsburgh, US	2019-06-18
Glenn Rivers	Chesterhill, OH	2019-06-18
Jessica Rivers	Attleboro, US	2019-06-18
Chelsey Trombley	US	2019-06-18
Kari Kipp	Plattsburgh, US	2019-06-18
Shelley Wing	Essex, US	2019-06-18
Rebecca Chauvin	Plattsburgh, NY	2019-06-18
matt carter	schenectady, NY	2019-06-18

Name	Location	Date
Molly Martindale	Saranac, US	2019-06-18
Shannon Forkey	Plattsburgh, US	2019-06-18
Roxanne Coleman	Plattsburgh, US	2019-06-18
Denise Merrill	Plattsburgh, US	2019-06-18
Kelly Lareau	Plattsburgh, US	2019-06-18
Michelle LaDuke	Plattsburgh, NY	2019-06-18
Karen Nolan	Plattsburgh, NY	2019-06-19
Chris Allen	Saranac, US	2019-06-19
Michelle Fowler's	Plattsburgh, US	2019-06-19
Makayla Vincent	Colchester, VT	2019-06-19
Elizabeth Canne	Plattsburgh, NY	2019-06-19
Joe Parshall	Clarkston, US	2019-06-19
Melinda Griffin	Plattsburgh, NY	2019-06-19
Mike Rivers	Plattsburgh, US	2019-06-19
Sandra Geddes	Plattsburgh, US	2019-06-19
Steve Fuller	Plattsburgh, US	2019-06-19
Michelle Gokey	Logan, US	2019-06-19
Christine Hubbell	Decatur, US	2019-06-19
Austin Sotak	Keeseville, US	2019-06-19
Wendy Ewald	Lewis, US	2019-06-19
Tami LaDuke	Plattsburgh, US	2019-06-19
John Figart	Saranac Lake, US	2019-06-19

Name	Location	Date
Ken Fenimore	Elizabethtown, US	2019-06-19
Chad Robart	Cadyville, US	2019-06-19
Steve Miller	Chazy, US	2019-06-19
Brandon Giddings	US	2019-06-19
Allen Anderson	Chazy, NY	2019-06-19
Colleen Smith	North Kingstown, US	2019-06-19
SallyA Freeman	Plattsburgh, US	2019-06-19
B WINGLER	Plattsburgh, US	2019-06-19
Jason Pageau	Dannemora, US	2019-06-19
Julie Spencer	Plattsburgh, US	2019-06-19
Brian Miller	Dannemora, US	2019-06-19
Jodi Faucher	Plattsburgh, NY	2019-06-19
Susan Pennington	Pensacola, FL	2019-06-19
Jesse Hutti	Dillon, US	2019-06-19
Cheyanne Virtue	Minot, ND	2019-06-19
Erin Allison	Plattsburgh, NY	2019-06-19
Patricia Hartshorn	Plattsburgh, US	2019-06-19
Sean Harrigan	Morrisonville, NY	2019-06-19
Ashley Gaul	Plattsburgh, US	2019-06-19
Mary Buckley	Burlington, US	2019-06-19
Brian Thurber	Plattsburgh, US	2019-06-19
Melissa Peck	Plattsburgh, NY	2019-06-19

Name	Location	Date
Emma Puglisi	Marblehead, US	2019-06-19
Ashley Grosskopf	Plattsburgh, US	2019-06-19
Kelsey Norwood	Plattsburgh, NY	2019-06-19
Alexis Hutchins	Plattsburgh, NY	2019-06-19
Nicholas Carter	Plattsburgh, US	2019-06-19
Tyler Carter	Monroe, US	2019-06-20
Dave Neiman	Plattsburgh, US	2019-06-20
Christine Colascione	Brattleboro, VT	2019-06-20
Nichole Carter	Esko, US	2019-06-20
Kristin Forttrell	Chazy, NY	2019-06-20
jared hogle	Plattsburgh, US	2019-06-20
amy robinson	Morrisonville, US	2019-06-20
Michael Lynch	Chazy, US	2019-06-20
Maddy Shiflett	Plattsburgh, NY	2019-06-20
Margaret Hutchins	Plattsburgh, NY	2019-06-20
Mary LaDue	Plattsburgh, NY	2019-06-20
Robert Belcher	Plattsburgh, US	2019-06-20
Connie Markowicz	Peru, NY	2019-06-20
Bryan Bradley	Brooklyn, US	2019-06-20
Maritza Alexander	Paterson, US	2019-06-20
Jordan Rund	Bronx, US	2019-06-20
Arthur Piatt	Woodland Hills, US	2019-06-20

Name	Location	Date
JEREMY BERGH	Livermore, US	2019-06-20
Quinn Stebbins	Plattsburgh, NY	2019-06-20
Judy Bombardier	Mooers, US	2019-06-20
Paul Deyo	Plattsburgh, US	2019-06-20
Nathaniel Horn	Plattsburgh, US	2019-06-20
Lorrielle Racette	Plattsburgh, NY	2019-06-20
Andrew Hurlock	Plattsburgh, US	2019-06-20
Patricia Loughan	Plattsburgh, NY	2019-06-20
Julia Tansor	Plattsburgh, US	2019-06-20
Gary Benoit	Palm Beach Gardens, US	2019-06-21
David Harris	Plattsburgh, NY	2019-06-21
Carol Ann Covey	Chazy, US	2019-06-21
Tina LeFevre	Plattsburgh, US	2019-06-22
Amy Longemps	Cadyville, NY	2019-06-22
Janet Kinne	Plattsburgh, US	2019-06-22
Teri Prunier	West Chazy, US	2019-06-22
Abigail Stgermaine	Plattsburgh, NY	2019-06-22
justin gumlaw	Rouses Point, NY	2019-06-22
Shawna DeAngelo	Morrisonville, NY	2019-06-22
Sarah Forkey	Plattsburgh, US	2019-06-22
Craig Avery	Plattsburgh, NY	2019-06-22
Kevin Butler	Plattsburgh, NY	2019-06-22

Name	Location	Date
Edward Knapp	Plattsburgh, US	2019-06-22
Trevor Deyo	Chazy, US	2019-06-22
Abigail Burdo	Elizabethtown, US	2019-06-22
Cat Taylor	Burlington, US	2019-06-22
Sheryl MacKinnon	Rouses Point, US	2019-06-22
Rob Rivers	Plattsburgh, US	2019-06-22
Megan Kirkland	Lapeer, US	2019-06-22
Ashley Dupra	Plattsburgh, NY	2019-06-22
Robert Inglis	Plattsburgh, NY	2019-06-22
Sara Lincoln	Plattsburgh, US	2019-06-22
Melissa Facteau	Plattsburgh, NY	2019-06-22
Lisa Frennier	Plattsburgh, US	2019-06-22
Jessica Bezrutczyk	Plattsburgh, US	2019-06-22
Erick Stevenson	Dover, NH	2019-06-22
Bradley Rushford	Churubusco, US	2019-06-22
Charles Bruce	Westport, NY	2019-06-22
Margaret Murat	Plattsburgh, NY	2019-06-23
Lisa Fisher	Plattsburgh, NY	2019-06-23
Giovanna Harvey	Plattsburgh, US	2019-06-23
Eileen Wood	Saranac, NY	2019-06-23
Murat Rosanne	Milton, US	2019-06-23
Linda Miller	Plattsburgh, US	2019-06-23

Name	Location	Date
Gretchen Vincent	Keene, NY	2019-06-23
rochelle ginis	plattsburgh, NY	2019-06-23
Jaime Simpson Mooney	Plattsburgh, US	2019-06-24
Greg Terry	Salem, US	2019-06-24
Devin Conner	Ellenburg Center, NY	2019-06-24
Vanessa Dickinson	Chazy, NY	2019-06-24
William Johnston	Plattsburgh, US	2019-06-24
Chris Mcfadden	Plattsburgh, NY	2019-06-24
Dale Juneau	Plattsburgh, US	2019-06-24
nikki lang	Moriah, NY	2019-06-24
Stephanie chauvin	West Chazy, NY	2019-06-24
kellan Wheeler	Plattsburgh, US	2019-06-25
Sherry Frenia	Schuyler Falls, US	2019-06-25
Beth Walker	Plattsburgh, NY	2019-06-25
Neil Walker	Champlain, US	2019-06-25
Jeremy Drayton	Lombard, US	2019-06-25
Mary Rietbrock	Warrensburg, US	2019-06-25
Dominique Giroux	Plattsburgh, US	2019-06-25
Timothy Palkovic	Plattsburgh, NY	2019-06-26
Daniel Sturrock	Plattsburgh, US	2019-06-26
Stephanie Phillips	Plattsburgh, US	2019-06-26
Stephen Schwartz	US	2019-06-26

Name	Location	Date
Shawna Weaver	West Chazy, NY	2019-06-26
Ron LaFountain	Plattsburgh, US	2019-06-26
Casey Myers	Plattsburgh, US	2019-06-26
Kaitlyn Mroczka	Plattsburgh, US	2019-06-26
Ethan Worley	Plattsburgh, NY	2019-06-26
Michael Racine	Plattsburgh, US	2019-06-26
Eugene Solomon	Roselle, US	2019-06-26
Jada Sisneros	Pueblo, US	2019-06-26
Ileas Harb	Derry, US	2019-06-26
Brea Hunt	Bakersfield, US	2019-06-26
Jaymon Resquer-Yorkman	Makaweli, US	2019-06-26
David Boucher	Delmar, US	2019-06-27
Brian Walsh	Plattsburgh, US	2019-06-27
Amanda Passino	Plattsburgh, US	2019-06-28
Ryan Imondi	Plattsburgh, NY	2019-06-28
Ryan Beebie	Plattsburgh, NY	2019-06-28
Terry Broderick	Plattsburgh, NY	2019-06-29
Robin Brown	Plattsburgh, NY	2019-06-30
Allison Hulbert-Bruce	Peru, US	2019-06-30
Diane Fine	Plattsburgh, US	2019-06-30
Jason McNabb	Aubrey, US	2019-06-30
Janet McDowell	Plattsburgh, US	2019-06-30

Name	Location	Date
Sharon Ratner	Plattsburgh, NY	2019-06-30
Susan Spissinger	Plattsburgh, US	2019-06-30
Lyndon Bohanan	Santa Rosa, US	2019-06-30
Josh Lezcano	Walnut Creek, US	2019-06-30
Monica Keith	Hyattsville, MD	2019-06-30
renee cao	Corona, US	2019-06-30
Tommy Dinet	US	2019-06-30
Sandra Murray	Bakersfield, US	2019-06-30
Edward Ackey	Plattsburgh, NY	2019-06-30
Robert Wolf	Plattsburgh, NY	2019-06-30
Casey McClain	Plattsburgh, NY	2019-07-01
Lisa Barron	Yelm, US	2019-07-01
Mindy Goldsmith	Plattsburgh, NY	2019-07-01
Noor Chalabi	Iraq, US	2019-07-01
Michelle Angelo	Nyack, US	2019-07-01
Autumn Sesta	Miami, US	2019-07-01
isabella garcia	Orlando, US	2019-07-01
Jolean Field	Central, US	2019-07-01
Shannon Bond	Plattsburgh, NY	2019-07-02
Henry Prewitt	Lexington, US	2019-07-02
Allissa Destini Miller	Ocala, US	2019-07-02
Alban Reci	Brooklyn, US	2019-07-02

Name	Location	Date
Kyle Jarchow	Englewood, US	2019-07-02
Heather Norcross	Champlain, US	2019-07-02
Ian Isenhour	Brooklyn, US	2019-07-02
Angelica Garza	Madera, US	2019-07-02
Johnathan Ortega	Phoenix, US	2019-07-02
Noah Contreras	Lakeside, US	2019-07-02
Ruben Savelson	Brooklyn, US	2019-07-02
Dominique Olivas	Riverside drive, US	2019-07-02
Derrick Almeida	Pompano Beach, US	2019-07-02
Josiah Henderson	Bakersfield, US	2019-07-02
Tammy LaBonte	West Chazy, NY	2019-07-02
Grant Walters	Seneca, US	2019-07-02
Brennain Degenhardt	Kirksville, US	2019-07-02
Franchesca Julian	Plattsburgh, US	2019-07-02
Edmund Hohls	Apex, US	2019-07-02
Kevin Bryan	Fort Pierce, US	2019-07-02
Adam Bullis	Dunnellon, US	2019-07-02
Ethan Partee	Pendleton, US	2019-07-02
Brittany Bain	US	2019-07-02
Jameel Charles	Brooklyn, US	2019-07-02
John Chapa	La Quinta, US	2019-07-02
Carly Smith	Plattsburgh, NY	2019-07-02

Name	Location	Date
Roscoe Duquette	Plattsburgh, NY	2019-07-03
Kara Bouyea	Plattsburgh, US	2019-07-03
Rachael Maurer	Plattsburgh, NY	2019-07-03
Nallely Zavala	San Diego, US	2019-07-04
Wendy Bridges	Champlain, US	2019-07-06
Kristi Pottichen	Plattsburgh, NY	2019-07-06
Jeremiah Benjamin	Plattsburgh, NY	2019-07-06
Brian McGinley Jr	Plattsburgh, US	2019-07-07
Heather Rager	Dallas, US	2019-07-10
kyleigh cemensky	Henderson, US	2019-07-10
Janet Lear	Fort Collins, US	2019-07-10
sebastian cole	medford, US	2019-07-10
Tamara Kcehowski	El Segundo, US	2019-07-10

7/9/19

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Robin Davis	25 Hickory St Plattsburgh NY	
Cory L Cereske	25 Hickory St Plattsburgh NY	
LENNI KNEPP	24 CLINTON ST PLATTS NY	
~~Matt~~ Scott MACKEY	7 Crown Pointe Rd	
Jesse Macey	Plattsburgh NY	
Evan Conroy	Plattsburgh NY	
Mike Cotter	Plattsburgh N.Y.	
David Turan	Plattsburgh, NY	David Turan
Randolph Hemmings	Plattsburgh NY	
KRISTEN NEVERETT-BROWN	85 MARGARET ST	

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PRINT NAME	ADDRESS	SIGNATURE
Ronald A Marino	47 Sandra Ave City	
Alan B. Booth	9 Flagler Drive 20 Bruckhoff St	A. B. Booth
Aaron Stanley	257 S. Peru St.	
William Lopez	13 Court St	
Chris Barrow	28 City Hall Pl	
Nora Gunjar	108 Cooper Drive	
Patricia Miller	Miller St	Patricia Miller
Jeanine Sawyer	85 Miller	
Hannah McCawley	105 Montcalm Ave	
Sean Feeney	9 Ormsby Creek Dr	
Beth Ashabranner	604 St. Rte 22B, Unit 3 Peru NY 12972	

7/9/09

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PRINT NAME	ADDRESS	SIGNATURE
Susan E Bruno	Wilsboro, NY	Susan E. Bruno
Tumber Shepard	37 Elizabeth St, Platts.	Tamber Shepard
Travis Shepard	"	
CLAYTON WRAY	423 CUMBERLAND HEAD RD	
LISA RICHARDS	PO BOX 15 Morrisonville NY	
Katharine Preston	Essex, NY	Katharine M. Prest
Kolleen Duley	SARANAC, NY	
SUSAN FREEN	1488 CH. Rd. P'burgh	
JACKIE ANN CIANFRANCO	16 Champlain Plbrgh	Jackie Cianfranco
Terri Charlebois	2 Pinebrook Dr 12962	T Charlebois
Emily Furman	309 Mason Rd Westport 12993	
Joe Steel	7 High St.	
E Gadoua	288 Cumberland	E Gadoua
Gaye Grabowski	City of Plattsburgh	G Grabowski
Mitch Willette	City of Plattsburgh	M Willette

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Michelle Hills	Plattsburgh, NY	M. Hills
Cheryl Lyng	Platts. NY	
Maria Del Rio	Platts. NY	
Jane Lincourt	Plattsburgh NY	Jane M. Lincourt
Laura Benjamin	Lake Placid, NY	Laura Benjamin
Darby Turner	Cmby, NY	
Heather Schlitt	Peru NY	Heather Schlitt
Tom Nicholas	" "	
T. Gwyestroff	Peru, NY	T. G.
Lynn C. Valenti	Plattsburgh, N.Y.	Lynn C. Valenti
Autumn Edmonston	Ellenburg Depot, NY	Edmonston
Taylor Edmonston	" "	
Cindy Arnold	Plattsburgh NY	Cindy Arnold
Jennifer Luther	Morrisonville, NY	Jennifer Luther
Deborah Allen	Plattsburgh NY	Deborah Allen
Heather Wetzstein	Plattsburgh NY	
Arthur Hallinger	Champlain NY	
Russell McCarthy	Mooers NY	Russell McCarthy
Kailey Maher	Rouses Point, NY	Kailey Maher
Sharon Schenker	Peru NY	
Mary Neil Beckman	Whallonsburg, NY	Mary-Neil Beckman
Kathy Livingston	7 University Plattsburgh NY	Kathy Livingston
Erin Michaels	36 Durkee St Plattsburgh NY	
Jessica OBrien		

7/9/19

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Paul DuBuque		
Stephanie Smide		
Karie Matthews		
Elizabeth Eldredge	11 Tioga Lane Plattsburgh	
Martha Chase	27 Catalan Standish	
Abby Yolann	7 Point View Terr	
	87 Elizabethtown	
Lori Schudde	42 Elizabeth St	

6/17/2019 ~~97~~

- Decreased public access to the riverfront and lack of public gatherings space. 492
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Torrie Atkinson-Waldron	13 Durkee St Plattsburgh	Torrie Atkinson Waldron
SONYA DUBOIS	13 DURKEE ST PLATTSBURGH	
Shannan Gillespie	13 Durkee St. Plattsburgh	Shannan Gillespie
Angie Boyea	13 Durkee St. Platts	Angie Boyea
Laura Irwin	13 Durkee St Plattsburgh	
Megan Verkey	13 Durkee st. Plattsburgh	Megan Verkey
Amy Brown	13 Durkee st Plattsburgh	Amy Brown
Kelly Clukey	13 Durkee St. Platts burgh	Kelly Clukey
Ann McCarty	13 Durkee St Plattsburgh	Ann McCarty
Catherine LeBlanc	13 Durkee St Plattsburgh	Catherine LeBlanc
Kathy Atkinson	13 Durkee St Plattsburgh	Kathy Atkinson
Dawn Rushford	13 Durkee St. Plattsburgh	Dawn Rushford
Dalia Farrad	13 Durkee St	Dalia Farrad
Jason Pageau	13 Durkee St	Jason Pageau
Jayden King	13 Durkee St	
Heather Mason	13 Durkee St	Heather Mason
Debra Guynup	13 Durkee St.	Debra Guynup
Nancy Crouthers	13 Durkee St	Nancy Crouthers
William Wells	13 Durkee St	William Wells

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- Decreased public access to the riverfront and lack of public gatherings space.
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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Marcie Wyand	CC-DSS 13Durkee	Marcie Wyand
Shelly Peryea	CCDSS/13 Durkee	Shelly Peryea
Amanda Therrian	CCDSS 13 Durkee St	Amanda Therrian
Christine Allard	CCDSS 13 Durkee St.	Christine Allard
Travis Gorham	CCDSS 13 Durkee St	Travis Gorham
Lorene Easter	13 Durkee St Platts	Lorene Easter
Kristen Delria	CCDSS - 13 Durkee St	Kristen Delria
Alane Manor	CCDSS-13 Durkee St.	Alane Manor
Katie Coleman	CCDSS -13 Durkee St	Katie Coleman
Stephanie Howes	CCDSS- 13 Durkee St	S. Howes
Maria Gushlaw	CCDSS - 13 Durkee St.	Maria Gushlaw
Amanda LePage	CC DSS 13 Durkee St.	Amanda LePage
Stacey Seredal	CCDSS 13 Durkee St	Stacey Seredal
Cristina Bordeau	CCDSS 13 Durkee Street	Cristina Bordeau
Suzanne L. Neale	CCDSS - 13 Durkee St.	Suzanne L. Neale
Lisa Beger	CCDSS-13 Durkee St.	Lisa Beger
Brooke Maynard	CCDSS - 13 Durkee St.	Brooke Maynard
Jennifer Smith	CCDSS-13 Durkee St	Jennifer Smith
Nicole Rowe	CCDSS - 13 Durkee St.	Nicole Rowe

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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

WORK ADDRESS if you like

PRINT NAME	ADDRESS	SIGNATURE
LIZ ALLEN	156 CORNELIA ST	
Jean McKa	13 Durkee St	
Meagan Vanderlaan	30 Sally Ave	
Daisy Robertson	13 Durkee St	
Christy Palmer	13 Durkee St	
JOHN KHALEN	13 DURKEE ST	
Cassandra Fletcher	13 Durkee St	
Melinda Todd	13 Durkee St.	
Claudia Drollette	13 Durkee St	
Sherrre Siskavich	13 Durkee St.	
Lisa Jordan	13 Durkee St.	
Sheryl Moore	13 Durkee Str.	
Susan Alley SUSAN ALEY	13 Durkee St.	
Tonya Greene	13 Durkee St.	
Kim Peels	13 Durkee St	
Joan Foley	13 Durkee St	
Ed Darrah / ED DARRAH	CORNELIA St.	
Robert J. Waldron	13 Durkee St.	
Barbara Hollenbach	13 Durkee St	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Anne Arthur	13 Durkee St, Plattsburgh	Anne Arthur
Yvonne Hampton	5219 North Catherine Platts	Yvonne Hampton
Laura Drum	5221 N. Catherine Platts	Laura Drum

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Alison Kaurofsky	21 Linda Ln. P'burgh	Alison Kaurofsky
A Bunker	4383 STRT 3 REDFORD	
Tammie Pagean	PO Box 202 Dannemora, NY	Tammie Pagean
Lynn LaPierre	263 Cornelia St Platts	Lynn LaP
Anne Kirby	194 Rand Hill Rd Morrisonville	
Karen Favaro	DSS	Karen L Favaro
Jenna Kilcoyne	726 Jersey Swamp Rd West Chazy, NY 12992	Jenna L Kilcoyne
ALYCIA Cooney	DSS 13 Durkee Platts 12901	A Cooney
Gisele Ogrock	13 DURKEE ST. Platts	
Kenlyn Brymup	13 Durkee St Platts	Kenlyn Brymup
Debra O'Brien	14 Matthew Way #2 Plattsburgh	
Lori Jenkins	172 Rugar St	
Kay Cook	58 LYNDE St.	Kay Cook
Charles Arthur	13 Durkee St	
Sally Rock	4 Durand St Plattsburgh NY	Sally Rock
Kim Case	Rt 22 Plattsburgh NY 12901	K Case
Colleen Irwin	13 Durkee St Plattsburgh 12901	Colleen Irwin
Carol A Chauvin	Plattsburgh NY	Carol A Chauvin

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

WORK ADDRESS

PRINT NAME	ADDRESS	SIGNATURE
Thomas Webb	13 Durkee St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Kaylee Murnane	CCDSS - 13 Durkee St	
Janice Minckler	CCDSS - 13 Durkee St.	
Jessica Gainer	CCDSS - 13 Durkee St	
Kendra Bertsch	CCDSS - 13 Durkee St	
Kelley O'Connell	CCDSS - 13 Durkee St	
Paula K Dew	13 Durkee St, Plattsburgh CCDSS NY 12901	
Paul Ivans	CCDSS - 13 Durkee St	
Judy McKee	CCDSS - 13 Durkee St.	
Peggy Way	CCDSS 13 Durkee St	
Trevor St. Clair	CCDSS 13 Durkee ST	
Heather Contessa	CCDSS 13 Durkee St	
Starr Burke	CCDSS 13 Durkee St	

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5 TO BE BROUGHT TO city Zoning Committee on MONDAY!

- Decreased public access to the riverfront and lack of public gatherings space.
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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Tess Bailey	CCDSS	Tess Bailey
William T. McNeely	CCDSS	William T. McNeely
Karen Ales	CCDSS.	Karen Ales
Mandy Provost	CCDSS	Mandy Provost
Juanita Blanchard	CCDSS	SAME

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PRINT NAME	ADDRESS	SIGNATURE
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
Tony Hoang	42 Ray Ave	Tony Hoang
Jon Parker	13 Lorraine St	
HALEIGH WILLETTE	13 Lorraine ST	
Tyler Rivers	110 Bridge St.	Tyler Rivers
[redacted]	55 [illegible] St	[redacted]
[illegible]	43 Pike St.	Ray Segarra
Jonathan Burke	4 Carmel Drive	Jonathan Burke
D'Llon Cashman	5483 Perú St	D'Llon Cashman
Dennis Barkem	118 SAILLEY #21	D Phnic Barkem
Mark LaPointe	24 Broad St Apt 11	Mark LaPointe
Joey Ormsby	64 elizabeth	Joey Ormsby
Chris Sarvis	30 Cobb Spring	Chris Sarvis
[redacted]		[redacted]
Lillie Corn		Lillie Corn
Steven Murray	7 Pine St. Apt 2	Steven Murray
Tara Daly	5045 S. Catherine #5	Tara Daly
Julie Bouyer	8 Hamilton St Apt A	Julie Bouyer

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PRINT NAME	ADDRESS	SIGNATURE
Ashley Taylor	27 Macomb St	Ashley Taylor
Melissa Jennette	8 Hamilton St Apt B	Melissa Jennette
David Turan	15 bridge st	David Turan

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PRINT NAME	ADDRESS	SIGNATURE
PETER M. CENTRELLA	3 O'CONNELL WAY #11 PLATTSburgh, NY, 12901	Peter M Centrella

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PRINT NAME	ADDRESS	SIGNATURE
Ana Trombley	46 1/2 montcalm Ave	Ana Trombley
Myranda Carr	5155 North Cut. Street	
Darryll Best	8 Mallard St.	
Stanley Rock	P.O. Box 1787 Plattsburgh	Stanley Rock
Gabrielle Rose	21 clinton St Apt 11	
Matthew Sullivan	81 Champlain St #2	
Shawn Switser	40 Sailly Ave	Shawn Switser

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PRINT NAME	ADDRESS	SIGNATURE
David Brown	3954 NY 22 Platts	
Christian Velazquez	64 Broad St.	
Nicole Fisher	314 Irish Settlement Rd 12901	
Lisa Hoover	32 Broad St. Platts 12901	
Nathan Phinney	32 Broad St Platts 12901	
Jillian Zajac	27 Ryan St	
Morgan Mack	27 Broad St.	
Kim O Budwick	4 Cornelia St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Natalie Ward	383 CHR Plattsburgh	
Drako Shirley	44 main mill st	
William Ashabranner	5059 S. Catherine st	
Brandon O'Connell	76 Oak street	
Chris Byrne	178 Cornelia St.	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
RANDALL MARTIN	17 Kennedy Ave Plattsburgh	Randall Martin
BETH MARTIN	"	Beth Martin
Christian Rodriguez	Plattsburgh, NY	
Carole Morin	Malone, NY	
Alan Kay	80 Margaret St	
Charles Shatraw	4950 St. Rt. 374 Lyon Mt	
Janelle Michowski	123 RIVERRD. PERU, NY	
Sonia Hazelden	132 Prospect St Bloomingdale	Sonia Hazelden
Bill Peter	PO Box 49 Rainbow Lk	
Jason Halaburda	5283 N. Catherine St Plattsburgh	
Jim Stafford	667A Calkins Rd Peru	Jim Stafford
Kate Lavery	1062 Cumberland Rd	
Valerie Trayah	170 Irish Settlement Rd	
Shawn Lyons	140 US 9	
Carla Hausrath	1 Mc Martin St. Plattsburgh	
Anita Bodray	63 Cumberland	
Marie-Josée Métivot	162 ch. St-Charles, Greenfield Park	
Tommy Aka	53 mason Rd. Champlain	
Nicole DiVita	5225 N. Catherine St.	
VICTORIA GARROW	178 WALLACE HILL Rd Plattsburgh	
Kelsey Chatelle	342 Murtagh Hill Rd West Chazy, NY	
JIM FLEURY	PLATTSBURGH 100 CORNELIA ST.	
Patrick Malley	6 city Hall Place	
Kellie Breay	166 Ashley Rd #2 West Chazy, NY 12992	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
April King	401 Bashow Road Mavers Mass	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Halie Simmons	117 Court St.	
Kathy Moran	30 Macomb St	
M. RISLEY	100 RUMRORE	
Aubrey O'Hagan	9 Elizabeth St.	
Ryan Denes	15 TOM MILLER RD	
Paul J. Miller	25 Bridge Street	
Amanda Miller	25 Bridge Street	
Lauren Parnes	22 US Grant Hills	
Carrie Wray	203 Patent Rd Peru	
Patrick Cole	39 Bridge St.	
Lisa L Mitchell	207 John Boswell Rd	
BRIDGET ST. JOHN	306 Lake Serenity Rd Peru NY	
Susan Griskonis	2871 Silver Lake Rd Saranac, NY 12981	
Calvin Tubo	802 Route 9 Plattsburgh NY	
Brandon Brackett	13 City Hall Place	
Laurie	9 Champlain St	Laurie Dabay
MATTHEW HALL	28 CITY HALL PL. #8	
Lawrence Paola	433 Point Au Roche Rd Plattsburgh, NY	
Margaret Snide	5329 Rt 374 Merrill NY 12955	
Lynn Nephew	787 Durand Rd Plattsburgh 12901	
Casey Nephew	787 Durand Rd Plattsburgh NY 12901	
Victoria Babbie	18 Smith St Plattsburgh NY	
Kim LeClair	111 Elizabeth	
Barbara Cox	56 Robar RD Keeseville	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Ruth Yourdon	Keeseville	Ruth Yourdon
Andra Green	Cadyville	Andra Green
Tyler Pudrick	Plattsburgh	
Claudia Tantara	Plattsburgh	
Sarah Mundy	Plattsburgh	
Alexandra Jarone	Plattsburgh	
Libby Yokum	Plattsburgh	Elizabeth (Libby) Yokum
Bonita Tonegawa	Moore	Tonegawa
LOGAN BRIEN	PLATTSBURGH	
Andrew J. Wilson	Lyon Mt.	
Sydney Durham	Plattsburgh	Sydney Durham
Jordan A. Ford	Plattsburgh	
JAMES SORREL	AU SABLE FORKS	
ALLAIRE D MORONT	PLATTSBURGH	Allaire D Moront
Brenda Towne	Plattsburgh NY	
DANA DONAHUE	Saranac, NY	
Carol Pennell	Willsboro, NY	
AUSTIN PETRASHUNE	PLATTSBURGH, NY	
PAT OSTRANDER	PLATTSBURGH, NY	
Jeannie Howard	Plattsburgh, NY	
Samuel Breyette	Plattsburgh, NY	
Juanita DesRocher	Plattsburgh	
Mollie DesRocher	Plattsburgh (Downtown)	
Amanda Reil	Plattsburgh	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
CAROLE DUBOIS	65 FORT BROWN Rd	Carole DuBois
Megan Monica	plattsburgh NY	Megan Monica
John S Stolen	Durkee St	
Bryan Kieser	Plattsburgh NY	
DIANA STAHL	KEESEVILLE NY	Diana Stahl
MATT LOACH	PLATTSBURGH, NY	
MARY MAIER	137 Miller P'burg	
Dakota Flynn	64 US OVAL	
Erica Brooks	40 Lunde Street	
Collin Fuller	Keeseville NY	
Jennifer Fiske	18 Covel Way, Peru	
[illegible] Mulvey	10 City Hall Pl	
Eddie Vega	10 City Hall Pl	
Shannon Lapham	153 Margaret St Apt 3 Plattsburgh NY	
CRIS ROWLES	124 Margaret St. #202	
June Foley	41 [illegible]	
Denise Thibodeau	1 Howard Dr Peru, NY	
Donald E. Thibodeau	1 Howard Dr. Peru NY	
Linda Hayes	32 Sand Hill Rd Morrisonville NY	
Kimberly LaRock	1353 Cumberland Head Road	
Michelle Rondeau	Mcvill, NY 12955	
[redacted] Teshia Hutt	907 State Route 22-B	
GEORGE FLYNN	71 Clinton St Apt 9	
Greg Gaul	13 Blueberry Road, Peru	

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PRINT NAME	ADDRESS	SIGNATURE
Paul Adams	Peru, NY	
Victoria Marsh	Plattsburgh, NY	
Joseph Brown	Peru Street	
Jesse Mace	Ellenburg, NY	
Olivia Winterbottom	Plattsburgh, NY	
Nicole Clukey	~~Mott~~ Plattsburgh, NY	
Elizabeth Herkalo	Plattsburgh, NY Shamrock, ct.	
Heather LaBarre	Plattsburgh NY	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
DAVE GAINER	231 Margaret St	D Gainer
Ian Matthews	3 Miller St.	Ian Matthews
ALEX NARAU	1 DOC STREET	Alex
Sonny Mathis	134 Margaret St	
Travis Gorham	14 LeBlanc Lane	
~~Amber Musso~~	~~14 LeBlanc Lane~~	
~~Essence Gorham~~	~~14 LeBlanc Lane~~	
~~Amora Gorham~~	~~14 LeBlanc Lane~~	
~~Devai Gorham~~	~~14 LeBlanc Lane~~	
~~Kyrin Gorham~~	~~14 LeBlanc Lane~~	
~~Astoria Gorham~~	~~14 LeBlanc Lane~~	
~~Loxxen Gorham~~	~~14 LeBlanc Lane~~	
~~Joseph Musso~~	~~67 Grace Ave Apt.~~	
Justin	70 broad st	
Lynn Bouleris	7673 Rt 9	Lynn Bouleris
Kathy Baker	7673 Rt 9	Kathy Baker
Angela Esposito	Harsey Ct	Angela Esposito
Meghan O'Toole	7673 Rt 9	Meghan O'Toole
Jon-Paul Deshaies	7675 Rt 9	Jon-Paul Deshaies
Judy LaBounty	93 Mgt St	
Cory St. John	131 Cornelia St	
Christina Elliott	131 Cornelia St.	
Brad Izzo	189 Parker Rd west dwy	
Adam Lagrave	7714 Gilmore Lane	Adam Lagrave

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PRINT NAME	ADDRESS	SIGNATURE
[redacted] Favian Vera	21 Wells Street	
John C. LaRabee	72 Clinton St	
Daniel Cole	3884 Rt 22 Apartment 2	
Kayla Sorrell	3884 Rt 22 Apt. 2	
Kira Miller	8 green tree drive	
Edwin Gonzalez	73 Cornelia Apt E	
Andrew Kovanic	Platts Burghley	
Joshua DuBray	24 city Hall Pl	
Danielle Lauria	75 Beekman	
Scotty Miller	2 margarett	
Christopher Buerkett	26 Cornelia St.	
Jamie Christensen	214 Ganong Dr. Saranac	
John Zayas	96 margaret	
Richard Gray	225 Rugars	
Larry DeTan	84 Wall St.	
Les Cosgrove	84 Wall St.	
Spencer Ferguson	170 Monty Rd	
Andrew Ferguson	170 Monty Rd	
Hannah Farley	175 Monty Rd	

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

	PRINT NAME	ADDRESS	SIGNATURE
1	Robert LaFleur	23 Sanborn Ave	
2	MARY LOVASSEUR	53 champlain St	mary L.
3	Allison Tatro	5498 Peru St.	
4	M. Sheikh	63 Bridge St	
5	Karen Salka	90 Bridge St	
6	JEAN LAFAVE	Cliff Haven	Jean M Lafave
7	Jane Freehling	90 Bridge St	
8	Allison Anctil	44 Bridge St	
9	Earl Dahl	60 Bridge st	
10	DJ King	60 Bridge St	
	TYLER WHITE	280 CORNELIA ST	
	Richard Masick	13 Pond street	
		5446 Prue ST	Marcus Raine
	Brigitte Duhamel	33 Fort Brown Drive	
	Michelle Mosher	18 Maple ST	
		121 Miller Street	
	Kelsey Cutcher	141 Beekman St	
24			

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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Nicole L. Hamilton	7 Renaissance Village Way	
Vincent Tricozzi	39 Clinton St.	Vincent Tricozzi
Lynn Neale	38 Clinton St.	Lynn Neale
Terry Engler	1 Brookview Dr	
Linda Gemich BLAKE	23 Clinton st	Linda Gemich Blake
David h. Murcheson	89 Margret St.	
Corey Duquette	Plattsburgh	
Cameron Guerth	Plattsburgh	
Corey Dragoon	Plattsburgh	
Daryn Johnston	Plattsburgh	
TONY CHAI	Plattsburgh	
Zach R Moore	Plattsburgh	
Wendy F Cribb	5061 South Catherine St. Plattsburgh, NY 12901	
Kyle McArthey	86 pine St	
Dakota Gowett	9 Macomb st	
Syrieanna Barker	205 Route 9N	Syrieanna A Barker
T Vicerance	HWESTWOOD	
Donovan Schiraldi	61 Lafayette	
Will Griffith	40 Tiffany Way	
Tonya Quimette	70 Salmon River Rd	
Catherine Hernandez	5116 North Catherine	
Natasha Carter	4 Tiffany Way	
Sara Leeper	Cottonwood Way	
Carla Brotherton	23 SANBORN AVE	

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24

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	PRINT NAME	ADDRESS	SIGNATURE
1	André Whitaker	4819 #16	André Whitaker
2	Peter Forster	63 Margaret St	Peter Forster
3	Danielle Wiebel	4957 S Catherine St Apt B Plattsburgh, NY 12901	Danielle Wiebel
4	Alesha Bailey	Waterhouse St	Alesha Bailey
5	Chad Dickson	7 Protection Ave	Chad Dickson
6	Brittany Evens	28 Clinton St.	Brittany Evens
7	DEBRA WILKIE	28 Clinton Street	Debra Wilkie
8	GAIL WILFORE	50 CLINTON ST.	PLATTSBURGH, NY 12901
9	Kasey Young	43 Clinton St	Kasey Young
10	Maribeth Rhodes	43 Clinton St.	Maribeth Rhodes
11	Michele Phillips	P.O. Box 177 Ellenburg Depot, NY 12935	Michele C. Phillips
12	Ramona L. Killam	194 Dead Rd. W. Chazy, NY. 12992	Ramona L. Killam
13	JANE DESOTELLE	61 RILEY AVE. PLATTSBURGH, NY	Jane DeSotelle
14	MARILYN C. BECHARD	44 Sawyer Ln. West Chazy NY	Marilyn C. Bechard
15	CONNIE CASSEVAUGH	Farmer's MKT vendor	Connie Cassevaugh
16	Bonnie Gonyo	308 W Church St W. Chazy	Bonnie Gonyo
17	Debbie Hughes	2 Flanagan DR Plattsburgh	Debbie Hughes
18	Lou Lesniak	239 ADAMS RD MALONE	Lou Lesniak
19	Kimberly Ostt	239 Adams Rd Malone	Kimberly Ostt

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	PRINT NAME	ADDRESS	SIGNATURE
1.	Marcie Gokey	PO Box 161 Saranac 12981	Marcie Gokey
2	Rebecca Lasalle	432 Bucks Corners rd Saranac NY 12981	Rebecca Lasalle
3	Aaron Cross	10 Sunborn Ave	A Cr
4	Richard Corbel	1469 Rt 9 K Ville	
5	Robin Burl	347 Bradford Rd Plattsburgh	Robin Burl
6	Josh Rivers	158 Ainerson Rd Plattsburgh NY	Josh Rivers
7		Warren Tire	James Vincent
8		warren tire	
9	Todd LaMere	Body Art Tattoo	
10	Joseph Lamoy	456 Boper Street	
11	Stephanie Gray	37 Broad St. Apt 4	
12	Christopher Nicholson	122A Robare Rd. Keeseville, NY	
13	Melissa Poirier	Farmers market Vendor 93 Earlville Rd Chateaugay NY	Melissa Poirier
14	Lance Ayer Ld	21 Quarry Dr Plattsburgh	
15	Eddy Reed	15 Bridge St	
16	Jason Ownsby	6 Glen Court Plattsburgh	
17	John A. Cook	27 MACOMB. Street	John A. Cook
18	LARRY Church	14 WEED ST	Larry Church
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Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

	PRINT NAME	ADDRESS	SIGNATURE	
1	Mary Fredetto	6086R122 Platt	Mary Fredetto	
2	Genevieve Noone	377 Cavanaugh Rd	Genevieve Noone	(Vendor PBurg Farmers)
3	Van Tran	16 Brinkerhoff St	Van Tran	
4	Sheila Dego	12 Brinkerhoff St	Sheila Dego	
5	Shelley Fracalossi	12 Brinkerhoff St	Shelley Fracalossi	
6	JANE GALLETTI	11 LAFAYETTE ST APT A	Jane Galletti	
7	Shaunice Bonnier	11 Clapham Mills Rd	Shaw Bonnie	
8	Jared Blisher	15 Fuller Rd		
9	Brooke Hughes	17 Court Street		
10	Tina Ashline	24 S Ames Manway		
11	Melissa Rebarber	West Chazy		
12	Barry Goeman	Platts burgh		
13	Michael Agoney	Po Box 766 Malone		
14	Michael Ucciardino	3 Stoneway Apt 2		Vendor @ The Farmers Market.
15	Praxedis Adolfo Leyva	4 terrace west way		(vendor @ PFCM)
16	James Cayea	Vendor	James Cayea	
17	Rita Santamore	264 Santamore Vendor Churubusco NY	Rita Santamore	
18	Susan Carlsone	vendor- 432 Emery Rd Moores Forks NY	Susan Carlsone	
19	Susan Aspinwall	Patron, VT	Susan Aspinwall	
20	Crystal Georgeson	376 Margaret St. Platts.		
21	Sean Ferrell	376 Margaret St. Platts		
22	Ashley Levasseur	73 Blaire Rd Moores M 12958		
23	Kathleen Craig	62 Nashville Rd Saranac		
24	Terri A Baughn	27 Appons St Plattsburgh		

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PRINT NAME	ADDRESS	SIGNATURE
Michael Holdridge	20 Brown RD Peru NY	
Travis Dumas	30 Sailey RD NY	
LEONARD SEMBLY	12 Eddie Drive	Leonard D Sembly
Tina M. Dameron	12 Eddie Drive NY	Tina Dameron
Cynthia Lathrem	24 Grace Ave	
Sharon Reid	82 Montcalm Ave	
Cathy Sterling	9450 Rt. 9 Chazy	
Sarah Laumb	21 Dunsforth Pl Massena NY	
JON LAYO	14398 st. hwy 37 Massena NY	
Joseph Bodette	4 College Cir	Joseph Bodette
Jordan Barrett	100 OAK	
	12 ~~Miller~~ Westland Ave	
Duane Saine	12 Westland Ave	Duane Saine
Abby LaBounty	34 Champlain St.	
MARC SOLA	24 BROAD St #11	
Teresa Minardi	44 Grace Ave	Teresa Minardi
Jesse Hoffman	44 Grace Ave	
Mike Slominski	5 Broad	
Mitchell Terry	102 Oak st	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Joe Garcia	53 Court St	Joseph R. Garcia
Jesse Hoffman	44 Grace Ave	
Teresa Minardi	44 Grace Ave	Teresa Minardi
Nicholas Thaw	6 Palmer Street Apt 3	
Joey Jamison	116 Cornelia St Apt C	Joey Jamison
Michael Cahill	59 Margaret St	
~~Chad~~ Brad Burdick	85 Margaret st	
Tammy Russell	5045 S. Catherine St. Apt 14	Tammy L. Russell
Mike Obert	44 Court St	Mike Obert
Stacie Carver	54 Steuben	
Suzanne Daley	4 Lexington Ave	Suzanne Daley
Jay Rabbitoe	13 Couch St	
Zach McNulty	22 Pleasant St	
Ashley Rasco	10 Goff Ave	Ashley Rasco
Brenda Dodds	2016 apt C South Catherine	Brenda Dodds
[illegible]	35 Dennis Ave	~~Vicki~~ Victie Carpenter
Beth Dobson	5263 No Catherine	Beth Dobson
Erin K	5263 No. Catherine	Erin K. Casey
Rob [illegible]	74 Brinkerhoff St	Rob [illegible]
Lawrence Dygert	17 Pike St.	Lawrence Dygert
Matt Stowe	273 Mount Pleasant Rd	
Scott Stowe	62 Bartlett Hollow Rd	
Nathan Ames	621 Barney Downs Rd	Nathan Ames
Victoria Ratliff	81 Sand Rd	Victoria Ratliff

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PRINT NAME	ADDRESS	SIGNATURE
Trudell Ingbretson	PO Box 189 Keeseville, NY	
Samuel Marcotte	11	
Sharron Black	Miller St	
Jeff Watts	87 Maynard St	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Andrew Durkee	64 Margret	

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PRINT NAME	ADDRESS	SIGNATURE
Patrick Collins Jr		
Dustin Hoosinger		
Dimitri Hagar	41 Couch St.	
KRISTIN CONWAY	138 Montcalm Ave	
Nathan Giroux	95 oak st.	
Olivia Gonyo	164 Herrick Road	
Sierra Gonyo	164 Herrick Road	
Brad		
	15	
	12 Oakland St	
Elijah M Cameron	80 Scully Ave	
Taylor Manor	10 Joyce Ave Hudson	
SARAH WOLF	143 Connecticut St Apt B	
	142 Brookside	

14

14 2 5 4 2

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Jennifer Boyer	17 Heritage Dr. Pittsburgh	
	9 Pond St	KARLA OEHLER
Kim J Carpenter	1673 Rock St	Kim J Carpenter
Stasi Tavenier	8e Arno Rd	
Jody Leavens	24 Margaret St.	
Christine Seller	23 Brinkerhoff	Christine Seller
BRIANNE KENNEDY	59 BROAD STREET	Brianne Kennedy
Pat MacMannis	486 Miner Farm Rd	Pat MacManning
Tenzin Dorjee	78 Margaret St	
Laura Cochran	82 Margaret St.	
Art Glover	110 Margaret St.	
Emily Hutchins	103 Margaret St.	
Ariel Voss	103 Margaret St.	
Matthew Waldron	50 Plank, Ellenburg	
Peter Kalyviotis	103 MARGARET ST	
David A. MacIntosh	1138 Cumberland Head Rd	
Victoria Goddeau	5043 South Catherine St	
Shane Fordham	70 margaret St	
Camera Dan	28 City Hall	
Jerry Doran	28 City Hall	
Ryan Lynch	37 Set Point	
Kelly Lynch	37 Set Pt	
Stephen Jackson	6 Isabella Ave	Stephen Jackson
Dave Bowe	29 Tom Miller	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Sam Nelson	6 Shelburne st	
Theresa Mesec	562 St. Johns Rd. Champlain, NY	Theresa Mesec
	53 Clinton St.	
Jim Reid	42 Set Point	
William Versnay	53 Clinton St	
Ziad Sassine	Hobie's	
Joey Whalen	58 Sailly Ave	
Rachael Demirgor	5080 S. Catherine	
Brandon Martineau	35 clinton st.	
Jacy Sewell	5498 Peru St.	
Saverio Minardi	93 Margaret St.	
Pamela Minardi	93 Margaret st	
Nick Ratliff	28 Nichols Rd	
Joe Malay	91 Margaret st	
Lily Adams	53 Broad st	
Kylee Snider	12 Sonya way	
Shawnn Lushia	55 Cross Rd.	
Dylan Cladd	1 Lilac Lane	
Richard Cladd	1 Lilac Lane champlain	
Jim Waldron	8 Iannelli Ave	
Minardi Gian T.	103 Oak	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Corey Rapp	80B Margaret St.	
Timmy Blaze	2014 northcat	
Jeff Watts	87 Margaret St.	
Shannon Browne	77 Margaret St.	
Jeremy Browne	77 Margaret St	
MARK MESCHINELLI	9 CITY HALL PL	
Meg Leary	13 City Hall	

Please support our Downtown Community!

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
- A resulting City Parking Plan harmful to the accessibility, walkability and safety of our community.
- Increased cost of living for downtown residents, employees and visitors due to resulting paid parking system.

Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Rya M Guynup	3 Stonegate Way	
Brian Thurston	198 Fox Farm rd	
Julie Duquette	24 Margaret Street	
Collin McCullough	444 Elm St. Apt. 2	
David Parent	35 Clinton St. Apt 2	
Joyce Samonek	1305 Fiske Rd Chaz4	Joyce Samonek
Kyle Reeves	534 salmon River	
Emalie Nestle	534 salmon river	
Joe Mahaney	91 Market	
Tim Cable	84 magett st	
Maurice Daniels	134 Brinkerhoff St Apt 3	
Nichole Dominy	2091 Alderbend Rd	
Michael Carey	46 miller St Apt 6	
Julius Burres	128 Court St	
Ms. Dupree	194 Oak St.	
William Price	63 Brinkerhoff	
Nancy Price	63 Brinkerhoff	
Mark Lautenschlager	44 Grace Ave	
Melanie Taylor	44 Grace Ave	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Brionna Wildman / Brionna Wildman	17 Cross Rd	Brionna Wildman
Nathaniel Barber	9 Lafayette St	[illegible]
Maurice [illegible]	419 Street Chaplin Chaplin	[illegible]
Kelly [illegible]	4897 US AV [illegible]	Kelly [illegible]
Alexy Herrera	85 Gynup Ln	[illegible]
Bradley B. Marr	6 Mohican Ln	[illegible]
Rdward Rely	3 [illegible]	[illegible]
Walter Moussel	Champlain	[illegible]
Ken Delafrange	29 Cedar St Chaplin	Ken Del[illegible]
Adam Jacques	15 Holland Ave	[illegible]
Kathleen Lee	81A Cornelia	K. Lee
Daniel / Lafrance	6 Lafrance St. Apt. 35	[illegible]
[illegible] Wisniewski	190 State Rt. 22	Javier R Wisniewski
Spencer B. [illegible]	100 Cornelia st.	Spencer Brack[illegible]
[illegible]	25 Hartwell St.	[illegible]
[illegible]		
Kevin Sanchez Carlos	Ramm SR SR	[illegible]
Toni Shahbazova		Toni Shah
Shanna Bouyette	Rd Vanumf	Shanna Bouyette
Marty Munson	15 CV Way	[illegible]
Lindsey Neenan	4067 State Route 22	Lindsey Neenan
Tim Schwer	4063 Route 22	[illegible]
Brayan Fulgencio	57 broad st	Brayan Fulgencio
Jack baboa	55 broad st	Jackie baboa

23

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
BRYAN G PARROTTE	239 MANNING BLVD	Bryan Parrotte
Roberta Firenze	7 Arrowhead Dr	[illegible]
Nathan Armey	621 Barney Downs Rd	Nathan Armey
Debra A. Lopez / Debra A. Lopez	Box 1113 Plattsburgh	Debra A. Lopez
Keith McCaughey	8 Pond St Apt 106	[illegible]
Jennifer AnneRock	183 So. Peru St	Jennifer Anne Rock
Andrew Kramer	25 Sheep Lane	[illegible]
Taylor Olmstead	73 View St. W	[illegible]
Susan B[illegible]	8 Spaulding Dr	Susan B[illegible]
Dustin King	24 Broad St	Dustin King
Dustin Nat[illegible]	87 Metcalf	[illegible]
John Stitt		
CHRIS GIAGANNI	2 Cornelia	[illegible]
Greg Phelix	36 Weed St	[illegible]
Makayle Stoddard	6 Hardwood Dr	Mak S[illegible]
Brittany Sayah	1 Mill St.	Brittany Sayah
Josh Mihuc	56 Sandra Ave	[illegible]
Kyle Brauer	184 Brinkerhoff	Kyle Brauer
Kathryn Murphy	73 Margaret St	[illegible]
Aguilar Elder	164 Rugar St.	Aguilar Elder
Paul M. Walenta	16 Center St. Ft. Cov, NY	Paul M. Walenta
Barry Smith	219 Wallach [illegible]	[illegible]
Steven Rivers	110 Bridge Street	[illegible]
William Badger	12 Lafayette St Apt 3	William A Badger

- Decreased public access to the riverfront and lack of public gatherings space.
- Elimination of Farmers & Crafters Market.
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Say "YES" to support Development Plans for Durkee Street that actually benefit our community.

PRINT NAME	ADDRESS	SIGNATURE
Valerie Mero	15 Holland Ave. Plattsburgh	Valerie J Mero
Kate Friedrich	Dannemora NY	Kate Friedrich
Aubrey Offagan	9 Elizabeth St Plattsburgh	
Peggy Conroy	Conroy Rd W. Chazy	Peggy Conroy
Phil Benson		
Alex Benson		
Carlad Thompson	6564 State Rte 9 Peru NY	
Amy Newgarden	21 Ash St. P'burgh	Amy Newgarden
Jaxson Gowett	56 Harmon Line Plattsburgh	
Mackenzie Ring		Mackenzie Ring
Tim Rhoades	742 Dorand Rd	Tim Rhoades
Vern Witherbee	2048 State Rt 22B Morrisonville	Vern Witherbee
Caitlyn LaPier	10 City Hall Place Plattsburgh	Caitlyn LaPier
Luis F. Sioma	7 Pt-View Terrace	
Lynn Trombly	144 Ratta Rd. Chazy	
Andy Kohn	7A Elizabeth St	
Tom Friedrich	47 Set Pt, Plattsburgh	
Kate Friedrich	47 Set Pt, Plattsburgh	Katherine Friedrich
Rev NICOLINE GUERRIER	4 Palmer St Plattsburgh	

Petition to Stop the Prime Company's Development of the Durkee Street Parking Lot

PRINT NAME	ADDRESS	SIGNATURE
Jessica Hoffman	POBox 134 Saranac, NY	
Reagan Monarch	Peru NY	
Shawn Straub	Plattsburgh, NY	
Nancy Armitage	16 Pine Plattsburgh	
	133 Broad	
	27 Addoms St	
Dawn Palmer		
Lt Col, Major	46 Maryland Rd	
E MURPHY	288 Cumberland	
Lori Provost	307 Rugar St. Plattsburgh 4th Rd	
Kathleen Marant	295 Ore Bed Rd Schuyler Falls	
Sandi Freeborn	69 Swamp Rd Fairfax VT	
Jolene Struck	1005 Plattsburgh	
Linda Weisman	10 Olivetti Pl.	
Luther Weisman	" "	
Charlene Barry	23 Club Rd #3 Plattsburgh	
Helen Nerska	87 Jabez Allen Rd Peru	
SHANNON VEEDOCK	87 JABEZ ALLEN RD PERU	
Brooke Marbut	36 Main Mill Point	
Susan	27 Facteau Ave	
ARLETTE PROTHIN	19 Dennis Ave	
PATRICIA BEST	314 MacDonough Rd	
Beverly Witter	925 Green St Jay	
Matthew Cincinnati	256 Margaret St.	
Kat Ryan	273 Martin Hill West Chazy	

Plattsburgh Zoning Board of Appeals
Plattsburgh City Hall
41 City Hall Place
Plattsburgh, NY 12901

May 5, 2020

To: Plattsburgh Zoning Board of Appeals

Re: Downtown Revitalization Project Comments

Many aspects are very positive. Public walking and biking along the Saranac River, the terraced, art corridor and green space around the building is appealing for residents, area people and the ever-growing eco-tourism. Increased connectivity between river walkway and arts corridor is welcome. A kayak/canoe launch site would be an asset. The proposed residential lodging is within walking distance to many businesses and services: North Country Coop, library, YMCA, Strand Center for the Arts, Kent Delord House museum, Lions' bandshell, churches, shops, restaurants, Stafford Middle School, government offices, post office and marinas. Additional parking provided in current plan is vitally important.

Comments re. the design of buildings, on-site and street parking and impact to local business:

1. Architectural modification to blend with surrounding historical buildings is extremely important. Architectural features of the façade are addressed. Configuration has been addressed, the size overwhelms the space – blocks views of Riverwalk, surrounding buildings.

2. Will the single access drive into the interior parking lot be sufficient for smooth flow of cars? Would like to see an access/exit from the parking area behind the U-shape building onto Bridge Street. This would allow cars to flow through the parking and not get trapped if the drive into the parking lot inside the U is blocked/backed up. between buildings is blocked/backed up.

3. NEED passageways through U building to south lot & Bridge Street. Shop/restaurant entrances will be on their street side. Land, vacated by movement of "amenities" to roof, will hopefully be used to enhance river walk

Create partnership for these residents with the Y - swimming, sports, physical fitness. This option would be perceived as a high-end benefit. Residents would pay for their usage.

4. Parking: The new plan claims 348 parking spaces; however, 200 of those appear to be reserved (165 underground, 35 street level inside U-building). The 148 remaining includes the south lot and on-street parking. They state that there will now be 50 public parking spaces. We used to have 289 public parking spaces.

- Will diagonal parking on one-way Durkee Street succeed? In the past Court Street was modified to one-way with diagonal parking places beside the former MAI… The post office experiment maintained two-way with diagonal parking. Both were deemed impractical/unsafe and deconstructed.
- Will parking places in front of businesses be sufficient for customers? If not, will these people be able to park behind the buildings and/or in garages? If so, not smart to force them to walk all the way around. How heavily is the former bank building parking lot being relied upon to meet overflow parking? It will not really support the customers at the new building who are carrying heavy packages. Will business staff and residents park

under or in street level lot inside the U? Residents will need access to their unit/elevator/back door. Will parking on surface and in garages be included in residents' rent or extra charge? How many parking places are allocated per unit? Will street parking be metered for customers of on-site retail stores and restaurants?

- We are extremely concerned about the parking provision for adjacent businesses, especially the impact on the North Country Coop. The Coop's ***major*** renovation project significantly expanded merchandise and provided accessibility for everyone. The Coop is a business magnet for the City. In the current revision, the new plan shows only 6 parallel parking slots across from the Coop. Sufficient, near-by parking is vitally important for people who drive from various distances (including Canada) to be able to carry heavy groceries to their car. This enables drivers to support the downtown, meet most/all of their grocery needs and buy products from "green sources".
- Prime Development has said the garages are very expensive. If underground parking is eventually deemed too expensive, how will loss of parking spaces be addressed?

5. Additional thoughts/questions:

New site plan shows only two green sites on the Bridge Street side of U-building. What is required to have adequate green/growing things on all sides of a building?

Farmers' market in Harborside city lot between railroad station and waterfront

- Trains disrupt foot, vehicle and bike traffic flow, also very noisy.
- Is there only one entrance to area? How about connecting Green Street parking with Harborside lot?
- Can pavilion be constructed to accommodate 360-degree access for vendors and customers?
- Will there be sufficient parking for Bass tournaments, non-event boat launching, Farmers' Market, regular marina parking, and additional traffic from the proposed city marina expansion?
- Location is beneficial for boaters and people living in Macdonough district. Driving from outside this area may necessitate additional signage and/or dedicated street lanes.
- Opportunity to continue to promote bike eco-tourism. Set up bike racks at Market.
- If there are NOT restrooms at Market, where will people find facilities? Porta-potties are acceptable ONLY during initial construction of real restrooms. Consider setting up multiple stand-alone family restrooms rather than only multi-stall M, F.
- Proximity to parking, river, downtown, lake and marinas is appealing. Proximity to waste-water treatment plant is not. What will be done?

6. The businesses which have invested in, and helped keep the City viable need the support of the City.

All our area residents should convey their gratitude for your fine work. With hopes for the future and that the outcome will support and enhance the city - the arts, special events, opportunities to enjoy the remarkable assets of our area. The City should continue as the center for surrounding communities

Best wishes in the development of this project.

Tom Metz Betsy Metz

Tom and Betsy Metz

Durkee st project

2 messages

John Seiden <johnseiden7@icloud.com> Wed, May 6, 2020 at 10:26 AM
To: cityinfo@plattsburghcitygov.com

"Plattsburgh the land of miss opportunities"

My name is John Seiden I live in Plattsburgh New York I have been a redeveloper of real estate since 1987 putting most of my energies in the redevelopment of downtown Plattsburgh. Most notably converting "Skid Row" on City Hall Pl. four buildings thirty Apartments seven store fronts, the old Merkel Department Store building at 43 Durkee St. conversion of 15,000 ft.² of high-end office suites which sat vacant for four years, converting the old grand union grocery store at 159 Margaret St. into 30,000 ft.² medical suites. Moving Plattsburgh City Court out of City Hall to a brand new state of the art facility at 22 US Oval are just a few of these projects. In all these developments the spirit of a win win win collaboration between myself city officials, lending institutions And countless building professionals was the better meant of our community. I served on two downtown commissions Under two different mayors, and was on the city zoning board for nearly 20 years. I was appointed by Governor Cuomo to the DRI committee through Mayor Colin Read to facilitate the Best and highest use of the $10 millions awarded to Plattsburgh . So I believe that I have the knowledge and standing to point out a few observations and my total dismay and heartbreak to what our community is witnessing with the "Durkee Street Scam" The hijacking of would could be an opportunity of a lifetime.

The project as being presented is no way in the spirit of what the DRI program was meant to be used for in the reimagining And renaissance of our downtown. This project as presented is nothing more then what I will refer to as a "gated community" for high-end renters and provides almost zero Creativity to the proposed residence and our community as a whole. The over-utilization of the template of land borders on the bazaar in no way way fits in to the character of our downtown not only in the visual aspects With the five story Behemoth but in the holistic spirit and soul of our historic roots. The lack of sensitivity of prime development corporation to this fabric shows their interest is solely economic to maximize their profits which by the way all city residents should be up in arms of the giveaway not only by the city of Plattsburgh but the $4 million that will create no real jobs the fact of the matter of them paying no taxes to a city in such dire straits magnified by coming out of this pandemic loss of city jobs borders on criminal. Over the last several weeks I have witnessed the dog and pony show of their high-priced Prime lawyers telling us Plattsburgh we have it all wrong and they have all the answers we are to trust them, if we have learned nothing from all our squandered miss opportunities of the past I don't believe the snake oil salesmen. They have nothing invested in our community and we will witness them taking the cream off the top and put nothing back in.

First and most importantly is parking it's parking it's parking it's parking I have paid into the special parking district tens of thousands of dollars for many years for a reason tenants need a place to park where they live and work, folks going to the restaurants need a place to park where the restaurants are that has been the success of the parking lot I find it extremely interesting that we're giving this parking lot away and have demolished a bank building to create parking somewhere else and in my opinion not where it is now needed. The manipulation of calculations of needing parking to this day is still a moving target but let me make it personal my building that I own at 43 Durkee St. (which is directly across the street of this proposed development) daily uses 50 parking spaces for my tenants I have noticed now in the current Prime plan there is not enough parking just for my building what about the other buildings and the other tenants what are they to do what is the Clinton county employees supposed to do. This Administration is bending backwards to accommodate this miss guided scheme with the notion that this development is going to be on the The economic catalyst . you're missing the fact of the harm that it's going to do to all the existing businesses and people that utilize this parking lot I have already been given notice by several tenants that lease in my 43 Durkee St. building if this goes forward they will have no place to park and will not renew their leases with me now how is that good for economic development explain that to me. I hear the prime lawyers talk of the minimal effect they are delusional they are greedy pigs at the trough only worried about themselves and could care less of the harm they're doing to the existing fabric the existing need of that parking lot not only to me but to affordable furniture the co-op irises restaurant the Mexican restaurant Hoboes to Our House Bistro. You must hold their feet accountable do not put these people out of business for the sheer greed and the over use of this template of land for their own financial gain this is not economic development this is economic disaster. I've been listening to prime and their presenter utilizing all the buzz words like" walkable city" but yet in their plan they they are providing a minuscule walkway from Durkee Street to the river by their dumpster this is bordering on sad they want to take 8 foot sidewalks to 4 foot once again just showing nothing more than their incompetence and sheer lust for greed. Our Gateway to downtown at the intersection of Bridge and City Hall and Durkee street at peak hours in the morning and at 5 PM has created a traffic jam already this development press the boundaries to an unacceptable levels and should be addressed. The west edge of the bridge will be a crosswalk connecting the river trail the over congestion at this location will certainly create additional chaos at The same location is their underground parking entrance and exit this needs to be looked at with a fine tooth comb. The propose sidewalk on the south end of Bridge Street only being 4 feet once again shows their insensitivity of the true nature of our downtown and I missed opportunity for widen sidewalks to create outdoor cafés etc. etc. Which again boils down to the overuse and lack of creative design. They wine because of the incline commercial would not work but let's remember years ago that was all commercial and by the way across the street has the same elevation and the co-op etc. works just fine with the same elevation so don't buy that crap. Creating residential at street level is beyond the norm and should never take place ever , this alone creates a very dangerous president and will dramatically affect the new streetscapes remember downtown is for commercial at street level period. And as far as the gateway to downtown this will be the first thing you see.

At the last zoning presentation on Zoom kept hearing about the economics it's all about the economics no that's incorrect it's all about greed. Remember they're paying no taxes they have a pilot no money is going into the city coffers Plattsburgh city school district is not getting any fair share either. The planning and zoning boards have a duty to preserve the integrity of our community by no stretch of the imagination is this five story gated community have any place being put in our downtown it overshadows every historic building it should not be allowed and has failed the DRI mission. As far as The building materials should be copacetic with the existing brick construction. They should also be demanded to go back to the original DRI and allowing only half of the residential units be built that will alleviate the parking nightmare this will create and I believe would visually be more in tune to what we already have in our existing downtown.

In closing I have sat exactly where you are sitting and it's hard sometimes to do the right thing. I'm tired of hearing the prime lawyers disrespect discount and belittle the citizenry of Plattsburgh with our concerns we are unlike them we have a much greater vested interest in the outcome of what happens in our community Because this is where we live, they don't

Hey Prime I don't want to hear about Saratoga springs Burlington Vermont or anywhere else in New York this is Plattsburgh we're not buying your BS

John S. Seiden
J.S.Seiden Real Estate and Commercial Development

Sent from my iPad

> On Apr 2, 2020, at 4:51 PM, John Seiden <johnseiden7@icloud.com> wrote:

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Wed, May 6, 2020 at 11:25 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Zoning Board of Appeals Comment 5-18-2020 Andrew Golt

3 messages

CORVAIRWILD UGLYTRUK <corvairwild@gmail.com> Wed, May 13, 2020 at 10:37 PM
To: cityinfo@plattsburghcitygov.com

Mr. Ronald Nolland, Chairman

City of Plattsburgh Zoning Board of Appeals

cityinfo@plattsburghcitygov.com

Re: ZBA comments 5/18/2020: Appeal 2232-Durkee St-SUP-amend boundaries + 1st floor Apts

May 13th, 2020

Dear Zoning Board members:

I grew up in Montreal and have visited many cities and walked through many a downtown district. What attracted me most to live in downtown Plattsburgh was the quaintness and its walkability. Wide sidewalks and non-congested streets. Plattsburgh's charming turn of the century architecture has always made it a pleasure to walk downtown. Locally owned shops and restaurants are vital to any downtown district and remind me of home.

As someone who has lived in walking distance to downtown Plattsburgh for close 30 years, I've always enjoyed the quiet serenity that afternoon walks provided me. I have witnessed first- hand how careful and thoughtful planning have transformed a neighborhood into a thriving community. Prime's current proposal to build 115 apartments plus 15, 800 square feet of commercial space in the center of our small downtown is too large to fit into such a small space and is not in keeping with the historic character of downtown Plattsburgh.

One of the most important assets of any downtown is free off street parking, especially in our region during winter months. As a native of Montreal, I know all too well the difficulties with finding off street parking space in the winter due to narrow streets and parking shortages. People who live, work and eat downtown have always been able to find year round off street parking even during the worst snow storms. Which is quite the opposite of any other city that I have lived in. I have always been amazed at how efficient Plattsburgh's public works department is in removing snow and plowing city streets, but realize that this is primarily attributed to the fact that we have had the luxury of having off street free parking in the center of our downtown. Removing all 3.3 acres of the Durkee Street parking would have a detrimental effect to our downtown and city.

I ask the members of both ZBA and Planning Board that they have Prime present a smaller project that would be built in phases rather than try to build such a massive structure in the Durkee Street lot. Furthermore, that the city retain at least ½ acre of the Durkee Street lot to guarantee that downtown property owners are able to continue to use a portion of it for free off-street parking in the center of downtown.

Finally, as both a landlord and long-time resident of both Montreal and Plattsburgh, I can attest to the fact that first floor apartments are a problem in the center of any downtown business district due to safety concerns and the fact that unlike Montreal, Plattsburgh has no public transportation and therefore such a design would add to the problem with lack of parking off street in center city.

Andrew Golt,

owner of 8 south Platt Street, Plattsburgh, NY

Virus-free. www.avg.com

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:41 PM
To: CORVAIRWILD UGLYTRUK <corvairwild@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:41 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Re: May 18, 2020 ZBA comments: Appeal 2232-city's request to amend boundaries + Prime's request-SUP for 1st floor Apts

3 messages

Andy MacDougall <serious_61@yahoo.com> Wed, May 13, 2020 at 3:00 PM
To: cityinfo@plattsburghcitygov.com

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals

May 13, 2020

Dear Zoning Board members and Chairperson:

I have been a city resident since 1965. Across the decades I've lived in various locations around Plattsburgh, including the west end and downtown. I've long observed how developers have worked with residents and the city planning and zoning boards to downscale projects, meet city zoning requirements, and improve the neighborhoods they come into.
That said, I see no improvement potential whatsoever in plans to overtake the Durkee St. parking lot with a new apartment complex, and am therefore emphatically opposed to the proposition.
My perspective is not one that I have come by hastily. In fact it has marinated, so to speak, for quite some time in light of the initiation of my personal pro-activity on this issue months ago, when I circulated a petition on behalf of the proverbial loyal opposition. Since collecting over 100 signatures from fellow city residents, I've continued weighing all the variables in the equation at hand, which has only steeled my oppositional resolve.
My primary concern is that fulfillment of the planned development would strangle the current state of parking convenience, such as it is. The whole downtown-parking scenario has long festered in a state of insufficiency. Thus, the demolition of the Glens Falls National Bank on Margaret St. has been a step in the right direction toward remedying the problem. However, to follow this with the Durkee St. development would be like having taken one step forward, two steps back. And that is the understatement of the year.
In closing, may I say that city residents dependant on parking convenience in the downtown area hardly need this proposed insult to their personal and professional needs added to the injury of an extended lockdown.
Thank you for your time and attention to my input on the Durkee St. parking lot development proposal.

Sincerely,

Andy MacDougall
77 Brinkerhoff St.
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 3:05 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 3:05 PM
To: Andy MacDougall <serious_61@yahoo.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

Zoning Board Comment for May 18, 2020 Meeting: Durkee St.

4 messages

Barrys <barryb721@verizon.net> Wed, May 13, 2020 at 9:42 AM
Reply-To: Barrys <barryb721@verizon.net>
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

May 13, 2020

Dear Mr. Nolland and Members of the Zoning Board,

Thank you for serving as volunteers on the City of Plattsburgh Zoning Board. I'm pretty sure it is a thankless job but one that is very important to Plattsburgh residents and our quality of life.

I am concerned that the Prime Development project for Durkee St. parking lot is too big and too dense for the location. It appears to me that the building rises up abruptly from the sidewalk, dwarfing pedestrians and nearby historic buildings on Bridge and Durkee as well as blocking sunlight and a view toward the Saranac River for people using our downtown.

On the South side, there appears to be a narrow sidewalk between Bridge Street roadway and where the building starts. That is uninviting to pedestrians. The underground parking garage exit at that location hosts a "pedestrian safety mirror" which indicates to me the line of site for walkers is quite limited if such a mirror is necessary.

In addition, the scale of the building limits access to the riverfront which I thought was the intention of the whole project, to create a user friendly nature-rich riverfront for the community. Instead, the structure turns it's back on Durkee St. in a horseshoe-shape, enclosing its own paved parking area that fronts the river. This has the affect of blocking the public from strolling through open green space toward the river from Durkee St.. Could the walkway provided be two or three times as wide, to be more park-like and less like an alley-way? More green space is definitely called for here.

Thank you for listening to my concerns. I don't have a dog in this fight or an economic interest in the outcome. I'm just a home-owner and long-time citizen of Plattsburgh who enjoys its quaint historic character and wishes to preserve that quality for the future. I think we can do better than the Prime Development Project and I trust your good will to represent us fairly.

Sincerely,
Barbara Barry
18 West Court St.
Plattsburgh NY 12901

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 10:09 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 10:11 AM
To: Barrys <barryb721@verizon.net>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

Barrys <barryb721@verizon.net> Wed, May 13, 2020 at 10:41 AM
Reply-To: Barrys <barryb721@verizon.net>
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Thanks very much, Beth.

Take care,
Barb
[Quoted text hidden]

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: ZBA comments for May 18, 2020: Appeal 2232-City's request to amend boundaries of existing PUD at 22 Durkee Street & Prime's request for SUP to put apts. on 1st floor of 5-story mixed use development

May 15th, 2020

Dear Zoning Board members and Chairperson:

I ask board members to refer to my previous attached letters submitted in April and May of 2020 to remind everyone the reasons why ZBA members should deny the city's request to change boundary lines of the Durkee Street lot and PUD and to also deny Prime's request for a special use permit to build apartments on the first floor of their 5-story, over 160,000 sq. ft of rentable space + over 46,000 of underground parking. As I stated in my previous letters, first floor apartments will set a negative precedent and will forever transform our downtown, because all property owners will soon follow suite due to the rapid decline in retail store front. First floor apartments downtown are never safe and will only exasperate the parking shortage downtown.

Residents like myself who live near downtown have struggled for years to prevent overcrowding, erosion of green space, preservation of sidewalks and attract people to make this neighborhood their homes. Holding all developers and property owners to the same standards is critical to achieving this goal. All developers need to provide sufficient parking on site and meet city zoning code requirements for open space and parking, as a means to ensure that all buildings and parcels are not overcrowded. Fortunately for city residents ZBA members have always made sure that every land owner and developer meets city zoning code requirements and the criteria established by ZBA and PB, as ZBA chairperson, Ron Nolland stated during May 4, 2020's ZBA meeting. The only way to attract people to raise their families' downtown is to not make it profitable for landlords to convert these historic homes into multi-family dwellings.

Prime's recent changes to its site plan merely seems to be a way to placate the members of the ZBA in hopes that they will grant Prime's request to build a gargantuan PUD that fails to provide even the minimum on-site parking required by city code, less than 15% open space for its tenants and children to recreate, lacks safe access for emergency trucks, snow removal and obstructs visibility for drivers and pedestrians entering the site. Merely changing the roof line from sloped to flat does NOT lower the actual height of this structure, which still blocks sunlight to properties on Durkee Street. As one property owner said, who had worked for years as a prison guard, "a 5-story building of such magnitude is going to make me feel as though I am back in prison."

Pushing back this massive structure a few more feet from the south property boundary may seem like a compromise, but will ultimately result in Prime providing even fewer parking spaces on site and less open space. The only way to have sufficient open space for parking and green space on site is to reduce the foot print of this building, which Prime will never do. Since Prime is converting the formers farmer's market 5,800 sq. ft into commercial space, it can easily reduce the size of its mixed use complex. However, it is clear that Prime has no intention of reducing the

foot print of their massive 5 story, 160,000 sq. ft. of rentable space to meet zoning requirements or ensure that Prime is able to supply enough parking and green space on site for their tenants.

Prime's current mixed use development can NOT "fit" into the Durkee Street Lot, because it is too large and will most definitely create hardships for our local businesses and property owners, who have been promised that all 289 free off street parking spaces currently available to the public in the Durkee Street parking lot would be replaced in the center of downtown. The city's replacement parking plan remains 165 spaces short, because only 124 parking spaces are in the center of downtown, off street. Though Prime purports 50 parking spaces will be available for public use, Prime sheepishly admits that they can NOT guarantee these spots will be free and exclusively used by the public. It is quite obvious that Prime's tenants will need to use all 50 supposedly free public parking spaces in the Durkee Lot, because Prime lacks the open space to provide the 441 parking spaces it needs on site due to the massive size of its building and remains 58% short of the minimum parking required by city zoning code. It is unfair, unreasonable and unrealistic to ask people living and working downtown to park their cars and carry their groceries ½ mile home from Harbors ide's lot, especially during a snow storm.

Prime's project not only causes safety concerns for their tenants, because emergency vehicles, such as fire trucks, ambulances and plow trucks can't access the courtyard apartments, but Prime's plan to have fire trucks park on Bridge Street will obstruct traffic flow and creates a hazard for pedestrians and people trying to get to their parked cars. The fact that Prime has yet to make any changes to their site plans to address the safety concerns identified by Mr. Koziol from the LaBerge Group, such as; moving Prime's cross walk and entrance to their parking garage further away from Bridge Street and reducing the height of the structure to increase visibility for drivers and pedestrians, widening paved area in courtyard to enable access for emergency vehicles and downsizing the structure to provide sufficient open space to provide snow removal and safe access for the public to get to the Saranac River Trail is appalling.

This is further testament to the fact that Prime's plan is not well thought out and Prime Plattsburgh LLC does not care about the safety of its tenants or city residents. The fact that Board members have received numerous documents from expert engineers such as, Mr. Koziol, with LaBerge Group, criticisms from other sister boards pointing out some of the many problems Prime's current site plan poses to the public, along with Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street which also poses great safety concerns and risks for the public, bears credence that Prime's PUD is poorly planned. As experts have said many times, Prime's current project fails to meet city code requirements for parking, open green space, set-backs, and accessibility for emergency services and is NOT in character with our historic downtown and does NOT fit into the site for which it is planned.

I like many residents enjoy walking downtown and look forward to a redevelopment plan that will enhance walkability rather than restrict our mobility. After reviewing Prime's site plan, it is clear that Prime's project will impede pedestrian traffic and make it extremely difficult for my handicap neighbors to traverse safely from Margaret Street to Bridge Street. Yesterday, I took a walk along the existing 9 foot sidewalk on Margaret Street over to Bridge Street. I was reminded how difficult it would be to walk on only a 4 ft. sidewalk

with street lamps and plantings, especially, if other pedestrians were walking their dogs or hand-in hand with their children. Planted trees, installed street lamps and a bench on 4 feet of the original 9 ft. wide sidewalk, along Bridge Street, reduced its walkability.

During May 4, 2020's meeting Prime repeatedly stated that its project is going to increase walkability in the center of downtown Plattsburgh, to which I would vehemently disagree. I walk downtown several times during the week and have noticed the difference that wider sidewalks like those along Margaret Street, Bridge Street and City Hall Place makes during peak business hours and wintertime. Several of my neighbors who live on Couch and Court Street are visually or physically impaired and find it impossible to travel along city sidewalks that are too narrow. I encourage Prime and board members to think about the 10-12 foot wide sidewalks in downtown Saratoga when working on plans to redevelop the Durkee Street lot. Reducing the foot print of Prime's mixed use development would enable them to provide at least a 10 foot buffer of green space with landscaping and lighting along Durkee and Bridge Street on site, so that the city residents and visitors can walk safely on an 8 foot wide sidewalk without reducing the width of Bridge Street. Residents would welcome any opportunity to work with Prime to come up with alternative site plans that would benefit everyone and increase the walkability of our downtown.

Prime's engineer and legal counsel seem to continually make contradictory or misleading statements regarding several aspects of their design. The 2-ft. paved bump out along the west side of Durkee Street was constructed to prevent car bumpers from protruding into Durkee Street, which would have made it a hazard for drivers and pedestrians. It is troubling to listen to Prime's developers when speaking about their parking plan and structure being separate from surrounding streets and sidewalks along Durkee and Bridge Street. Prime makes it seem as though the 6 parallel parking spaces that will be created along the south side of Bridge Street and the width of the sidewalk is out of their control, yet they intend to use it for their tenants, because Prime has failed to provide sufficient on-site parking and open green space for this project. Prime has implied that this project should be viewed apart from surrounding streets and sidewalks, which is an impossibility and one of the problems with this PUD. Every aspect of any PUD must be reviewed in relationship to surrounding streets, homes, businesses, residents and visitors to ensure that it is carefully planned and fits the neighborhood that it enters. Development of any land whether vacant or repurposed has a direct impact on the community while being constructed & especially once it's inhabited. This should be even more apparent given the fact that careful redevelopment of the Durkee Street lot is critical to the survival of our downtown & city.

It is disheartening to know that Prime Plattsburgh LLC has failed to be forthcoming with accurate site plans or their calculations for open green space or parking. I have sat in on many a ZBA and PB meeting during which board members listen to public concerns and work with residents and developers to ensure that they have satisfied all city zoning codes and Special Use Permit criteria. Thereby building projects that become assets to the neighborhood that they join. I ask the Board to look at the attached photos of properties throughout the center city and historic districts of downtown and waterfront, and invite Prime to redesign a project that fits the Durkee Street site and complements the historic district it will be entering. Prime's current design and use of aluminum siding and clap board is strikingly out of character for Plattsburgh's historic

business district. Plattsburgh residents, like myself, who live adjacent to downtown have worked with developers for years to build projects that complement our historic neighborhoods.

As I walk from Brinkerhoff through downtown and to the water, I am reminded about many planned unit developments that have repurposed older buildings and revitalized the neighborhoods they have joined. Catherine Gardens across from the former Regina Maria Retreat house that was built over 100 years ago is a perfect example of the importance of careful planning and thoughtful design. This multi-phase project provided sufficient time to develop an infrastructure that could support the entire project and did not disrupt the lives of area residents during construction. This PUD has become an integral part of our neighborhood and an asset to both the community and its tenants. In viewing the attached photos you will notice the architect's inclusion of the mansard roof and other similar features found on the Maria Regina home across the street. The use of synthetic stone enabled the architect to include cost effective building materials that complimented surrounding buildings that are in its view shed (see attached pictures). Incorporating original features and mementos of days gone by is both comforting to long-time residents who remember the days when the original brick structure was a school. Such attention to detail also creates connectivity between the past and present. It is evident that the builder genuinely cared about preserving the history of our city and district and worked hard to create a development that has helped our community grow. Catherine Gardens site design incorporated lots of green space, a playground for their tenants' children and sufficient on-site parking with sidewalks adjacent to tenants' doors and directly in front of their parked cars to promote connectivity to all buildings and city streets. It is obvious that this was carefully planned with special attention made to their tenants' convenience & safety while living at Catherine Gardens and their exit into the community.

As I continued my walk downtown, I made a point to take pictures of both residential and commercial properties that comprise our downtown and center city. I invite the Board and Prime to carefully look at the architectural details and use of brick and sandstone during the planning stages of Prime's PUD. Prime's use of aluminum siding and clapboard and massive size is strikingly out of character from the historic buildings that comprise our downtown.

Many architects have designed PUD's in Plattsburgh's historic districts adjacent to downtown to create projects that meet SHPO's guidelines and compliment surrounding buildings. Prime's statement that SHPO congratulated them on their use of building materials and design is grossly misleading. Having spoken with SHPO about other projects, I believe that SHPO would encourage Prime to use building materials and create a structure that would complement our historic downtown. Prime's use of aluminum and clapboard siding and massive design is in NOT in character with our historic downtown. I ask Prime to look at the attached photos of downtown buildings and a rendition of an example of incorporating brick and glass into a mixed use structure that was formerly proposed for the Durkee Street Lot.

The next group of pictures our examples of how local developers who also designed PUD's that were built in phases and worked with SHPO and area residents to build a project that would complement the historic district within walking distance to downtown. "Freedom Heights" built by Mr. Latinville compliments the buildings on Hamilton and Club Road. Mr. Latinville's use of

brick and architectural details along its roof line are similar, yet stand apart from the historic duplex across the street and barracks up the street. (see attached photos)

Mr. Zukowski did an excellent job transforming the former barracks into condominiums on Club Road. Gregory Heights also built by Mr. Zukowski across the street also used brick to compliment his historic townhomes next door. (see attached pictures)

Finally, Ed Zukowski worked with area residents and planning board members to build a multi-phase PUD, known as Harbor View condominiums at the corner of Club Road and Hamilton Street, which is a great example of how to safely incorporate underground parking and city access. This structure sits far away from city streets and has preserved all of the green space that was originally planned for development. Mr. Poissant who finally built this project made sure to install a hedge row that is several feet away from the city sidewalk on Hamilton Street and at least 20 feet away from the driveway entrance to tenants' underground parking (see attached pic)

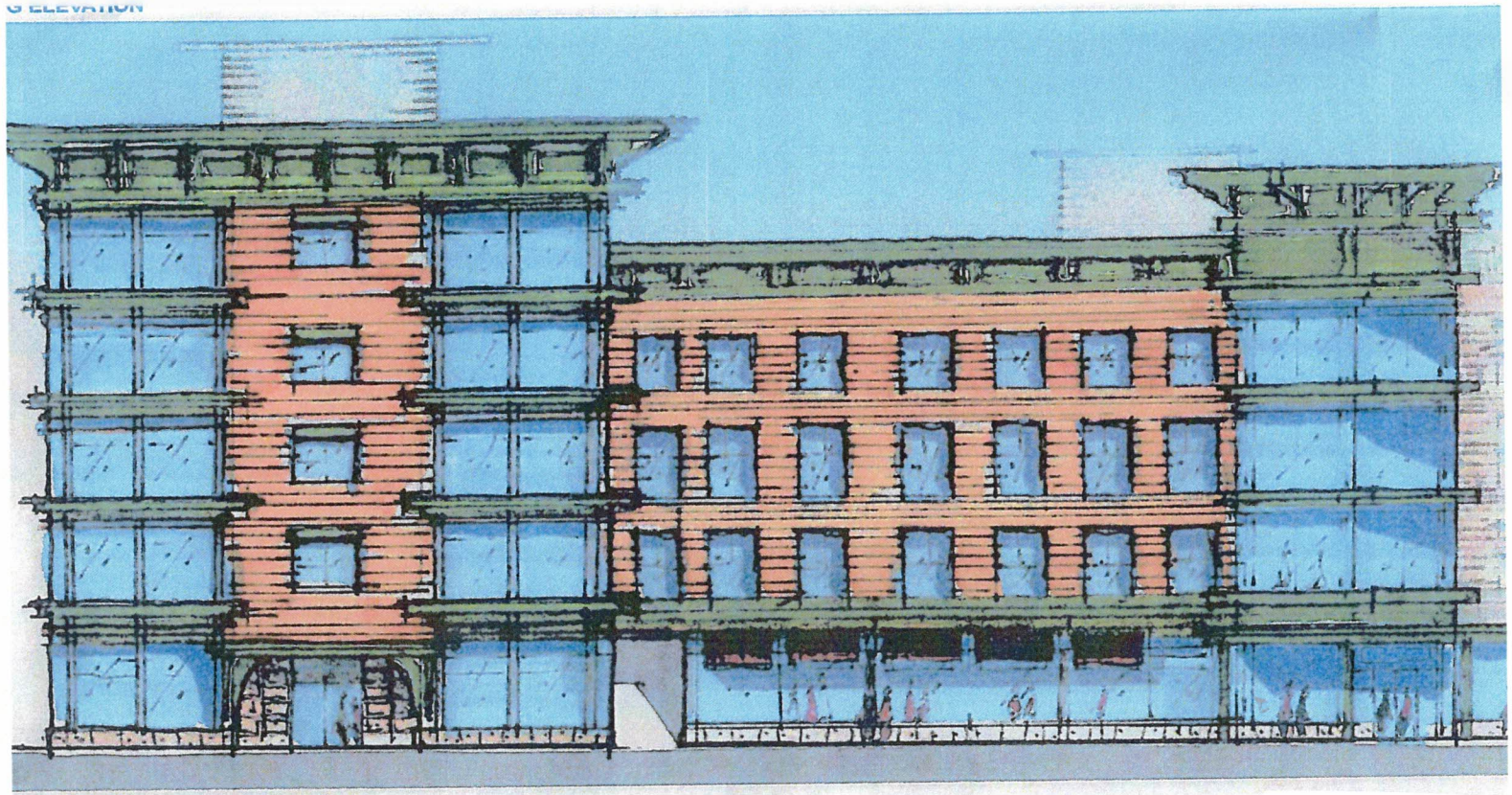
Though all developers would like to build as many units as physically possible, it is the responsibility of all Zoning and Planning Board members to ensure that every project is a good fit for the site and will become an asset to the community. Eli Swartzberg's plans to rehabilitate the Vilas home is a perfect example of how historic sites can be revitalized.

City residents, property owners and downtown business owners and tenants plead with members of both boards not to consider any request from the city to change property boundary lines of the Durkee Street lot or review Prime Plattsburgh LLC's current proposal to build a 5-story 115 unit 160,000 square feet of mixed use development in the Durkee Street parking lot, until this project is re-evaluated based on today's economic for caste and Prime meets all SUP criteria and city zoning code requirements. Concerned citizens like myself look to the members of both boards to make sure that Prime's project is not only safe for their tenants, residents and visitors, but that all aspects of this development meet all city codes and special use permit criteria established by ZBA and Planning Board, which it does not!

Optimistically yours,

Carol J. Klepper

Homeowner and landlord at 17 Couch Street, Plattsburgh, NY 12901



DRI Commitee's MULTI PHASE MIXED USE DEVELOPMENT
PROPOSED RENDITION

Maurica Gilbert, Chairperson
City of Plattsburgh Planning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: Planning Board comments for 5/27/2020 meeting: City + Prime 2019-24, 2019-11, 2019-10

May 5, 2020

Dear Planning Board members and Chairperson:

Plattsburgh's current & former Community Development coordinators have attested to the fact that Plattsburgh will NOT lose DRI funding, if Prime chooses not to build its current massive mixed use development. There is NO need to feel pressured to rush through the review of such a massive project that will have lasting and far reaching effects on our downtown, community and country for years to come! On the contrary, the Planning Board needs to take the time to carefully review all aspects of Prime's project which it can Not do at this time, because **Prime has failed to submit any up to date, detailed site plans for all required parking, tenant storage, interior floor plans of apts., designated areas for loading and unloading zones, list of materials interior and exterior of both residential and commercial spaces and accurate renditions of all buildings** in relationship to surrounding properties. **Prime's April 10, 2020 site plan also fails to include any redesign of their site plan or provide parking for the conversion of 5,800 sq. ft. of formers farmer's market to commercial space,** which includes the entire structure, because Prime will most likely rent out the civic space for special events or enclose it at a later date for commercial use or add terrace dining.

NO VOTE should be made on any special use permit that Prime is requesting until the SEQR and GEIS are redone, because the economic statistics and data that Prime used for these studies are no longer valid. And, **NO special use permit should be granted to Prime until it meets all special use permit criteria** set forth by both Zoning and Planning Boards and provides up to date and accurate site plans that meet all city zoning codes and provides zoning parking requirements for all 297 residential tenants plus 15, 800 sq. ft. of commercial space, which includes Prime's recent decision to convert the former farmers market into commercial space. **Prime's request to only provide 276 parking spaces on site rather than the 471 now required, is 195 below the minimum required and 58% deficient of Plattsburgh's zoning code**. In addition, the **City remains 123 parking spaces short of the required 289 free off street parking spaces it is required to provide the public in the center of downtown**. The actual parking demand for Prime's tenants & customers is 564 spaces. Even I, who love to walk & believe in decreasing our carbon foot print are faced with the realty that we must rely on our cars to get life's necessities, because Plattsburgh lacks public transportation. Though my building met city parking requirements, I had to almost double my on-site parking capacity to meet my tenants' current needs.

Prime should also comply with all 12-pages of recommendations made by Mr. Koziol, engineer for LaBerge Group on March 20, 2020 and provide diagrams identifying all revisions made to its storm water pollution prevention & waste water management plan and site submission plan. Turner Bradford's written response on April 16, 2020 is NOT sufficient. Prime has failed to provide evidence that it has modified any of its original plans to resolve concerns that LaBerge's engineer cited; such as; city easements for public use of all sidewalks, green space & access through the center of Prime's Durkee Street project to the Saranac River; relocation of the exit from Prime's parking garage due to high probability of traffic accidents and congestion as Prime's tenants merge into traffic; moving Prime's building away from Bridge Street sidewalk, noting that constructing a building of this magnitude only 3.5 feet away from public use is too close; and Prime's failure to provide fire trucks, etc. safe access to its courtyard apartments in the evident of a fire or during snow removal, because its driveway is too narrow.

Even **Charlie Gottleib from Prime stated at April 27, 2020 meeting that he has never been involved in a project with so much opposition and is willing to work on a compromise**. Please see the attached petitions of **over 41 downtown business owners & 6,151 people who are opposed to Prime's current proposal**. 1,000 of these petitioners actually signed in just a few days in March 2020 prior to the city Covid-19 shut down. **Residents ask that the PB deny Prime's current plan, because it has NOT provided up to date site plans, uses outdated information in SEQR and GEIS studies, fails to meet all SUP criteria, zoning codes & LaBerge engineer's recommendations.** Given today's recession, it would be much more feasible to construct a smaller multi-phase project rather than one large contiguous structure. Bradford, Prime's engineer expects that it will take 3 yrs. to complete, which bears further credence to the importance of developing this site in stages, to reduce the disruption to our downtown & safeguarding against such a gargantuan project from failing.

I ask the Planning Board to invite Prime to work with downtown property owners & residents to build a mixed use development that will survive today's economic downturn and revitalize our downtown rather than destroy it. A smaller multi-phase project that meets city zoning code requirements for parking, provides open green space for its tenants to recreate on site, and a 25 foot green buffer zone between Prime's building and city sidewalks, streets and river walk is much more viable and sustainable. More green space and parking for Prime's tenants and public will lead to a viable project that will attract rather than deter people from living, working and recreating in our downtown.

Prime admitted at May 5, 2020 ZBA meeting that the 22% green space they claim to provide includes the city's Saranac River Walk and Gateway's grass area, which is not only misleading, but inflates their calculation of open green space. It is disheartening to know that Prime's interest in making money out ways its concern for its tenants. Prime's original design included a pool and play area for its tenants, children and visitors at the former Highway oil site. Providing at least 25 feet grass area along its building on the North, West and East side of its property would enable tenants, their children and guests to recreate safely away from traffic. **It is a disservice to Prime's tenants, city residents and visitors to rely on only 10-14 feet of green space set aside for bicyclists and pedestrians to walk along the banks of the Saranac River without requiring Prime to provide any green space as a buffer between its massive mixed use development and city sidewalks and streets**.

Prime's conversion of downtown's Durkee street parking lot into 115 apartments and now 15,800 sq. ft. of commercial space **fails to meet any of the SUP criteria established by both zoning and Planning Boards and will most definitely have a negative impact on our downtown, community and county**, which will ultimately lead to its demise. I reach out to all members of the Planning Board to consider the fact that Prime's mixed use development will be erected in the heart of our quaint historic downtown. The majority of buildings downtown are made of brick or sandstone and are two-three stories lower than Prime's proposed structure. **Prime's current design, mammoth size, and use of aluminum and clapboard siding looks like a huge warehouse and is not in keeping with the "general character or height" of neighboring buildings**. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the ZBA & Clinton County Planning Board expressed their concern of building such a massive structure on top of the Saranac River walk and only 3.5 feet away from a 4 ft. rather than 9 ft. sidewalk, (like those along Brinkerhoff Street, Margaret Street, and City Hall Place) and parallel parking on Bridge Street. Even if Prime changes the sloping roof line of its building, it will still overshadow all adjacent sidewalks, streets & buildings. Prime's 5-story, over 160,800 sq. ft. of rental space will tower 65 feet above ground on the North side of Bridge Street and will be 125 feet high at the North East end,

spanning more than 200 feet and only a few feet away from pedestrians & cyclists traveling on the Saranac River Trail.

Area residents, like myself, have been involved with many projects in historic districts throughout Plattsburgh and worked with developers to create buildings that compliment rather than detract from the character of the neighborhood it enters. **I invite the Board & Prime architects to look at the attached renditions of the revitalization committee's proposed brick and glass Italianate style roof line and cornices as an example of what would attract people to live, work and shop downtown.** I also encourage Prime's architects to look at examples of other apartment complexes that have recently been built in historic districts neighboring downtown, such as Zukowski's Gregory Heights" building on Club Road. And recently approved projects such as the addition to the Vilas Home on 61 Beekman Street, in which the owner plans on incorporating some of the Queen Anne Style features of the original building into its new addition. Even Mr. Barnett's addition on 5057 South Catherine, which is not located in a historic district compliments the original structure. Owners of these sites have worked with SHPO to create projects that enhance the existing structure and surrounding buildings, while standing apart.

Rental markets have drastically changed since Prime first submitted its application in January of 2020 & site plan in February 2020, which referenced out dated information from SEQR + GEIS studies that were created prior to the Covid 19 pandemic. Recent statistics report over 30.3 million jobs have been lost in the past month. Plattsburgh had to lay off 62 city employees. Plattsburgh's 3 largest employers are faced with closures, economic uncertainty and permanent reduction in staff in attempts to stay solvent as reported by University of Vermont Health Network. SUNY Plattsburgh's closure since March 2020 is anticipated to continue through spring 2021. Schools throughout NYS expect significant gaps in funding due to loss in tax revenue to state, county and municipalities. Clinton County just announced that it has to furlough 150 employees immediately to help off-set some of the $15 million dollar budget deficit it expects to undergo. Most downtown businesses are faced with the harsh reality that they are unlikely to survive this economic downturn that is expected to continue to spiral down for several years.

Landlords throughout Plattsburgh and NYS are finding it difficult to fill their residential units due to people losing their jobs, layoffs, cut backs and business closures. Most retailers, restaurants, gyms, day care, schools, medical offices, etc. must remain closed indefinitely and will never be able to operate as they did prior to Covid-19. **Turner's statement that there is a shortage of housing stock is NOT true.** Several high end apartment complexes have been built in less than a few miles of the center of our downtown just in the past year, such as Enclave Estates and Twin Pines. Many homeowners have decided to stay in their homes rather than rent due to unprecedented low interest rates & refinancing opportunities. Renters who have lost their jobs have been forced to move in with family members, because they can no longer afford to pay rent.

Landlords who own property downtown are losing the majority of their tenants due to loss of income and loss of almost 58% of guaranteed free off street, year round parking spots, as John Seiden stated at PB last meeting. The mayor of Lake Placid stated that free year round parking in the center of downtown is a city's most valuable asset and that Lake Placid has struggled with parking shortages for years. Parking shortages and inadequate loading zones adjacent to restaurants and downtown businesses creates a hardship for everyone and impedes downtown's ability to grow.

Projects such as Prime have failed in our region due to poor economy even before the pandemic. A hole remains in the center of downtown Burlington as a result of the developer pulling out, and the mixed use development in the center of scenic Winooski along the water front remains empty.

Prime's project called the "Hamlet" located in Saratoga Springs can NOT be compared to Prime's Plattsburgh project for parking. Prime's Saratoga Springs development is NOT in the center of its business district and was built on vacant land in the suburbs. Prime's proposed 205,800 total sq. ft. of 115 apts. + 15,800 sq. ft. of commercial space will displace 289 downtown business owners, employees, patrons & tenants who now park for free off street in the center of our downtown year round in the Durkee Street Parking lot. Though my rental property met current parking requirements, I had to almost double my on-site parking spaces to meet my tenants' current needs.

It would be irresponsible to give 3.3 acres of city land to Prime without holding them responsible to provide all its tenants and commercial customers with on-site parking, especially when the city has failed to provide 1-to-1 compensatory parking in the center of downtown. As a result, Prime should be required to provide at least 80 public parking spots in the Durkee Street parking lot to off-set the loss of 123 public off street long term parking spaces. **Though Prime is required to provide at least 50 parking spaces to the public for free on site as a condition of developing the Durkee Street Lot, Prime admitted that it can NOT guarantee that these spots would be free and did not know how many parking spaces would be available for public use. The fact is that once Prime takes over ownership of Durkee street parking lot, there is nothing to prevent Prime's tenants, visitors and customers from using all parking spots on site, because Prime has failed to provide sufficient parking to meet its own needs.**

The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in-climate weather due to poor visibility and limited turning ability. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Durkee Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

According to Laberge Group's engineer, Prime needs to make the following changes:

1. Prime needs to demonstrate that it has granted easements to the city for public parking, use of sidewalks and green space in the Durkee Street Lot. This is especially important in the center of the Durkee Street project, which is to enable public utilization of the sidewalks and green space and to access the Saranac River Trail from the Durkee Street's Art Parc.
2. Mr. Koziol recommends that the "cross walk across the entrance/exit to the parking garage on Bridge Street be located as far away from the building as possible to provide better visibility to drivers & pedestrians." I ask the Planning Board to look at the design, location and landscaping of parking garage of Harbor view condominiums on the corner of Club Rd. and Hamilton Street. The developer worked with both our city engineer and neighboring residents to make sure that the location and design of the access to the underground parking would not reduce drivers' visibility upon exit/entrance, thereby reducing the likelihood of traffic accidents. The developer even added a wide sidewalk to increase pedestrian walkability in the neighborhood. It is even more critical that Prime meet city parking requirements and redesign its underground parking garage to increase visibility and reduce stacking of its tenants cars as they exit and enter the congested

corner of Durkee Street and Bridge Street. Unlike Harbor View Condominiums, Prime's Durkee Street project is located in the center of our downtown business district, at the corner of a busy intersection. Bridge Street is a continuation of US route 9, which is a major connector road from the North end to south end of town. Unloading service trucks on Durkee Street is already challenging, but it would be impossible, if Durkee Street is reduced to only one lane with angled parking. These proposed changes will definitely increase the likelihood of traffic accidents.

3. LaBerge's engineer is also concerned with the fact that **Prime's building is only 3.5 feet away from its property line. The proximity of Prime's 5-story structure with 297 tenants to public sidewalks, river walk and Bridge Street poses a safety risk to the public** and will most definitely impede both pedestrian and vehicle traffic on Durkee and Bridge Street during the two-three years of construction that Prime estimates it will take to build.
4. **Mr. Koziol, engineer for LaBerge Group also expresses his concern over access to courtyard tenants due to its location and narrow driveway**. He recommends that "Prime move the access control gates further into the lot to increase vehicle queuing and prevent blocking pedestrian and vehicle traffic." Though Prime's engineer objects stating that such a change would result in reduce parking spaces, it is indeed in the best interest of the public and will prevent accidents.
5. Mr. Koziol outlines his concerns regarding the failure of Prime to provide safe and convenient access to service tenants living in the courtyard apartments, because its driveway is too narrow. **Prime's plan to have emergency vehicles, such as large aerial, pumper and fire trucks park on the Bridge Street to put out a fire is impractical and a safety hazard to Prime's tenants, pedestrians** and would be an impossibility, if vehicles were parked on Bridge Street or on site.

In closing, **I ask you to POSTPONE the May 27, 2020 meeting until the Zoning and Planning Board have received additional information requested by the ZBA on May 5, 2020 meeting and the PB receives additional and updated information in response to the recent changes of Prime's use of the Durkee Street lot and recession.** I further ask that the Planning Board carefully review all aspects of Prime's Durkee Street development and makes sure that this project meets all SUP and city zoning requirements and recommendations put forth by the LaBerge Group and all interested parties. And finally to allow the public to further comment on any additional information pertaining to the development of the Durkee Street Lot via written or oral comments as described in April 14, 2020 "temporary board meeting procedures due to Covid 19, which is agreed to be made part of the public record, as ZBA agreed to do at its May 4, 2020 meeting. After all, Prime is getting 4.3 million dollars plus 3.3 acres of prime real estate for only $1. It's your job to make sure that Prime's project enhances the DRI, complements our historic downtown and is in the best interest of our downtown, community and city. Your board has a responsibility to Plattsburgh residents and downtown businesses to ensure that Prime's project enriches the Downtown Revitalization Initiative. Thereby promoting revitalization of our downtown rather than having an adverse effect, as is the case with Prime's current design. Now is the time to make certain that Prime will build a mixed use development that will benefit everyone, not only Prime's bottom-line. Your decision will affect our downtown and city forever!

Finally, Zoom Meetings fail to enable full active participation by all concerned citizens in real time. This is especially true for downtown business owners, who are struggling to survive! April 27, 2020 PB meeting is evidence of this fact. I like many residents do NOT have the technology to participate remotely I risked my own safety to go over to a friend's house to participate at 11:30 PM, when I, like most people, are usually asleep! Two residents who commented at last week's meeting, lost signal during the meeting.

Sincerely, Carol J. Klepper

Homeowner & landlord at 17 Couch Street, Plattsburgh, NY

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA: Appeal 2232-Durkee Street-SUP comments

April 20, 2020

Dear Zoning Board members and Chairperson:

Once again, I ask that members of ZBA postpone all decisions regarding the Durkee Street parking lot and Prime development until everyone can attend all meetings in person. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

I, along with 42 downtown business owners and over 6,151 petitioners (see attached signatures) ask that you deny all current appeals, special use permits and variances requested by the city of Plattsburgh and Prime Development LLC on grounds that all such requests regarding the development of the Durkee Street Lot have NOT been reviewed as part of the entire DRI project but rather in isolation. And, Prime's current proposal fails to meet both zoning code & all criteria found in zoning ordinance section 360-31 B for standards of such special use permits, in which all 5 criteria for ZBA SUP must be satisfied.

I ask that the Board deny the proposed boundary changes for the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining any ownership. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

I also implore the members of the ZBA to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue and negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density and exacerbate the shortage of long-term year round parking for all tenants living downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures

may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 units & 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

I beseech all ZBA members to include all comments made by everyone into any decision you make, even if their comments exceed the 3-minute recording threshold you have set as a board. As members of Plattsburgh City Zoning Board you have a duty to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements. The following points outlined within explains why Prime's project should be denied.

1. **General Character, height and use of the structure**. Prime's current design is not in keeping with our historic downtown due to its mammoth size, building design and use of metal and clapboard. The majority of the buildings downtown are made of brick or sandstone and are less than 4 stories in height. I ask that the board deny Prime's request to build a 5-story 115-apartment complex with 10,000 square feet of commercial space in the center of downtown, which is in actuality 6 stories above ground along the river and is 2-3 stories above any other building adjacent to the Durkee Street Lot. Prime's building will tower 65 feet above ground on the North side and will be 180 feet high along Bridge Street spanning more than 200 feet along the riverside. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the Clinton County Planning Board expressed their concern with having such a massive structure on top of the Saranac River Walk and right against the sidewalk on Bridge Street. The intent of the DRI is to revitalize our downtown by inviting people to recreate, shop and eat in our downtown business district. Granting such a height variance would detract rather than invite people from visiting our downtown.

2. **Provision of surrounding open space and the treatment of grounds**. Prime's current plan fails to provide any green space for its tenants and therefore does NOT meet criteria 2 of SUP. And in fact, if Prime is given all 3.3 acres of 22 Durkee Street there will be NO guaranteed open green space for public use on site. Access is not ownership and therefore public use will be controlled at the whim of the developer. It is a slap in our face to have Prime merely offer public access to the Saranac River with a walk way through the center of its project. Prime needs to downscale its project and the city needs to retain at least 25 feet along Bridge Street and 50 feet rather than 14 feet along the East side of Durkee Street parking lot in order to provide a green buffer zone between Prime's tenants and city residents and visitors. Prime's current Durkee Street project fails to provide any dedicated green space for its tenants, unlike Prime's Saratoga project and lacks sufficient green space for guaranteed public use. 3. Prime's current project also fails to meet **"general fitness of the structure or use to its proposed location."** Prime's current proposal to build one contiguous structure for up to 293 residential tenants and 10,000 square feet of commercial space not to mention the future transformation of the former farmers market into additional commercial space is NOT a good fit for this site or viable at this time. I suggest rather that Prime rework its design to build a smaller size project in multi-phases that has a better chance of surviving our current economy.

Prime's current plan adds up to 293 tenants living at the northeast corner of Durkee Street Parking lot, which is right on the Saranac River Trail. Cramming such a large population next to the Saranac River trail hardly promotes visitors and city residents from enjoying the river. Members of Clinton County Planning Board have also expressed their concern of the proximity of Primes 5 story 115

unit apartment complex being built right against the Saranac River Trail and only 14 feet away from the river bank. Prime's current plan fails to provide even it tenants any green space adjacent to the river or any green buffer zone next to any city sidewalk. Even Prime's Saratoga project provides open green space on site. 4.

Provision for automobile and parking or storage. I ask the board to deny Prime's request to only provide 226 parking spaces rather than the 317 required by Plattsburgh's zoning code, because Prime cannot compare its Saratoga Springs project, known as "the Hamlet," to its proposed Plattsburgh development, because "the Hamlet" is several miles from the center of downtown Saratoga Springs and is therefore not equivalent to Prime's Plattsburgh project, which will be built in the center of our business district. Permitting Prime to build a 115 apartment complex with more than 10,000 square feet of commercial space will most definitely create a hardship to our downtown, because Prime's tenants and city residents and patrons will be competing for the 100 parking spots that Prime is failing to provide for its tenants and the 150 deficient parking spaces off street that the city has failed to provide the public. Prime should be required to provide at least 317 parking spaces on site, given the fact that Plattsburgh's zoning parking requirements are antiquated, and Plattsburgh does not have public transportation and everyone owns a car. The reality is that Prime should provide 441 parking spaces on site to accommodate full occupancy of both Prime's residential and commercial usage, which doesn't even account for the additional parking needed for Prime's future conversion of the former's farmers market to commercial space. As someone who owns an apartment building near downtown, I am well aware of how important onsite year round parking is to my tenants. What is even more problematic is that Prime has yet to present detailed parking plans that are current and up to date.

Prime has also failed to provide any concealed storage for its tenants' bicycles, outdoor equipment, etc. Plattsburgh zoning and Planning boards have insisted that developers provide such storage on site and adjacent to their units for security, convenience and esthetic purposes. As an apartment owner, I know how important adequate on-site storage is in attracting long-term tenants. Most importantly, ZBA members need to insure that Prime's project is reviewed as part of the entire DRI. Equally important is that all 289 parking spaces currently provided for free to the public off street in the Durkee Street parking lot is replaced with compensatory parking, which the city has failed to do. One of the most critical points to be considered by ZBA regarding parking is that the Durkee Street parking lot provides free and convenient parking for everyone working, living and visiting downtown. Businesses such as; Social Services, JCEO, doctors, counselors, chiropractors, etc. all need convenient and handicap accessible parking close by. Unfortunately, the city's replacement parking plan only provides 125 public parking spaces off street in the center of downtown, which results in 165 deficient off street compensatory parking spots. Even the city notes that they are unable to replace all 289 off street public parking spaces. Furthermore, the city's plan to convert all free downtown street parking to paid parking will create an additional hardship to downtown businesses and property owners struggling to survive. I remind the board that you can NOT count the off street parking that was created by the county at the Government center, because these parking spaces are primarily used by government employees and is not adjacent to the center of downtown businesses. The 15 angled parking spaces that the city anticipates providing on Durkee Street is not off-street and therefore is not considered compensatory replacement parking. DEIS states that parking lots should have less than 85% of the spaces filled and that the Durkee street lot often has 87% usage, thereby showing its importance to downtown. Over 200 employees who work at Social services, JCEO & other offices currently park in the Durkee Street Lot, which would quickly fill the Pavone Parking lot once built, because street parking would be metered. According to Carl Walker Plattsburgh needs to replace "equal" amount of year round off street parking to its community.

5. **Street capacity and use.** Prime's proposed mixed use development will bring close to over 300 additional vehicles to the Northwest corner of Bridge and Durkee Street. This increased vehicular

traffic along with the poor redesign of Durkee Street will result in increased pedestrian, bicycle and vehicular traffic accidents, congestion and bottlenecks, especially during peak delivery times. The city has failed to provide any designated pull offs or tested the viability of such a drastic change to one of downtown's major arteries and unloading zones for local businesses. The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in climate weather due to poor visibility and limited turning ability.

I remind the Board that Bridge Street is a continuation of US route 9, which is to provide safe travel for all delivery trucks, automobiles, motorcycles and bicycles. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

Furthermore, Prime has failed to include any parking plans for its 10,000 square feet of commercial space, future conversion of former farmers market for commercial use, designated loading and unloading areas and a detailed diagram with site elevations and dimensions of all surface and underground parking for its 115 apartment complex.

In conclusion**,** Primes current proposal fails to meet city zoning code parking, height and building requirements, along with its failure to satisfy all 5 Special Use Permit (SUP) criteria and the objectives of the DRI plan set forth by NYS. Primes project is deficient in providing onsite parking for its tenants, visitors and patrons, lacks designated green space for its tenants, fails to provide guaranteed sufficient onsite public parking, and will result in increased vehicular and pedestrian traffic accidents, traffic congestion and additional hardships to our downtown businesses who are struggling to survive the economic crisis that is anticipated to continue for years. Governor Cuomo's DRI grants were intended to revitalize downtowns throughout upstate New York by providing recreation, services and joint business opportunities in the center of downtown. Converting our entire 3.3 acres of 289 public parking spaces into privately owned apartments and over 10,000 square feet of commercial space is not in the best interest of Plattsburgh and will most definitely have a negative impact on our community and Plattsburgh's downtown business district.

Sincerely,

Carol J. Klepper, 17 Couch Street, Plattsburgh, NY

CATHERINE
GARDENS

CATHERINE
GARDENS

CATHERINE
GARDENS

3
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1

74
3
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YAMA SUSHI
JAPANESE CUISINE

DRESSCODE
DRESSCODE
AHEAD
AHEAD

Maui North
RAYMOND JA

RAYMOND JAMES

SPEED LIMIT
30

Cowgars Heights

Gregory Heights

NO
MOTOR
VEHICLES

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: ZBA comments for May 18, 2020: Appeal 2232-City's request to amend boundaries of existing PUD at 22 Durkee Street & Prime's request for SUP to put apts. on 1st floor of 5-story mixed use development

May 15th, 2020

Dear Zoning Board members and Chairperson:

I ask board members to refer to my previous attached letters submitted in April and May of 2020 to remind everyone the reasons why ZBA members should deny the city's request to change boundary lines of the Durkee Street lot and PUD and to also deny Prime's request for a special use permit to build apartments on the first floor of their 5-story, over 160,000 sq. ft of rentable space + over 46,000 of underground parking. As I stated in my previous letters, first floor apartments will set a negative precedent and will forever transform our downtown, because all property owners will soon follow suite due to the rapid decline in retail store front. First floor apartments downtown are never safe and will only exasperate the parking shortage downtown.

Residents like myself who live near downtown have struggled for years to prevent overcrowding, erosion of green space, preservation of sidewalks and attract people to make this neighborhood their homes. Holding all developers and property owners to the same standards is critical to achieving this goal. All developers need to provide sufficient parking on site and meet city zoning code requirements for open space and parking, as a means to ensure that all buildings and parcels are not overcrowded. Fortunately for city residents ZBA members have always made sure that every land owner and developer meets city zoning code requirements and the criteria established by ZBA and PB, as ZBA chairperson, Ron Nolland stated during May 4, 2020's ZBA meeting. The only way to attract people to raise their families' downtown is to not make it profitable for landlords to convert these historic homes into multi-family dwellings.

Prime's recent changes to its site plan merely seems to be a way to placate the members of the ZBA in hopes that they will grant Prime's request to build a gargantuan PUD that fails to provide even the minimum on-site parking required by city code, less than 15% open space for its tenants and children to recreate, lacks safe access for emergency trucks, snow removal and obstructs visibility for drivers and pedestrians entering the site. Merely changing the roof line from sloped to flat does NOT lower the actual height of this structure, which still blocks sunlight to properties on Durkee Street. As one property owner said, who had worked for years as a prison guard, "a 5-story building of such magnitude is going to make me feel as though I am back in prison."

Pushing back this massive structure a few more feet from the south property boundary may seem like a compromise, but will ultimately result in Prime providing even fewer parking spaces on site and less open space. The only way to have sufficient open space for parking and green space on site is to reduce the foot print of this building, which Prime will never do. Since Prime is converting the formers farmer's market 5,800 sq. ft into commercial space, it can easily reduce the size of its mixed use complex. However, it is clear that Prime has no intention of reducing the

foot print of their massive 5 story, 160,000 sq. ft. of rentable space to meet zoning requirements or ensure that Prime is able to supply enough parking and green space on site for their tenants.

Prime's current mixed use development can NOT "fit" into the Durkee Street Lot, because it is too large and will most definitely create hardships for our local businesses and property owners, who have been promised that all 289 free off street parking spaces currently available to the public in the Durkee Street parking lot would be replaced in the center of downtown. The city's replacement parking plan remains 165 spaces short, because only 124 parking spaces are in the center of downtown, off street. Though Prime purports 50 parking spaces will be available for public use, Prime sheepishly admits that they can NOT guarantee these spots will be free and exclusively used by the public. It is quite obvious that Prime's tenants will need to use all 50 supposedly free public parking spaces in the Durkee Lot, because Prime lacks the open space to provide the 441 parking spaces it needs on site due to the massive size of its building and remains 58% short of the minimum parking required by city zoning code. It is unfair, unreasonable and unrealistic to ask people living and working downtown to park their cars and carry their groceries ½ mile home from Harbors ide's lot, especially during a snow storm.

Prime's project not only causes safety concerns for their tenants, because emergency vehicles, such as fire trucks, ambulances and plow trucks can't access the courtyard apartments, but Prime's plan to have fire trucks park on Bridge Street will obstruct traffic flow and creates a hazard for pedestrians and people trying to get to their parked cars. The fact that Prime has yet to make any changes to their site plans to address the safety concerns identified by Mr. Koziol from the LaBerge Group, such as; moving Prime's cross walk and entrance to their parking garage further away from Bridge Street and reducing the height of the structure to increase visibility for drivers and pedestrians, widening paved area in courtyard to enable access for emergency vehicles and downsizing the structure to provide sufficient open space to provide snow removal and safe access for the public to get to the Saranac River Trail is appalling.

This is further testament to the fact that Prime's plan is not well thought out and Prime Plattsburgh LLC does not care about the safety of its tenants or city residents. The fact that Board members have received numerous documents from expert engineers such as, Mr. Koziol, with LaBerge Group, criticisms from other sister boards pointing out some of the many problems Prime's current site plan poses to the public, along with Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street which also poses great safety concerns and risks for the public, bears credence that Prime's PUD is poorly planned. As experts have said many times, Prime's current project fails to meet city code requirements for parking, open green space, set-backs, and accessibility for emergency services and is NOT in character with our historic downtown and does NOT fit into the site for which it is planned.

I like many residents enjoy walking downtown and look forward to a redevelopment plan that will enhance walkability rather than restrict our mobility. After reviewing Prime's site plan, it is clear that Prime's project will impede pedestrian traffic and make it extremely difficult for my handicap neighbors to traverse safely from Margaret Street to Bridge Street. Yesterday, I took a walk along the existing 9 foot sidewalk on Margaret Street over to Bridge Street. I was reminded how difficult it would be to walk on only a 4 ft. sidewalk

with street lamps and plantings, especially, if other pedestrians were walking their dogs or hand-in hand with their children. Planted trees, installed street lamps and a bench on 4 feet of the original 9 ft. wide sidewalk, along Bridge Street, reduced its walkability.

During May 4, 2020's meeting Prime repeatedly stated that its project is going to increase walkability in the center of downtown Plattsburgh, to which I would vehemently disagree. I walk downtown several times during the week and have noticed the difference that wider sidewalks like those along Margaret Street, Bridge Street and City Hall Place makes during peak business hours and wintertime. Several of my neighbors who live on Couch and Court Street are visually or physically impaired and find it impossible to travel along city sidewalks that are too narrow. I encourage Prime and board members to think about the 10-12 foot wide sidewalks in downtown Saratoga when working on plans to redevelop the Durkee Street lot. Reducing the foot print of Prime's mixed use development would enable them to provide at least a 10 foot buffer of green space with landscaping and lighting along Durkee and Bridge Street on site, so that the city residents and visitors can walk safely on an 8 foot wide sidewalk without reducing the width of Bridge Street. Residents would welcome any opportunity to work with Prime to come up with alternative site plans that would benefit everyone and increase the walkability of our downtown.

Prime's engineer and legal counsel seem to continually make contradictory or misleading statements regarding several aspects of their design. The 2-ft. paved bump out along the west side of Durkee Street was constructed to prevent car bumpers from protruding into Durkee Street, which would have made it a hazard for drivers and pedestrians. It is troubling to listen to Prime's developers when speaking about their parking plan and structure being separate from surrounding streets and sidewalks along Durkee and Bridge Street. Prime makes it seem as though the 6 parallel parking spaces that will be created along the south side of Bridge Street and the width of the sidewalk is out of their control, yet they intend to use it for their tenants, because Prime has failed to provide sufficient on-site parking and open green space for this project. Prime has implied that this project should be viewed apart from surrounding streets and sidewalks, which is an impossibility and one of the problems with this PUD. Every aspect of any PUD must be reviewed in relationship to surrounding streets, homes, businesses, residents and visitors to ensure that it is carefully planned and fits the neighborhood that it enters. Development of any land whether vacant or repurposed has a direct impact on the community while being constructed & especially once it's inhabited. This should be even more apparent given the fact that careful redevelopment of the Durkee Street lot is critical to the survival of our downtown & city.

It is disheartening to know that Prime Plattsburgh LLC has failed to be forthcoming with accurate site plans or their calculations for open green space or parking. I have sat in on many a ZBA and PB meeting during which board members listen to public concerns and work with residents and developers to ensure that they have satisfied all city zoning codes and Special Use Permit criteria. Thereby building projects that become assets to the neighborhood that they join. I ask the Board to look at the attached photos of properties throughout the center city and historic districts of downtown and waterfront, and invite Prime to redesign a project that fits the Durkee Street site and complements the historic district it will be entering. Prime's current design and use of aluminum siding and clap board is strikingly out of character for Plattsburgh's historic

business district. Plattsburgh residents, like myself, who live adjacent to downtown have worked with developers for years to build projects that complement our historic neighborhoods.

As I walk from Brinkerhoff through downtown and to the water, I am reminded about many planned unit developments that have repurposed older buildings and revitalized the neighborhoods they have joined. Catherine Gardens across from the former Regina Maria Retreat house that was built over 100 years ago is a perfect example of the importance of careful planning and thoughtful design. This multi-phase project provided sufficient time to develop an infrastructure that could support the entire project and did not disrupt the lives of area residents during construction. This PUD has become an integral part of our neighborhood and an asset to both the community and its tenants. In viewing the attached photos you will notice the architect's inclusion of the mansard roof and other similar features found on the Maria Regina home across the street. The use of synthetic stone enabled the architect to include cost effective building materials that complimented surrounding buildings that are in its view shed (see attached pictures). Incorporating original features and mementos of days gone by is both comforting to long-time residents who remember the days when the original brick structure was a school. Such attention to detail also creates connectivity between the past and present. It is evident that the builder genuinely cared about preserving the history of our city and district and worked hard to create a development that has helped our community grow. Catherine Gardens site design incorporated lots of green space, a playground for their tenants' children and sufficient on-site parking with sidewalks adjacent to tenants' doors and directly in front of their parked cars to promote connectivity to all buildings and city streets. It is obvious that this was carefully planned with special attention made to their tenants' convenience & safety while living at Catherine Gardens and their exit into the community.

As I continued my walk downtown, I made a point to take pictures of both residential and commercial properties that comprise our downtown and center city. I invite the Board and Prime to carefully look at the architectural details and use of brick and sandstone during the planning stages of Prime's PUD. Prime's use of aluminum siding and clapboard and massive size is strikingly out of character from the historic buildings that comprise our downtown.

Many architects have designed PUD's in Plattsburgh's historic districts adjacent to downtown to create projects that meet SHPO's guidelines and compliment surrounding buildings. Prime's statement that SHPO congratulated them on their use of building materials and design is grossly misleading. Having spoken with SHPO about other projects, I believe that SHPO would encourage Prime to use building materials and create a structure that would complement our historic downtown. Prime's use of aluminum and clapboard siding and massive design is in NOT in character with our historic downtown. I ask Prime to look at the attached photos of downtown buildings and a rendition of an example of incorporating brick and glass into a mixed use structure that was formerly proposed for the Durkee Street Lot.

The next group of pictures our examples of how local developers who also designed PUD's that were built in phases and worked with SHPO and area residents to build a project that would complement the historic district within walking distance to downtown. "Freedom Heights" built by Mr. Latinville compliments the buildings on Hamilton and Club Road. Mr. Latinville's use of

brick and architectural details along its roof line are similar, yet stand apart from the historic duplex across the street and barracks up the street. (see attached photos)

Mr. Zukowski did an excellent job transforming the former barracks into condominiums on Club Road. Gregory Heights also built by Mr. Zukowski across the street also used brick to compliment his historic townhomes next door. (see attached pictures)

Finally, Ed Zukowski worked with area residents and planning board members to build a multi-phase PUD, known as Harbor View condominiums at the corner of Club Road and Hamilton Street, which is a great example of how to safely incorporate underground parking and city access. This structure sits far away from city streets and has preserved all of the green space that was originally planned for development. Mr. Poissant who finally built this project made sure to install a hedge row that is several feet away from the city sidewalk on Hamilton Street and at least 20 feet away from the driveway entrance to tenants' underground parking (see attached pic)

Though all developers would like to build as many units as physically possible, it is the responsibility of all Zoning and Planning Board members to ensure that every project is a good fit for the site and will become an asset to the community. Eli Swartzberg's plans to rehabilitate the Vilas home is a perfect example of how historic sites can be revitalized.

City residents, property owners and downtown business owners and tenants plead with members of both boards not to consider any request from the city to change property boundary lines of the Durkee Street lot or review Prime Plattsburgh LLC's current proposal to build a 5-story 115 unit 160,000 square feet of mixed use development in the Durkee Street parking lot, until this project is re-evaluated based on today's economic for caste and Prime meets all SUP criteria and city zoning code requirements. Concerned citizens like myself look to the members of both boards to make sure that Prime's project is not only safe for their tenants, residents and visitors, but that all aspects of this development meet all city codes and special use permit criteria established by ZBA and Planning Board, which it does not!

Optimistically yours,

Carol J. Klepper

Homeowner and landlord at 17 Couch Street, Plattsburgh, NY 12901

Maurica Gilbert, Chairperson
City of Plattsburgh Planning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: Planning Board comments for 5/27/2020 meeting: City + Prime 2019-24, 2019-11, 2019-10

May 5, 2020

Dear Planning Board members and Chairperson:

Plattsburgh's current & former Community Development coordinators have attested to the fact that Plattsburgh will NOT lose DRI funding, if Prime chooses not to build its current massive mixed use development. There is NO need to feel pressured to rush through the review of such a massive project that will have lasting and far reaching effects on our downtown, community and country for years to come! On the contrary, the Planning Board needs to take the time to carefully review all aspects of Prime's project which it can Not do at this time, because **Prime has failed to submit any up to date, detailed site plans for all required parking, tenant storage, interior floor plans of apts., designated areas for loading and unloading zones, list of materials interior and exterior of both residential and commercial spaces and accurate renditions of all buildings** in relationship to surrounding properties. **Prime's April 10, 2020 site plan also fails to include any redesign of their site plan or provide parking for the conversion of 5,800 sq. ft. of formers farmer's market to commercial space,** which includes the entire structure, because Prime will most likely rent out the civic space for special events or enclose it at a later date for commercial use or add terrace dining.

NO VOTE should be made on any special use permit that Prime is requesting until the SEQR and GEIS are redone, because the economic statistics and data that Prime used for these studies are no longer valid. And, **NO special use permit should be granted to Prime until it meets all special use permit criteria** set forth by both Zoning and Planning Boards and provides up to date and accurate site plans that meet all city zoning codes and provides zoning parking requirements for all 297 residential tenants plus 15, 800 sq. ft. of commercial space, which includes Prime's recent decision to convert the former farmers market into commercial space. **Prime's request to only provide 276 parking spaces on site rather than the 471 now required, is 195 below the minimum required and 58% deficient of Plattsburgh's zoning code**. In addition, the **City remains 123 parking spaces short of the required 289 free off street parking spaces it is required to provide the public in the center of downtown**. The actual parking demand for Prime's tenants & customers is 564 spaces. Even I, who love to walk & believe in decreasing our carbon foot print are faced with the realty that we must rely on our cars to get life's necessities, because Plattsburgh lacks public transportation. Though my building met city parking requirements, I had to almost double my on-site parking capacity to meet my tenants' current needs.

Prime should also comply with all 12-pages of recommendations made by Mr. Koziol, engineer for LaBerge Group on March 20, 2020 and provide diagrams identifying all revisions made to its storm water pollution prevention & waste water management plan and site submission plan. Turner Bradford's written response on April 16, 2020 is NOT sufficient. Prime has failed to provide evidence that it has modified any of its original plans to resolve concerns that LaBerge's engineer cited; such as; city easements for public use of all sidewalks, green space & access through the center of Prime's Durkee Street project to the Saranac River; relocation of the exit from Prime's parking garage due to high probability of traffic accidents and congestion as Prime's tenants merge into traffic; moving Prime's building away from Bridge Street sidewalk, noting that constructing a building of this magnitude only 3.5 feet away from public use is too close; and Prime's failure to provide fire trucks, etc. safe access to its courtyard apartments in the evident of a fire or during snow removal, because its driveway is too narrow.

Even **Charlie Gottleib from Prime stated at April 27, 2020 meeting that he has never been involved in a project with so much opposition and is willing to work on a compromise**. Please see the attached petitions of **over 41 downtown business owners & 6,151 people who are opposed to Prime's current proposal**. 1,000 of these petitioners actually signed in just a few days in March 2020 prior to the city Covid-19 shut down. **Residents ask that the PB deny Prime's current plan, because it has NOT provided up to date site plans, uses outdated information in SEQR and GEIS studies, fails to meet all SUP criteria, zoning codes & LaBerge engineer's recommendations.** Given today's recession, it would be much more feasible to construct a smaller multi-phase project rather than one large contiguous structure. Bradford, Prime's engineer expects that it will take 3 yrs. to complete, which bears further credence to the importance of developing this site in stages, to reduce the disruption to our downtown & safeguarding against such a gargantuan project from failing.

I ask the Planning Board to invite Prime to work with downtown property owners & residents to build a mixed use development that will survive today's economic downturn and revitalize our downtown rather than destroy it. A smaller multi-phase project that meets city zoning code requirements for parking, provides open green space for its tenants to recreate on site, and a 25 foot green buffer zone between Prime's building and city sidewalks, streets and river walk is much more viable and sustainable. More green space and parking for Prime's tenants and public will lead to a viable project that will attract rather than deter people from living, working and recreating in our downtown.

Prime admitted at May 5, 2020 ZBA meeting that the 22% green space they claim to provide includes the city's Saranac River Walk and Gateway's grass area, which is not only misleading, but inflates their calculation of open green space. It is disheartening to know that Prime's interest in making money out ways its concern for its tenants. Prime's original design included a pool and play area for its tenants, children and visitors at the former Highway oil site. Providing at least 25 feet grass area along its building on the North, West and East side of its property would enable tenants, their children and guests to recreate safely away from traffic. **It is a disservice to Prime's tenants, city residents and visitors to rely on only 10-14 feet of green space set aside for bicyclists and pedestrians to walk along the banks of the Saranac River without requiring Prime to provide any green space as a buffer between its massive mixed use development and city sidewalks and streets**.

Prime's conversion of downtown's Durkee street parking lot into 115 apartments and now 15,800 sq. ft. of commercial space **fails to meet any of the SUP criteria established by both zoning and Planning Boards and will most definitely have a negative impact on our downtown, community and county**, which will ultimately lead to its demise. I reach out to all members of the Planning Board to consider the fact that Prime's mixed use development will be erected in the heart of our quaint historic downtown. The majority of buildings downtown are made of brick or sandstone and are two-three stories lower than Prime's proposed structure. **Prime's current design, mammoth size, and use of aluminum and clapboard siding looks like a huge warehouse and is not in keeping with the "general character or height" of neighboring buildings**. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the ZBA & Clinton County Planning Board expressed their concern of building such a massive structure on top of the Saranac River walk and only 3.5 feet away from a 4 ft. rather than 9 ft. sidewalk, (like those along Brinkerhoff Street, Margaret Street, and City Hall Place) and parallel parking on Bridge Street. Even if Prime changes the sloping roof line of its building, it will still overshadow all adjacent sidewalks, streets & buildings. Prime's 5-story, over 160,800 sq. ft. of rental space will tower 65 feet above ground on the North side of Bridge Street and will be 125 feet high at the North East end,

spanning more than 200 feet and only a few feet away from pedestrians & cyclists traveling on the Saranac River Trail.

Area residents, like myself, have been involved with many projects in historic districts throughout Plattsburgh and worked with developers to create buildings that compliment rather than detract from the character of the neighborhood it enters. **I invite the Board & Prime architects to look at the attached renditions of the revitalization committee's proposed brick and glass Italianate style roof line and cornices as an example of what would attract people to live, work and shop downtown.** I also encourage Prime's architects to look at examples of other apartment complexes that have recently been built in historic districts neighboring downtown, such as Zukowski's Gregory Heights" building on Club Road. And recently approved projects such as the addition to the Vilas Home on 61 Beekman Street, in which the owner plans on incorporating some of the Queen Anne Style features of the original building into its new addition. Even Mr. Barnett's addition on 5057 South Catherine, which is not located in a historic district compliments the original structure. Owners of these sites have worked with SHPO to create projects that enhance the existing structure and surrounding buildings, while standing apart.

Rental markets have drastically changed since Prime first submitted its application in January of 2020 & site plan in February 2020, which referenced out dated information from SEQR + GEIS studies that were created prior to the Covid 19 pandemic. Recent statistics report over 30.3 million jobs have been lost in the past month. Plattsburgh had to lay off 62 city employees. Plattsburgh's 3 largest employers are faced with closures, economic uncertainty and permanent reduction in staff in attempts to stay solvent as reported by University of Vermont Health Network. SUNY Plattsburgh's closure since March 2020 is anticipated to continue through spring 2021. Schools throughout NYS expect significant gaps in funding due to loss in tax revenue to state, county and municipalities. Clinton County just announced that it has to furlough 150 employees immediately to help off-set some of the $15 million dollar budget deficit it expects to undergo. Most downtown businesses are faced with the harsh reality that they are unlikely to survive this economic downturn that is expected to continue to spiral down for several years.

Landlords throughout Plattsburgh and NYS are finding it difficult to fill their residential units due to people losing their jobs, layoffs, cut backs and business closures. Most retailers, restaurants, gyms, day care, schools, medical offices, etc. must remain closed indefinitely and will never be able to operate as they did prior to Covid-19. **Turner's statement that there is a shortage of housing stock is NOT true.** Several high end apartment complexes have been built in less than a few miles of the center of our downtown just in the past year, such as Enclave Estates and Twin Pines. Many homeowners have decided to stay in their homes rather than rent due to unprecedented low interest rates & refinancing opportunities. Renters who have lost their jobs have been forced to move in with family members, because they can no longer afford to pay rent.

Landlords who own property downtown are losing the majority of their tenants due to loss of income and loss of almost 58% of guaranteed free off street, year round parking spots, as John Seiden stated at PB last meeting. The mayor of Lake Placid stated that free year round parking in the center of downtown is a city's most valuable asset and that Lake Placid has struggled with parking shortages for years. Parking shortages and inadequate loading zones adjacent to restaurants and downtown businesses creates a hardship for everyone and impedes downtown's ability to grow.

Projects such as Prime have failed in our region due to poor economy even before the pandemic. A hole remains in the center of downtown Burlington as a result of the developer pulling out, and the mixed use development in the center of scenic Winooski along the water front remains empty.

Prime's project called the "Hamlet" located in Saratoga Springs can NOT be compared to Prime's Plattsburgh project for parking. Prime's Saratoga Springs development is NOT in the center of its business district and was built on vacant land in the suburbs. Prime's proposed 205,800 total sq. ft. of 115 apts. + 15,800 sq. ft. of commercial space will displace 289 downtown business owners, employees, patrons & tenants who now park for free off street in the center of our downtown year round in the Durkee Street Parking lot. Though my rental property met current parking requirements, I had to almost double my on-site parking spaces to meet my tenants' current needs.

It would be irresponsible to give 3.3 acres of city land to Prime without holding them responsible to provide all its tenants and commercial customers with on-site parking, especially when the city has failed to provide 1-to-1 compensatory parking in the center of downtown. As a result, Prime should be required to provide at least 80 public parking spots in the Durkee Street parking lot to off-set the loss of 123 public off street long term parking spaces. **Though Prime is required to provide at least 50 parking spaces to the public for free on site as a condition of developing the Durkee Street Lot, Prime admitted that it can NOT guarantee that these spots would be free and did not know how many parking spaces would be available for public use. The fact is that once Prime takes over ownership of Durkee street parking lot, there is nothing to prevent Prime's tenants, visitors and customers from using all parking spots on site, because Prime has failed to provide sufficient parking to meet its own needs.**

The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in-climate weather due to poor visibility and limited turning ability. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Durkee Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

According to Laberge Group's engineer, Prime needs to make the following changes:

1. Prime needs to demonstrate that it has granted easements to the city for public parking, use of sidewalks and green space in the Durkee Street Lot. This is especially important in the center of the Durkee Street project, which is to enable public utilization of the sidewalks and green space and to access the Saranac River Trail from the Durkee Street's Art Parc.
2. Mr. Koziol recommends that the "cross walk across the entrance/exit to the parking garage on Bridge Street be located as far away from the building as possible to provide better visibility to drivers & pedestrians." I ask the Planning Board to look at the design, location and landscaping of parking garage of Harbor view condominiums on the corner of Club Rd. and Hamilton Street. The developer worked with both our city engineer and neighboring residents to make sure that the location and design of the access to the underground parking would not reduce drivers' visibility upon exit/entrance, thereby reducing the likelihood of traffic accidents. The developer even added a wide sidewalk to increase pedestrian walkability in the neighborhood. It is even more critical that Prime meet city parking requirements and redesign its underground parking garage to increase visibility and reduce stacking of its tenants cars as they exit and enter the congested

corner of Durkee Street and Bridge Street. Unlike Harbor View Condominiums, Prime's Durkee Street project is located in the center of our downtown business district, at the corner of a busy intersection. Bridge Street is a continuation of US route 9, which is a major connector road from the North end to south end of town. Unloading service trucks on Durkee Street is already challenging, but it would be impossible, if Durkee Street is reduced to only one lane with angled parking. These proposed changes will definitely increase the likelihood of traffic accidents.

3. LaBerge's engineer is also concerned with the fact that **Prime's building is only 3.5 feet away from its property line. The proximity of Prime's 5-story structure with 297 tenants to public sidewalks, river walk and Bridge Street poses a safety risk to the public** and will most definitely impede both pedestrian and vehicle traffic on Durkee and Bridge Street during the two-three years of construction that Prime estimates it will take to build.
4. **Mr. Koziol, engineer for LaBerge Group also expresses his concern over access to courtyard tenants due to its location and narrow driveway**. He recommends that "Prime move the access control gates further into the lot to increase vehicle queuing and prevent blocking pedestrian and vehicle traffic." Though Prime's engineer objects stating that such a change would result in reduce parking spaces, it is indeed in the best interest of the public and will prevent accidents.
5. Mr. Koziol outlines his concerns regarding the failure of Prime to provide safe and convenient access to service tenants living in the courtyard apartments, because its driveway is too narrow. **Prime's plan to have emergency vehicles, such as large aerial, pumper and fire trucks park on the Bridge Street to put out a fire is impractical and a safety hazard to Prime's tenants, pedestrians** and would be an impossibility, if vehicles were parked on Bridge Street or on site.

In closing, **I ask you to POSTPONE the May 27, 2020 meeting until the Zoning and Planning Board have received additional information requested by the ZBA on May 5, 2020 meeting and the PB receives additional and updated information in response to the recent changes of Prime's use of the Durkee Street lot and recession.** I further ask that the Planning Board carefully review all aspects of Prime's Durkee Street development and makes sure that this project meets all SUP and city zoning requirements and recommendations put forth by the LaBerge Group and all interested parties. And finally to allow the public to further comment on any additional information pertaining to the development of the Durkee Street Lot via written or oral comments as described in April 14, 2020 "temporary board meeting procedures due to Covid 19, which is agreed to be made part of the public record, as ZBA agreed to do at its May 4, 2020 meeting. After all, Prime is getting 4.3 million dollars plus 3.3 acres of prime real estate for only $1. It's your job to make sure that Prime's project enhances the DRI, complements our historic downtown and is in the best interest of our downtown, community and city. Your board has a responsibility to Plattsburgh residents and downtown businesses to ensure that Prime's project enriches the Downtown Revitalization Initiative. Thereby promoting revitalization of our downtown rather than having an adverse effect, as is the case with Prime's current design. Now is the time to make certain that Prime will build a mixed use development that will benefit everyone, not only Prime's bottom-line. Your decision will affect our downtown and city forever!

Finally, Zoom Meetings fail to enable full active participation by all concerned citizens in real time. This is especially true for downtown business owners, who are struggling to survive! April 27, 2020 PB meeting is evidence of this fact. I like many residents do NOT have the technology to participate remotely I risked my own safety to go over to a friend's house to participate at 11:30 PM, when I, like most people, are usually asleep! Two residents who commented at last week's meeting, lost signal during the meeting.

Sincerely, Carol J. Klepper

Homeowner & landlord at 17 Couch Street, Plattsburgh, NY

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: April 20, 2020 ZBA: Appeal 2232-Durkee Street-SUP comments

April 20, 2020

Dear Zoning Board members and Chairperson:

Once again, I ask that members of ZBA postpone all decisions regarding the Durkee Street parking lot and Prime development until everyone can attend all meetings in person. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

I, along with 42 downtown business owners and over 6,151 petitioners (see attached signatures) ask that you deny all current appeals, special use permits and variances requested by the city of Plattsburgh and Prime Development LLC on grounds that all such requests regarding the development of the Durkee Street Lot have NOT been reviewed as part of the entire DRI project but rather in isolation. And, Prime's current proposal fails to meet both zoning code & all criteria found in zoning ordinance section 360-31 B for standards of such special use permits, in which all 5 criteria for ZBA SUP must be satisfied.

I ask that the Board deny the proposed boundary changes for the Durkee Street parking Lot into one 3.3 acre lot, but rather suggest that the City subdivide it into at least two lots, whereby the city will retain ownership of at least .5 acres for public use to provide at least 150 off-street parking spots that remain deficient in the city's replacement parking plan, which fails to provide the required 1 to 1 ratio of compensatory parking off street in the center of our downtown business district. Once ownership of the Durkee Street Parking lot is transferred to a private developer, the public will not only permanently lose all 289 free long-term, year round parking spaces in the center of downtown, but everyone working, living & visiting downtown will lose at least 275 of these 289 parking spots, while the proposed 102 spaces in the Pavone lot + 22 spaces in the Broad Street lot are constructed. Given the state of the economy throughout the nation and especially in NYS, it is suicide to the future of our downtown to give all 3.3 acres to Prime without the city retaining any ownership. It is detrimental to Plattsburgh's economy to gift such a valuable asset to Prime development.

I also implore the members of the ZBA to deny Prime's request to put any apartments on the first floor of any building. If the ZBA approves such a request it will set an undue and negative precedent throughout the city, because it will open the door for other property owners to convert commercial space into first floor apts. Granting such a variance will result in increased density and exacerbate the shortage of long-term year round parking for all tenants living downtown. Street level apartments are problematic due to safety concerns and their un-attractiveness to long term tenants. I can attest to this fact first hand, as someone who has both owned and lived in first floor rentals. This is especially true in the center of downtown. Merely look at street level or first floor apartments in any downtown and you will notice security systems such as steel bars or small windows to prevent access from intruders, which is hardly inviting to prospective tenants. It is extremely difficult to retain tenants in street level or first floor apartments due to safety and marketability, contrary to Prime's comments.

Landlords and business owners in Plattsburgh and especially downtown are faced with the realty that they may never be able to reopen. Economists forecast that high unemployment and business closures

may continue for years. Most builders have put projects on hold and the majority of lenders have retracted their financial commitments to developers. Given the fact that Plattsburgh and NYS are faced with billions of dollars in deficits and that many people will remain unemployed, while others have lost their life savings, it is unlikely that Prime will be able to complete construction and fill all 115 units & 10,000 square feet of commercial space by September 1, 2021. Prime's current project will most definitely have an adverse effect on adjacent properties and surrounding neighbor-hoods for years to come. The future of our downtown and economic survival rests in your hands.

I beseech all ZBA members to include all comments made by everyone into any decision you make, even if their comments exceed the 3-minute recording threshold you have set as a board. As members of Plattsburgh City Zoning Board you have a duty to ensure that any variance you grant Prime Development does NOT have any adverse effect to our downtown, city and county and that it meets all 5 SUP criteria and zoning code requirements. The following points outlined within explains why Prime's project should be denied.

1. **General Character, height and use of the structure**. Prime's current design is not in keeping with our historic downtown due to its mammoth size, building design and use of metal and clapboard. The majority of the buildings downtown are made of brick or sandstone and are less than 4 stories in height. I ask that the board deny Prime's request to build a 5-story 115-apartment complex with 10,000 square feet of commercial space in the center of downtown, which is in actuality 6 stories above ground along the river and is 2-3 stories above any other building adjacent to the Durkee Street Lot. Prime's building will tower 65 feet above ground on the North side and will be 180 feet high along Bridge Street spanning more than 200 feet along the riverside. Prime's colossal complex will consume the entire North and East corners of the Durkee Street Lot, which will block off sunlight and discourage pedestrian circulation. Even members of the Clinton County Planning Board expressed their concern with having such a massive structure on top of the Saranac River Walk and right against the sidewalk on Bridge Street. The intent of the DRI is to revitalize our downtown by inviting people to recreate, shop and eat in our downtown business district. Granting such a height variance would detract rather than invite people from visiting our downtown.

2. **Provision of surrounding open space and the treatment of grounds**. Prime's current plan fails to provide any green space for its tenants and therefore does NOT meet criteria 2 of SUP. And in fact, if Prime is given all 3.3 acres of 22 Durkee Street there will be NO guaranteed open green space for public use on site. Access is not ownership and therefore public use will be controlled at the whim of the developer. It is a slap in our face to have Prime merely offer public access to the Saranac River with a walk way through the center of its project. Prime needs to downscale its project and the city needs to retain at least 25 feet along Bridge Street and 50 feet rather than 14 feet along the East side of Durkee Street parking lot in order to provide a green buffer zone between Prime's tenants and city residents and visitors. Prime's current Durkee Street project fails to provide any dedicated green space for its tenants, unlike Prime's Saratoga project and lacks sufficient green space for guaranteed public use. 3. Prime's current project also fails to meet **"general fitness of the structure or use to its proposed location."** Prime's current proposal to build one contiguous structure for up to 293 residential tenants and 10,000 square feet of commercial space not to mention the future transformation of the former farmers market into additional commercial space is NOT a good fit for this site or viable at this time. I suggest rather that Prime rework its design to build a smaller size project in multi-phases that has a better chance of surviving our current economy.

Prime's current plan adds up to 293 tenants living at the northeast corner of Durkee Street Parking lot, which is right on the Saranac River Trail. Cramming such a large population next to the Saranac River trail hardly promotes visitors and city residents from enjoying the river. Members of Clinton County Planning Board have also expressed their concern of the proximity of Primes 5 story 115

unit apartment complex being built right against the Saranac River Trail and only 14 feet away from the river bank. Prime's current plan fails to provide even it tenants any green space adjacent to the river or any green buffer zone next to any city sidewalk. Even Prime's Saratoga project provides open green space on site. 4.

Provision for automobile and parking or storage. I ask the board to deny Prime's request to only provide 226 parking spaces rather than the 317 required by Plattsburgh's zoning code, because Prime cannot compare its Saratoga Springs project, known as "the Hamlet," to its proposed Plattsburgh development, because "the Hamlet" is several miles from the center of downtown Saratoga Springs and is therefore not equivalent to Prime's Plattsburgh project, which will be built in the center of our business district. Permitting Prime to build a 115 apartment complex with more than 10,000 square feet of commercial space will most definitely create a hardship to our downtown, because Prime's tenants and city residents and patrons will be competing for the 100 parking spots that Prime is failing to provide for its tenants and the 150 deficient parking spaces off street that the city has failed to provide the public. Prime should be required to provide at least 317 parking spaces on site, given the fact that Plattsburgh's zoning parking requirements are antiquated, and Plattsburgh does not have public transportation and everyone owns a car. The reality is that Prime should provide 441 parking spaces on site to accommodate full occupancy of both Prime's residential and commercial usage, which doesn't even account for the additional parking needed for Prime's future conversion of the former's farmers market to commercial space. As someone who owns an apartment building near downtown, I am well aware of how important onsite year round parking is to my tenants. What is even more problematic is that Prime has yet to present detailed parking plans that are current and up to date.

Prime has also failed to provide any concealed storage for its tenants' bicycles, outdoor equipment, etc. Plattsburgh zoning and Planning boards have insisted that developers provide such storage on site and adjacent to their units for security, convenience and esthetic purposes. As an apartment owner, I know how important adequate on-site storage is in attracting long-term tenants. Most importantly, ZBA members need to insure that Prime's project is reviewed as part of the entire DRI. Equally important is that all 289 parking spaces currently provided for free to the public off street in the Durkee Street parking lot is replaced with compensatory parking, which the city has failed to do. One of the most critical points to be considered by ZBA regarding parking is that the Durkee Street parking lot provides free and convenient parking for everyone working, living and visiting downtown. Businesses such as; Social Services, JCEO, doctors, counselors, chiropractors, etc. all need convenient and handicap accessible parking close by. Unfortunately, the city's replacement parking plan only provides 125 public parking spaces off street in the center of downtown, which results in 165 deficient off street compensatory parking spots. Even the city notes that they are unable to replace all 289 off street public parking spaces. Furthermore, the city's plan to convert all free downtown street parking to paid parking will create an additional hardship to downtown businesses and property owners struggling to survive. I remind the board that you can NOT count the off street parking that was created by the county at the Government center, because these parking spaces are primarily used by government employees and is not adjacent to the center of downtown businesses. The 15 angled parking spaces that the city anticipates providing on Durkee Street is not off-street and therefore is not considered compensatory replacement parking. DEIS states that parking lots should have less than 85% of the spaces filled and that the Durkee street lot often has 87% usage, thereby showing its importance to downtown. Over 200 employees who work at Social services, JCEO & other offices currently park in the Durkee Street Lot, which would quickly fill the Pavone Parking lot once built, because street parking would be metered. According to Carl Walker Plattsburgh needs to replace "equal" amount of year round off street parking to its community.

5. **Street capacity and use.** Prime's proposed mixed use development will bring close to over 300 additional vehicles to the Northwest corner of Bridge and Durkee Street. This increased vehicular

traffic along with the poor redesign of Durkee Street will result in increased pedestrian, bicycle and vehicular traffic accidents, congestion and bottlenecks, especially during peak delivery times. The city has failed to provide any designated pull offs or tested the viability of such a drastic change to one of downtown's major arteries and unloading zones for local businesses. The City's plan to make Durkee Street one-way along with angled parking on the east side of the street will prevent contiguous flow of traffic and impede delivery trucks from servicing downtown businesses and restaurants. Angled parking that requires drivers to back up into traffic is extremely dangerous and almost impossible during winter months and in climate weather due to poor visibility and limited turning ability.

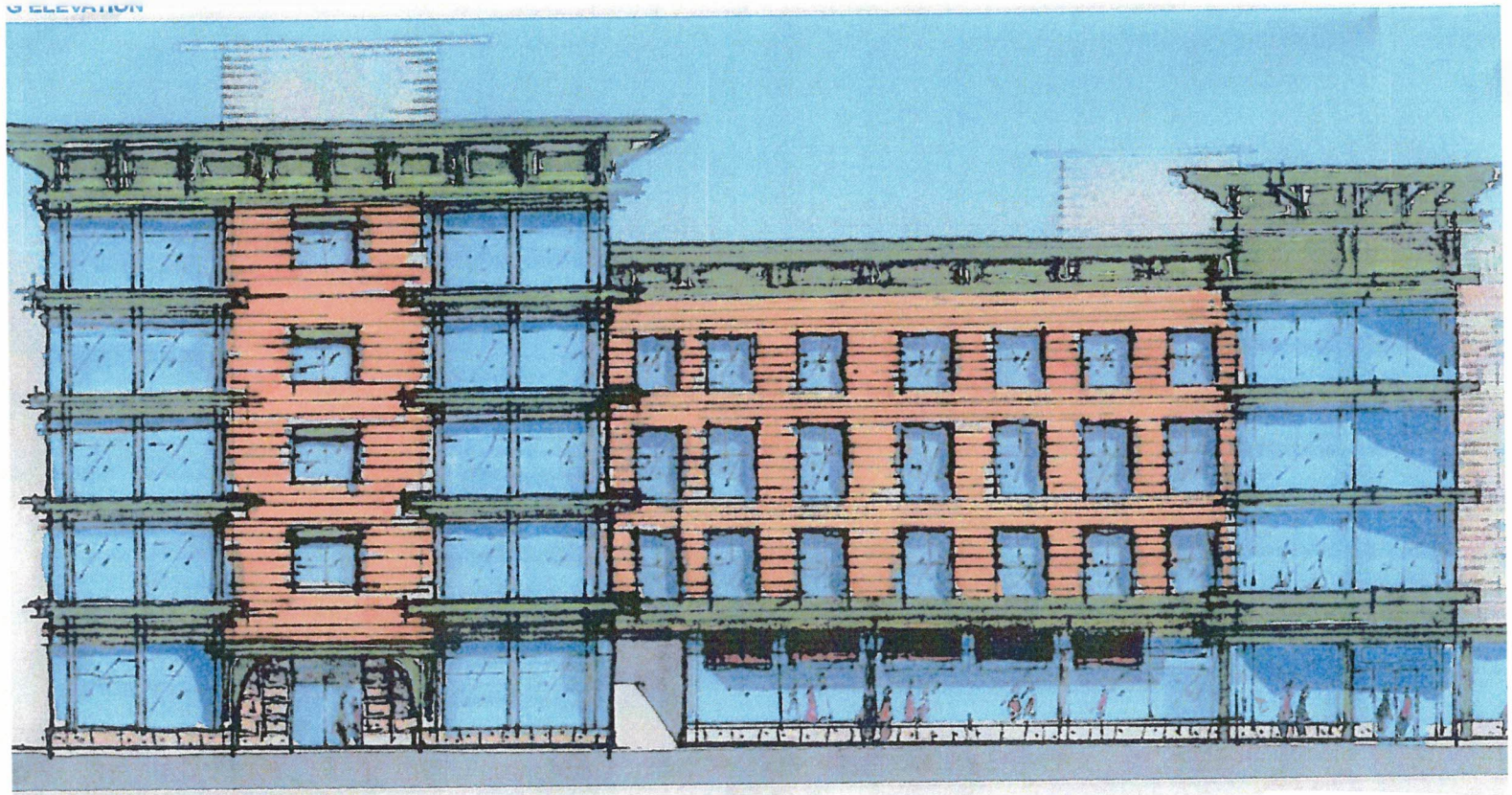
I remind the Board that Bridge Street is a continuation of US route 9, which is to provide safe travel for all delivery trucks, automobiles, motorcycles and bicycles. According to Ken Bibbins, Regional Traffic Engineer (DOT) analysis of the city's proposed changes to Durkee Street, Mr. Bibbins states the following: it *"does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths." And "multiple studies"...have shown that "angled parking causes an increase in accidents." Backing-up maneuverability is "particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see." ..."based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.*

Furthermore, Prime has failed to include any parking plans for its 10,000 square feet of commercial space, future conversion of former farmers market for commercial use, designated loading and unloading areas and a detailed diagram with site elevations and dimensions of all surface and underground parking for its 115 apartment complex.

In conclusion**,** Primes current proposal fails to meet city zoning code parking, height and building requirements, along with its failure to satisfy all 5 Special Use Permit (SUP) criteria and the objectives of the DRI plan set forth by NYS. Primes project is deficient in providing onsite parking for its tenants, visitors and patrons, lacks designated green space for its tenants, fails to provide guaranteed sufficient onsite public parking, and will result in increased vehicular and pedestrian traffic accidents, traffic congestion and additional hardships to our downtown businesses who are struggling to survive the economic crisis that is anticipated to continue for years. Governor Cuomo's DRI grants were intended to revitalize downtowns throughout upstate New York by providing recreation, services and joint business opportunities in the center of downtown. Converting our entire 3.3 acres of 289 public parking spaces into privately owned apartments and over 10,000 square feet of commercial space is not in the best interest of Plattsburgh and will most definitely have a negative impact on our community and Plattsburgh's downtown business district.

Sincerely,

Carol J. Klepper, 17 Couch Street, Plattsburgh, NY



DRI Commitee's MULTI PHASE MIXED USE DEVELOPMENT
PROPOSED RENDITION

Zoning Board of Appeals - May 18 Meeting

3 messages

Courtney Meisenheimer <meisenheimer.courtney@gmail.com> Fri, May 15, 2020 at 1:31 PM
To: cityinfo@plattsburghcitygov.com

To the members of the Zoning Board of Appeals,

My name is Courtney Meisenheimer and I am a resident of the City of Plattsburgh. I am writing to you today to urge you to vote no on the Prime LLC Durkee Street Development zoning deviances.

I'd like to say thank you to the ZBA members for trying their best during the COVID-19 pandemic to follow process and include the public's comment and participation in this process. You have been spending many long and late nights reviewing the Durkee Street application - as volunteers - and your service to the city is greatly appreciated.

I would ask that you please stand up for our city and prevent Prime LLC from developing on the Durkee Street lot. I believe that the Durkee street lot should be developed but this is not the type of development that will serve the residents of the city well. I am deeply concerned with the following aspects of this project:

- The size of the sidewalk along Bridge Street (even after revision) seems too small for pedestrians to safely walk. Ron also brought up this sidewalk would pose as an accessibility issue for wheel chair users.
- The distance from the sidewalk to the first floor apartments on Bridge street seems too small. I worry about how this will affect the community if people are out on their balconies right on Bridge Street across from local businesses.
- The character of the building does not seem to keep in character of downtown Plattsburgh.

I urge you to please pause and listen to your fellow community members who feel that this project is just not right. Will our city be able to support this kind of development during a global pandemic? Will the limiting of downtown parking affect our small and fragile small business community?

I truly believe that the Durkee Street lot is destined to be something far greater than a mega apartment complex. It could be the center of our city, a place to gather as a community, and accessible to everyone instead of just the economically privileged.

I know you have a lot of information to sift through, and a large decision to make. I appreciate you taking the time to read my letter and consider a fellow community member's concerns.

Sincerely,
Courtney Meisenheimer

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:01 PM
To: Courtney Meisenheimer <meisenheimer.courtney@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901

518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:01 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Zoning Board Comment

3 messages

Kevin, Daniela and Misha Gitlin <kdmnexus@gmail.com> Wed, May 13, 2020 at 1:51 PM
To: cityinfo@plattsburghcitygov.com
Cc: "JANSON J.M." <jmjcaper@gmail.com>

To the Zoning Board:

We are opposed to the Prime project for the following reasons:

- the proposed building is far too large for the proposed area; the design does not blend with the existing architecture; downtown charm will be destroyed; tourist and community traffic decrease
- the project will eliminate much needed community parking, tourist traffic will decrease, small businesses and restaurants downtown will be gutted
- the project will consume too much downtown green space
- the design of the sidewalk setbacks and parking garage is unsafe
- there is zero need for high end retail and residential apartment space, given all the empty lower end properties available. If the building remains empty and unrented, this will turn downtown into a slum.
- the tax breaks given the project will negatively impact our public schools, as well as city revenues

Vote no, please.

Daniela and Kevin Gitlin

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 3:03 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 3:04 PM
To: "Kevin, Daniela and Misha Gitlin" <kdmnexus@gmail.com>
Cc: "JANSON J.M." <jmjcaper@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
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[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment regarding Prime, LLC

3 messages

Deborah Yokum <debyokum@gmail.com> Thu, May 14, 2020 at 7:14 PM
To: cityinfo@plattsburghcitygov.com

To the Members of the Zoning Board of Appeals:

We are writing to follow up and expand on the concerns we outlined in an earlier letter regarding the proposed Prime Plattsburgh, LLC Durkee Street project. We were pleased to hear your thoughtful questions regarding Prime's plans at the May 4th meeting. After reviewing their recent plan revisions, we trust that you will agree that the changes made were unsatisfactory and information is still incomplete. To name just a few points:

- The scale of the building is still overpowering to the neighborhood.
- The sidewalk widening comes at the expense of the street and parking, rather than the Prime building. It also assumes that the city will agree to those changes.
- Prime has yet to provide floor plans for the proposed building
- The lack of information and assurance about a commercial tenant is troubling.

We can all agree that the economic landscape has changed dramatically since this project was first proposed. It seems unwise and irresponsible to allow a project with this much potential risk to move forward when so much of that risk is to be borne by our local community. We trust that you will make the right determination for our community and not be swayed by a corporation whose representatives are, frankly, acting as if they know what's best for us. They do not!

Deborah Yokum

Hal Moore

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:19 AM
To: Deborah Yokum <debyokum@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place

Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:19 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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May 14, 2020

To: City of Plattsburgh Zoning Board of Appeals

I'm Ed Zukowski and have been before your board at different times of doing business in the City of Plattsburgh. I have always respected your position and responsibilities that you have volunteered to carry out for the betterment of the City of Plattsburgh and the citizens of Plattsburgh. You are appointed by the political leadership of the City and not elected by public vote. This to me has created a conflict with the current Prime Development project on the City owned Durkee St. property.

I know all of you are aware of the political connections exists between the players involved in this proposed project and do not feel I need express any of them at this time. You all have been given the responsibility to approve projects that fit the City's *"Comprehensive Plan for the purpose of promoting the public health, safety, morals, convenience, order, prosperity, and general welfare of the community. They have designed to lessen congestion in the streets; to secure safety from fire; and other dangers; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools parks and other public requirements. They have been made with reasonable consideration, among other things, as to the character of each district and its suitability for particular uses and with a view of conserving the value of buildings, and encouraging the most appropriate use of land throughout the City of Plattsburgh and to achieve the following purposes:*

To encourage the most appropriate use of land in the community in order to conserve and enhance the value of property.

To create an attractive and cohesive central business district.

To improve the financial structure of the city by increasing the rate of growth of municipal income through enhanced value of property.

To enhance the aesthetic aspects throughout the entire community.

To ensure that tax revenues will remain sufficient to meet the increasing expenses of government."

This is City property and City awarded money you are now considering not politically owned property or politically owned money. Both the property and the money are for the DRI program not for the benefit of Prime Plattsburgh, LLC. The Zoning Board of Appeals holds the power to make the correct decision for the citizens of Plattsburgh not for the political power of Plattsburgh. Not one of the local developers that I know about has ever been offered the deal offered to Prime Plattsburgh, LLC.

I only ask that you make your decision based on the *'purpose guidelines of the City's Comprehensive Plan'* and on the expressed responses from the citizens you represent and the land they collectively own and not on a political agenda.

Sincerely,

Ed Zukowski

Ed Zukowski
12 Marcy Ln
City of Plattsburgh

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

3 messages

Libby Yokum <adklotus@gmail.com> Fri, May 15, 2020 at 11:48 AM
To: cityinfo@plattsburghcitygov.com

Dear Ron Nolland, the Zoning Board members, Joe McMahon and any one else who receives these emails and has input into decision making about Prime development,

I am writing as a city of Plattsburgh resident and urge you to please vote NO on the Prime/Durkee St. lot development. I'll tell you why.

The Prime redevelopment of the Durkee St. lot is not in alignment with the overall downtown revitalization initiative and Prime needs to meet all the city zoning code requirements for special use permits.

I regularly shop at the North County Co-op, it is our primary grocery store. When on street parking is not available in front of the store the next closest parking will be on the other side of Prime's excessively large buildings. This would entail leaving the Co-op with heavy bags walking up to the corner of City Hall Place and crossing to Durkee St. because crossing across from the Co-op so close to an exit ramp from the underground parking would definitely feel unsafe. Then walking down Durkee St. on the narrow sidewalk with light posts/electrical boxes, people with baby carriages, wheelchairs and those from the angled parking would easily be crowded and not the conducive for the walkable city we have been striving for. The sidewalks need to be wider on Durkee St. (And to Prime: No, it won't be easier to take the riverside walk to get to Durkee St parking even if you think we should all prefer the "scenic walk".)

Imagining this already congested downtown area with snowbanks is unfathomable. Snowbanks are always a Plattsburgh issue and I have yet to hear about the snow parking plan and how that will affect the walkability of the city. I am still seeing a shortage of parking for downtown residents and businesses in the current figures.

Another concern I have is about allowing first floor apartments in the Prime building which could set a precedent for the city to have empty store fronts turn into residential space. Other cities cite the disadvantages of this happening and it also isn't in alignment with the idea of Plattsburgh becoming an attractive walkable city.

I have read the city school district's concerns about costs (possible need for more tax dollars) for more students who may move into Prime apartments. I listen to city building owners losing tenants due to parking. I see empty store fronts. I know more businesses will leave downtown if the parking situation gets even worse. There isn't anything I've heard in the numerous meetings I have attended or read about that convinces me that adding more apartments and more commercial space instead of green space will be of benefit to downtown Plattsburgh.

Now with the Covid-19 pandemic and the financial situation even more dire in Plattsburgh and in every city in the country it seems extremely unwise for the Zoning Board and the City of Plattsburgh to support the enormity of this Prime project in the Durkee St. lot.

Please vote no on the Prime Plattsburgh LLC plan.

A caring and concerned resident who regularly frequents downtown

Elizabeth (Libby) Yokum
7 Point View Terrace
Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 11:50 AM
To: Libby Yokum <adklotus@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 11:50 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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ZBA -Prime

3 messages

Zukowski Properties <zukowskiproperties@gmail.com> Thu, May 14, 2020 at 5:57 AM
To: cityinfo@plattsburghcitygov.com

Let it be known we at EZ Properties oppose the lack of parking and overall character of the size of Prime Durkee Street!!

Please consider our voice in your decision.

Thank you
EZ Properties
5185636021
Zukowskiproperties@gmail.com

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:40 PM
To: Zukowski Properties <zukowskiproperties@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:41 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Public comment Zoning Board Meeting 18 May 20

3 messages

Jeff Moore <jmoore1748@gmail.com> Fri, May 15, 2020 at 2:09 PM
To: cityinfo@plattsburghcitygov.com

Zoning Board of Appeals 15 May 20

I would like to state I am submitting this letter on my personal behalf as a city resident who lives within a few hundred yards of the proposed development and not in my role as city councilor. I am very pleased with the responses from Prime Company to the questions raised by the ZBA. The height of the proposed building compares favorably with the height of the surrounding structures allowing it to blend in with the surrounding streetscape. The wider sidewalk (8-12 ft) on Bridge Street will provide adequate pedestrian access for this area. As a frequent visitor to Montreal I find the egress from the onsite parking garage to be typical for this type of parking garage access. As for the sidewalk on the Durkee Street side it will be twice as wide (5 ft) as it is now which would provide for the anticipated pedestrian traffic flow. Normally I would not be in favor of first floor apartments in this area of the city but the fact that there is no street side egress into or out of the apartments on the Bridge Street side and the removal of the lowest balcony over the sidewalk there, are in my opinion a satisfactory solution. I believe this development proposed by Prime will be a valued asset to our downtown and should be approved based on the merits of this latest proposal. The central original purpose of the DRI grant was to develop the Durkee Street lot and return it to the tax rolls. This latest proposal in my opinion “checked all the boxes” and is ready for approval.

Sincerely,
Jeff Moore

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:40 PM
To: Jeff Moore <jmoore1748@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Shelise Marbut
Senior Account Clerk

41 City Hall Place

Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.461.2668** - Temporary remote number due to Covid-19
(ph) 518.536.7520 – Office line. Voicemail only. Returning calls sent to voicemail.

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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:40 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Zoning Board Meeting of 5/18/2020

3 messages

J.M. JANSON <jmjcaper@gmail.com> Fri, May 15, 2020 at 1:56 AM
To: cityinfo@plattsburghcitygov.com

Dear Members of the Board,

Thank you for serving. You voluntarily became "experts" to help your community. Those of us sending comments want to see our community thrive and flourish, but there is a great divide on how to make that happen. As one person alluded to at your last meeting, I think those people who support this plan by Prime are living in la-la-land, and not reality. It would be nice to think a "for-profit" corporation would make choices that benefit the area where they are located, but, we are living in a time of scorched-earth capitalism. Prime is no exception, they are no benevolent developer. The residents, through being represented by the Zoning Board and the Planning Board, need to hold Prime to the highest standards (not the lowest) and they need to hold both Prime and the City accountable. This project is huge, and deserves time and highly detailed consideration as it will impact downtown Plattsburgh for likely more than a century. There are millions of dollars that will potentially change hand, we need to make sure we're getting the best for Plattsburgh.

I used to hear Red Barber talking to Bob Edwards on NPR's *Morning Edition*. Red coined the expression, "sitting in the catbird seat." It's a nice place to be. It means sitting in a superior place, being in power, having a recognized advantage. Hey ZBA & PB -- you guys are sitting in the catbird seat! Ask questions, demand accurate answers and tell their annoying lawyer to hit the mute button. Especially if he tells you to vote... and he's likely to suggest when and how to vote too!

Because this project is huge, and because millions of dollars and millions of details are associated with it, and because the level of impact is so high, I cannot keep my remarks to one page. For that, I apologize. There is much to object to in this project, including the way Prime has dealt with concerns and objections.

1. The look of the building is not in keeping with downtown. The buildings on Durkee Street and Bridge Street are small, and their facades are varied. They are each different but they coordinate for a pleasant and harmonious whole. The Prime building is massive. It towers above its neighbors. The materials used in the building are not typically found in our downtown. Prime has taken a plan that looks much like their Saratoga buildings and tweaked it slightly, proclaiming that

they've now made substantive changes so the building will be more suitable for Plattsburgh. It is still an enormous building that lacks the historical details to smooth its transition into that neighborhood. (Again, my compliments on the Vilas Home addition and Maplefields on the Oval. We know neither one of those were build in 1900, but they are each a good fit with buildings of that era. It can be done, Prime just isn't willing to expend the time, effort, or money.)

As someone with an interest in architecture, one of my rules for critiquing a building is the question: does it look like it belongs here, and nowhere else? The Gateway Building on Durkee is not a "bad" looking building, but it could be placed anywhere. From Salem, Massachusetts to Salem, Oregon, or McAllen, Texas, to McCall, Idaho, the Gateway building does not pass the test for distinction. The best buildings in any town are distinctive, in that they reflect a sense of place. The materials and style expressed in each building should speak the the cultural and geological history of each spot. I think it's important that any new building in Plattsburgh, nestled among the older buildings downtown, recognize the influences of the 18th, 19th, and early 20th centuries. The most prevalent building material for existing buildings is brick, and it should be the most prevalent material used for a new building. That will contribute to making it fit with its neighbors and ensuring the building belongs here, and nowhere else. In addition, the proportions and scale must fit with the older existing buildings to be appropriate for this particular spot. What Prime has proposed does not,

2) Because the building is so huge, Prime has sacrificed set-backs and sidewalk space. Both the blueprint and the artist's rendering showed trees along the sidewalk on Bridge Street. There simply isn't room for those things. More's the pity, because they help soften and hide the building. There is no room for street signs, or for two people in wheelchairs to pass each other. I was aghast at the last meeting when Charlie Gottleib said that if the Bridge Street sidewalk wasn't wide enough, pedestrians could just cross over and walk down the other side of the street. What a ridiculous idea! THIS IS NEW CONSTRUCTION, it should offer the best! The plan should exceed ADA guidelines, not simply comply with them. A building that offers pedestrians little space for movement is a building that is a bully. You must accommodate it, because it ain't movin' for you...

3) Safety Issues.
A. The first of these is for pedestrians. A mirror to make sure a car isn't coming out of either the underground parking or the courtyard? Really? Prime considers this and acceptable solution to a very real hazard? Yeah, it's enough to make me want to cross over to the other side of the street so I don't have to worry about being run over. Their building is simply too close to the street, especially Bridge Street, to provide an adequate margin of safety.

B. And again, because they want to maximize parking, they have minimized fire safety. Unable to get a fire truck into the south side parking lot or into the courtyard? Please, apply some common sense! This level of risk is not acceptable! I cannot believe that Counselor Gibbs, as coordinator for safety for the City, didn't speak up about this. If she thinks it's too risky to build apartments in the Harborside area where there is already plenty of parking -- because a train going by could possibly delay emergency vehicles, she said -- I don't see how she could possibly justify fire trucks having access to only two exterior sides of this building. I don't see how the City's Fire Chief could justify this either, except he'd like to continue to be employed, so he "wrote a letter" for Prime. I am going to speak out against this, for potential tenants, and even more importantly, for the City firefighters who will risk their lives when a call comes in from this building. Again, this is new construction... we can do better than this!

C. Prime insists that the area outside their property is totally out of their control. Yet, they plan for diagonal parking on the street so they can maximize parking spaces. The City knows diagonal parking is dangerous and does not work. We have removed diagonal parking throughout the City for this very reason. To utilize diagonal parking on what will be a very busy street is a hazard. This plan is supposed to revitalize our downtown, not ruin it. Changes should be positive, and make it easier to move about, not make it more hazardous.

D. The northwest corner of their parking lot is particularly problematic. I wouldn't want to have to back into the delivery zone they have set up, and I most assuredly wouldn't want to park my vehicle with hand-controls in the handicapped parking area where a delivery vehicle could so readily damage my vehicle. I have a good friend who is permanently in a wheelchair, and drives a van with hand controls. If anything happens to his vehicle, he is stranded. There is no loaner available to him while his vehicle is being repaired. Having a delivery area that will not accommodate semi's is not a good plan, and having a space that requires a high level of backing skill and placing it adjacent to the handicapped parking area is not just an invitation to problems, it is blatantly poor planning.

4) Greenspace.

A. Again, the building is too big, and Prime "is comfortable" with 115 apartments, so we cannot expect them to willingly downsize As I looked at the plans, I found it distressing that Prime plans to use the pedestrian access corridor between Durkee Street and Riverwalk as a place to dump snow from their parking lot. This is completely unacceptable. There are times in the winter when people would like to access the river, and it the space is covered with discarded snow, we can't. And often in the spring when the weather turns warm, warm enough to be out in a tee shirt, you can look at a parking lot in a shopping mall and there is still a mountain of dirty snow melting away -- but the mountain is still there. Those are the kind of

days when a spring stroll along the Riverwalk could be pleasant, but the way will be blocked by snow that has been pushed into the walkway. I don't doubt that Prime will state their intention to keep the walkway cleared. Planning is one thing, doing is another. And, are they "planning" for that occasional winter when Plattsburgh gets lots of snow due to frequent snowstorms? I doubt it. Where will the snow from their parking lot go? Into the narrow corridor they label greenspace. It may be green for six months out of the year, but for the other six it's their dumping grounds.

B. And speaking of Greenspace... Prime cannot claim Riverwalk nor the tiny strip of green near the Gateway building as "providing greenspace." If Prime was not so desperate for parking, their courtyard could be a green and provide a park-like space for tenants. It could slope down towards the river, somewhat mitigating the problem of huge retaining walls that will hem in the Riverwalk and create an undesirable alley. But Prime is already so short on parking, they must create a lot inside the U shaped building. I'll bet the tenants will just love it when a car alarm goes off within that space.

3) The Riverwalk is pinched by vertical retaining walls with a 5-storey building on top. This does not create a welcoming and inviting space. Last week I was on Rugar Street, and I walked on the sidewalk by the east side of the Hartman Theater on SUNY's campus. I looked at the slender strip of landscaping, and the overpowering flat brick wall, and I thought, this is what it will be like when Prime builds next to Riverwalk. Jeez, it's intimidating and ugly. Again, we could have a development that flowed nicely into the Riverwalk to create a delightful space for residents and visitors alike, but Prime's need for profit requires them to construct something that is not in keeping with the kind of community most of us want to create.

4) Parking.
A. Other concerned citizens have addressed this issue in the past and will undoubtedly do so again. Prime and the City are short-changing everyone on parking, over 100 spaces. Frankly, I would be hopping mad if I lived downtown. I would say: you expect me to park my car at Harborside and walk home with four bags of groceries in a snowstorm? Many existing tenants have threatened that they will vote with their feet. Expect moving trucks and friends' pickups blocking our downtown streets for awhile.

B. Prime's calculation of 1.3 cars per apartment is ludicrous. That won't happen as long as downtown Plattsburgh has no grocery store/supermarket, no hardware store, and not apparel shops. People who live downtown need a vehicle. So Prime will actually need more parking spaces for their tenants than they are planning. No problemo! There is already a gated lot on the south side of the

building. They "had planned" to make spaces available to the public to use, but it turns out that their tenants need more parking. So, what's the City going to do about it? They no longer own the property. They sold it for $1.

Members of the general community have signed petitions, have stayed up late to attend meetings, and have attempted to make their wishes known to you. I place myself in this group. We are not misguided and disgruntled citizens who do not live in the City. We are people who are not being paid to write letters, attend meetings, or advocate for our views. It is not our "job" to argue against this project. It is the "job" of all the people on the Prime and City teams to advocate for it. They are paid to do so. As far as I'm concerned, the "No to Prime" team is not only larger (thousands of signatures on a petition), but more importantly, has the moral high ground.

So, Dear Board Members, Plattsburgh has the opportunity to create something wonderful on this site and we should jump at the opportunity. Prime's profit-oriented, bloated behemoth is not it. It is not wonderful. It is even less so now that Covid-19 has deeply shaken our economy. The Prime team acknowledges that it will be a struggle to fill commercial space. This is probably an understatement. Experts see an increasing need for low-income housing due to decreased employment. They are predicting many people sliding into the abyss created by an economic recession/depression. If Prime cannot find tenants for luxury apartments or for commercial space, will they walk away? My sense is yes. Then Plattsburgh will have additional low-income housing available, but at what cost to taxpayers? The likelihood of this project failing is high, the cost of failure is exorbitant, and the repercussions from failure will last for a century or longer.

In my application to sit on the Mayor's Livability Committee, I stated that I could not understand how THE most valuable piece of land in Plattsburgh has a sewage treatment plant sitting on it. (One time when I asked this question in a conversation, I received a straightforward, and undoubtedly honest answer: because shit flows downhill, and the people of Plattsburgh didn't want to pay to pump it uphill.) Ok, but NOW, we recognize what a terrible decision that was. Please, dear board members, we have an opportunity to **NOT** screw up again. The Durkee Street lot could become a real asset to the City, but it won't be if Prime's oversized building is built on it.

Thank you for hearing me out,

Joan M. Janson, resident, taxpayer, concerned and engaged citizen
29 Cogan Ave.

Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:27 AM
To: "J.M. JANSON" <jmjcaper@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:27 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

May 10,2020

The City of Plattsburgh Zoning Board of Appeals

Reference: The PRIME LLC

Dear Mr. Ron Nolland

Chairman - The City of Plattsburgh Zoning Board of Appeals

It is the duties of the City of Plattsburgh Zoning Board of Appeals to be responsible to the citizens of Plattsburgh they serve and to New York State Law regarding the enforcement of the ordinances of our City.

Considering the current economic conditions, which are increasingly present for the Federal, State, County, and City government, not to mention the hardworking taxpayer of our City. It is totally irresponsible to continue down the path and the relationship with Prime.

Prime has failed to provide changes asked in the previous meeting, ignoring the Zoning Board request and showing disrespect to the constituents of our taxpayers. This reason alone shows their lack of commitment to following the guidelines of the zoning board and their long-term responsibility to our community.

You do not need to have an MBA to know the scope of their plan is too large to be a good fit within the Durkee Street parking lot and the loss of 289 parking spaces will cripple the downtown business, which is already suffering from the current economic conditions, makes no sense.

The statement that they will attract family, which will bring 30 additional students to the Plattsburgh school District, which will only bear another burden on our taxpayers.

I ask that you look at the declining enrollment across the nation in schools and colleges. Where are these families going to coming from tax-paying landlords? My final questions related to 30 families with children occupying these proposed apartments where their recreation within this plan for these is children. This will create another problem for our city police. I ask you where the sense in this project is, there is none!

My final question, where is the survey that states there is a need for an additional one hundred and fifteen apartments. As a landlord, I cannot justify this need!!

I employ you to do the right thing for our City and the economics, Ladies, and Gentlemen the writing is on the wall. This will become the next giant white elephant.

This is not a sound decision to move forward on this project, please do the right thing and do not approve!!!

Sincerely

Joann M Rushford

Joann M Rushford

Landlord and Property Owner

9 Macomb Street

Plattsburgh

518 593 0959

Plattsburgh the land of Squandered opportunities

John S. Seiden

May 14, 2020 4:30 PM

My heart is breaking to what our community is witnessing the “Durkee Street Scam”. Hijacking of what could be an opportunity of a lifetime for our city and its residents.

Prime project as being presented is in no way in the spirit of what the DRI program was meant in the reimagining and renaissance of our downtown. It’s nothing more than a glorified “gated community” for high-end renters and provides zero amenities and creativity for its residence and our community. The over-utilization of this land no way fits into the character of downtown. The visual aspect of this five-story Behemoth shadows the holistic spirit and soul of our historic buildings. Lack of sensitivity from Prime Development to these ideals show their interest is solely economic to maximize their

For weeks now Prime lawyers have been telling Plattsburgh we have it all wrong they have all the answers. Let's not fall for that old song it's never worked before.

Parking the most important issue: Downtown needs a place to park where they live and work and enjoy restaurants. Next Mayor's Cup and the Battle of Plattsburgh celebrations, do we all park at the million-dollar parking lot down where the hotel never came? Manipulation of parking calculations continues, with no honest answers.

This Administration is bending backward to accommodate this miss guided scheme with the notion that this development is going to be the economic catalyst. The harm to all the existing businesses when the parking is being stolen will be devastating. Prime lawyers maintain it's a minimal adverse effect, that's self-serving at best.

Zoning, Planning, and IDA boards must hold Prime accountable!! Don't put our existing businesses out of business just for Prime's own financial gain this is not economic development this is an economic disaster! This is a blank piece of property and can be redrawn and reimagined to truly benefit our community.

Prime claims it's about the economics to maximize the use of this property. That's incorrect it's about greed. They're not paying their fair share of taxes to the city coffers or city school district that is desperately needed. We need to preserve the integrity of our community this five-story "gated community" has no place in our downtown. It overshadows every historic building it should not be allowed it's failed the DRI mission. Prime needs to go back to the original DRI and build only half of the residential units that would alleviate the parking nightmare and would visually be more in keeping what we have.

We're in the middle of a pandemic we don't have the luxury of our old reality. City finances were in dire straits before this pandemic. Departments have been closed and now laying

The pandemic crisis is being described as the worst calamity to hit the global economy since the Great Depression. But hey, “it sure is a great time to build the largest, riskiest boondoggle this city has ever seen”.

I’m tired of hearing Prime lawyers disrespect, discount and belittle the citizenry of Plattsburgh with our concerns and their contempt of being questioned and their greed agenda. We have a greater vested interest in the outcome of what happens here because we live here, they don’t.

I don’t want to hear outdated analysis, manufactured and manipulated facts and comparing us to Saratoga Springs or Burlington or anywhere else in New York this is Plattsburgh we’re not buying your hijacking of what was supposed to be a meaningful rebirth of our city’s downtown.

for Redevelopment. I’ve proven that over a lifetime of commitment, be responsible, and must be a benefit for the citizens.

Planning and Zoning Board members stop this madness, what’s the rush. Don’t we all deserve to get this one right?

Re: Durkee Street project comments for zoning meeting

3 messages

John Seiden <johnseiden7@icloud.com> Thu, May 14, 2020 at 7:47 PM
To: cityinfo@plattsburghcitygov.com

Please make this part permanent record of the zoning board of appeals in my opposition for the Durkee Street project.

https://suncommunitynews.com/news/80766/plattsburgh-the-land-of-squandered-opportunities/

Sent from my iPhone

> On Apr 6, 2020, at 10:55 AM, John Seiden <johnseiden7@icloud.com> wrote:
>
> As you might know I used to be on the zoning board for almost 20years I was also on several downtown commissions for the redevelopment of downtown. I was appointed by Governor Cuomo to be on the DRI committee Was also on the city of Plattsburgh revolving loan committee fund I have developed over 17 properties in Plattsburgh most of them in downtown Plattsburgh. There's a right way to develop and a wrong way to develop! What's going on currently in the city of Plattsburgh is bordering on criminal with Colin Read and his shenanigans of trying to jam this Durkee Street project down the citizenry throat. There's a pandemic happening everything has been shut down he puts in place of curfew. What's the matter with this guy, his ego is out of control. The importance of the citizens being able to participate in the planning board meetings and zoning board meetings are crucial. this meeting needs to be held off until an appropriate time that the pandemic is under control and the citizens of Plattsburgh can participate in an open meeting. Hey Mayor Read "Open"meeting law means open! Not sneaking around while everyone is on lockdown , there may be a legal foundation to try to sneak this crap through but it's wrong. Hey Mayor Read put your ego away there's no time for it and it's UNAMERICAN! And we the citizens call BS!!
>
> John S.Seiden

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:20 AM
To: John Seiden <johnseiden7@icloud.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov

www.cityofplattsburgh.com

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:20 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Zoning Board Comment

5 messages

Jonathan Mulholland <jonathanmulholland@mac.com> Wed, May 13, 2020 at 9:43 AM
To: cityinfo@plattsburghcitygov.com

Dear Zoning Board,

My name is Jon Mulholland, and I am a lifelong resident of the City of Plattsburgh. I am writing you to express my extreme concern and displeasure with the proposed Durkee St. building project.

As both a TENANT in a building on Durkee St. (43 Durkee St) and as a property OWNER of a building on Durkee St (33 Durkee St.), I feel that I can offer a unique perspective on this proposal.

Although I have a number of serious concerns (i.e., the tax breaks for Prime, size of the structure, etc.…), my biggest issue is with the loss of parking in the current Durkee St. lot.

Over the past few years, I have expressed my concern with the loss of the Durkee St. parking lot to a number of city councilors. I park in that lot for work every day for the past 2 years. On a "normal" work week (before the Covid-19 shutdowns), the Durkee St. Parking lot is almost completely full. When I arrive for work in the late morning (9-9:30am), I typically have to drive around the lot searching for a free spot. I can't imagine what will happen if the majority of those spots disappear from the building project.

It is not only the loss of parking for the businesses/restaurants in the immediate vicinity, it is also the loss of parking for the many residents that live in the downtown corridor. Ironically, the Durkee St. lot became noticeably more full last year when the City of Plattsburgh started to strictly enforce the 'on-street' parking time limits for the entire downtown district! Suddenly, a ton of the downtown residents could no longer park on the streets (in front of their apartment buildings). So where were they forced to start parking? The Durkee St. parking lot.

The other argument FOR the project I've heard from several city councilors is that there will be an INCREASE in parking spots in other areas of downtown (i.e., new lot across from Arnies Restaurant, the lot on Court St, down by the Naked Turtle! (Ha!) etc..). However, those parking spots are useless for people that are trying to access the business close to the Durkee Lot.

In my specific case, I run a chiropractic/physical therapy office at 43 Durkee St. The ONLY access to my office is from the Durkee St. entrance, which will be immediately across the street from the new building. I see 25-35 patients per day…the vast majority of them are in significant pain and/or have disabilities. Would you suggest that it would be reasonable for them to park in "one of the other downtown lots" and then walk/wheelchair several block and around the corner to get to my entrance on Durkee Street? And please don't tell me that the proposed parking spots that Prime has suggested will be enough! Again, all you have to do is remember that the CURRENT Durkee lot is completely full on an average work day, and that a handful of parallel parking and diagonal spots that Prime is proposing will not be anywhere sufficient for the number of business that are downtown.

In addition, I mentioned that I also own the building at 33 Durkee St. That building is comprised of a commercial unit on the first floor (currently a Hair Salon) and a residential apartment on the second floor. Pleas realize that BOTH my commercial tenant AND my residential tenant have notified me that if this project goes through "in ANY form", they will both be leaving downtown to find a new location for their business and apartment.

Lastly, I (as a business tenant on Durkee St) have also informed my landlord that if this Prime Project passes in ANY form, I will also be forced to relocate my business OUT of downtown Plattsburgh. I love my current office and office location and would hate to move. But if I lose the Durkee parking lot, I will have no other choice.

I've been following the meetings over the past few months very closely. I know that I am not the only downtown owner/tenant voicing the same concerns. I am hoping you will take the time to consider what I've mentioned and

please vote AGAINST the current project.

If you'd like to reach out to me personally for a more detailed conversation, I would be happy to speak with someone. Please just email me back and I can give you my personal phone #.

Thanks for the time and consideration,

Dr. Jon Mulholland

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 10:10 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 10:11 AM
To: Jonathan Mulholland <jonathanmulholland@mac.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

Jonathan Mulholland <jonathanmulholland@mac.com> Wed, May 13, 2020 at 10:13 AM
To: City Info <cityinfo@plattsburghcitygov.com>

Thank you Beth. I appreciate it. I just wanted to verify that my message will also be sent directly to the Zoning Board of Appeals before their final vote on this project?
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Wed, May 13, 2020 at 10:20 AM
To: Jonathan Mulholland <jonathanmulholland@mac.com>

Hi Jonathan,

Yes, they are being forwarded on to the Board before the May 18th meeting.

Thank you,
Beth
[Quoted text hidden]

Zoning Board of Appeals Comment 05/18/2020

3 messages

Jonathan Schneiderman <Jonathan.Schneiderman@raymondjames.com> Fri, May 15, 2020 at 9:55 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

To the ZBA Members,

You have no doubt read a recent letter to the editor of the Press Republican by John Seiden; a local real estate developer for decades. He clearly made his case for opposing the Prime Plattsburgh development and I echo his sentiments. He is rightfully concerned about the adverse effects the development will have on our city and on his properties. The historic building at 43 Durkee St that he redeveloped is surely a focus of his concern, as its main entrance is on Durkee Street, and, as you know, directly across from the proposed Prime building. I am writing to you today, not as a property owner, but as a tenant and business owner in John's building. I have operated my business out of this location for more than 10 years after relocating from a 5 year tenancy in the Westelcom Suites building.

As a downtown business owner I have had the privilege and pleasure of the many amenities that our city has to offer; none more, than the ample free parking in the Durkee Street lot. Should the Prime development go through, I will have no choice but to move my financial planning practice out of downtown. Ample free parking with generous handicapped spots is paramount for the safety and convenience of my clients, many of whom are elderly; my staff, one of who uses a handicapped permit; and myself. I have expressed my concerns and intentions at planning board meetings on several occasions, and while I am not suggesting that downtown redevelopment be halted out of convenience to me, I do want you to know that this project, in its current version, will displace my business and the economic impact it provides to other downtown businesses.

Kindly let the record show that I am fully in favor of taking advantage of the DRI; a meaningful and rare opportunity for our historic and beautiful city. However the charge and responsibility is to fund a project for the betterment of our city, its inhabitants and visitors. The Prime project does not revitalize our downtown, and in my opinion, causes more problems than it solves. It is an overreaching colossus of a building that is designed not with the historic nature of our city in mind, but with the motive of a private enterprise to squeeze out every last dollar of profit. The parking plan is woefully inadequate and the angled parking on Durkee Street is nothing short of dangerous. With the building's current elevation, it literally goes above and beyond the bounds of our regulations, requiring exceptions to our existing laws which will set precedent having negative consequences in the future.

Specifically, I am asking the ZBA to vote against the city's request to change the boundary lines of the Durkee St. parking lot to 3.3 acres. Further, I ask that you deny Prime's request of a special use permit to build apartments on the first floor.

Respectfully submitted,

Jonathan L Schneiderman

Jonathan L. Schneiderman, CFP®

CERTIFIED FINANCIAL PLANNER™

Branch Manager

Raymond James Financial Services, Inc.

Member FINRA/SIPC

43 Durkee Street, Suite 100

Plattsburgh, NY 12901

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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 10:41 AM
To: Jonathan Schneiderman <Jonathan.Schneiderman@raymondjames.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 10:41 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Durkee St development

3 messages

joseph rotella <jfrotella@hotmail.com> Mon, May 11, 2020 at 7:47 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Again, placing apartment on the ground floor would set the president for other property owners within the business district. I believe this is not good development for the center city. There are many questions unanswered such as what study was done to determine that 115 apartments are need in the center city? Is 1.5 parking spaces per unit? A 13000 sq ft commercial space how many parking spaces are need?
This project was selected by a committee? Who were they and how much time was given for public input if any? If there were questions and or modification need to be done from prior meetings and the are not done then it should be tabled until they are on the drawing or they don't mean a think if verbal response.
Finally, design of the building should be in harmony with the surrounding structure. That authority I believe rest with the Planning Board.

Joseph Rotells

Sent from my iPad

City Info <cityinfo@plattsburghcitygov.com> Tue, May 12, 2020 at 11:06 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com> Tue, May 12, 2020 at 11:45 AM
To: joseph rotella <jfrotella@hotmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

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Zoning Board of Appeals Comment 5/15/2020

3 messages

Judy Oehler <oehlerjudy@gmail.com> Wed, May 13, 2020 at 9:21 PM
To: cityinfo@plattsburghcitygov.com

I am writing you today concerning the parking plans for the new Durkee St development project. As a new resident in the down area of Plattsburgh I am pleasantly surprised to find the area reviving with more restaurant choices, sidewalk cafes and unique shops. My daughter has lived here for years and we've enjoyed walking downtown to shop and dine in a "small town" setting.

For 6 years I lived in Lake Placid which has many of these same features coupled with an impossible parking problem. With the new development on Durkee Street completed I see a lack of parking and adequate sidewalk space developing which will
threaten the the continuing revival of downtown.

Why create the problem Lake Placid has been trying to eradicate for the last 20 years?

Since Covid-19 has become a touchstone in urban planners thinking of late, please consider ensuring that this project be a part of a walkable open plan with plentiful parking ,greenery and public space so downtown revitalization continues.

Thus I sincerely request that members of the Zoning Board vote no on the special use permits. Appeal #2232. Thank you for your consideration on this matter.

Sincerely,
Judith B. Oehler
43 Hamilton St.
Plattsburgh, N.Y. 12901

Sent from my iPad

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:43 PM
To: Judy Oehler <oehlerjudy@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov

www.cityofplattsburgh.com

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City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:43 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Zoning Board of Appeals Comment 5/18/2020

4 messages

Dr. Kate Mahoney-Myers <DrKateMahoney@hotmail.com> Thu, May 14, 2020 at 7:01 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Regarding Prime development of Durkee Street Lot

I have been a downtown business owner (Living Well Chiropractic at 10 Brinkerhoff Street) for over ten years and I am a member of the Plattsburgh Parking Advisory Committee (PPAC). I am writing to voice my grave concerns over this development. Parking concerns have in no way been adequately addressed and proceeding with this development will massively impede downtown parking for businesses, business patrons and downtown residents alike. A formal petition of over 1,000 signatures of local patrons, residents, business owners, employees and visitors has been presented to the PPAC and also to to the Mayor's office regarding the parking issues. All current iterations of the parking plans result in a significant net loss of parking to downtown. I urge all zoning board members to vote against this project.

Sincerely,
Kate Mahoney-Myers, D.C.
Owner, Living Well Chiropractic

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:16 AM
To: "Dr. Kate Mahoney-Myers" <DrKateMahoney@hotmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:17 AM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov

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Dr. Kate Mahoney-Myers <drkatemahoney@hotmail.com> Fri, May 15, 2020 at 8:21 AM
To: City Info <cityinfo@plattsburghcitygov.com>

Thank you very much!

From: City Info <cityinfo@plattsburghcitygov.com>
Sent: Friday, May 15, 2020 8:16:51 AM
To: Dr. Kate Mahoney-Myers <DrKateMahoney@hotmail.com>
Subject: Re: Zoning Board of Appeals Comment 5/18/2020

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Zoning Board of Appeals Comment 5/18/2020

3 messages

Kathy L. Baumgarten <foofusdotcom@aol.com> Fri, May 15, 2020 at 9:03 AM
Reply-To: "Kathy L. Baumgarten" <foofusdotcom@aol.com>
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

15 March 2020

Dear ZBA Members,

Monday is an incredibly important meeting to the future of Plattsburgh. I urge you to vote NO on the property line division and vote NO on first floor apartments.

I do want to draw your attention to the fact that the DRI project REQUIRES BY STATE GUIDELINES (https://www.ny.gov/sites/ny.gov/files/atoms/files/DRI_Four_Guidebook.pdf) a **CONSENSUS** by local population. *This project has never, does not now, nor will it ever have any support in the community.* Indeed, City Hall ignored petitions and public calls for stoppage. **City Hall effectively lied to Prime and the State of New York when it completed the DRI package by stating there was a public consensus.**

Over seventy local businesses are also against this development. They have attended your meetings and said repeatedly told you that they will FAIL without this parking lot! And with this pandemic, Prime has NO place in our local economic recovery. Allowing the City to subdivide this property will sent off a domino effect that will indefinitely negatively affect our city and its taxpayers!

VOTE NO: On Prime's special use permit request to build apartments on first floor

1. First floor apartments are not attractive to long-term tenants and Plattsburgh needs permanent tenants, people who are responsible citizens.
2. By requesting apartments, but without Prime making provision for providing them the standard two spaces per apartment, it means those spaces will be taken from currently existing parking.
3. Allowing first floor apartments will set a **dangerous precedence** in downtown. Other property owners who currently have commercial space on first floor will also want to convert them to first floor apartments. More tenants downtown means the city will need even MORE parking!

MOST IMPORTANTLY, VOTE NO: On the City's request to change the boundary lines on Durkee Street parking lot:

1. If **you** approve changing the boundary lines, **you** will be setting off a **domino effect**: **You** will be responsible for removing an important infrastructure for Plattsburgh's major public events- Mayor's Cup, Battle of Plattsburgh, Fourth of July, Strand Events, etc. **You** will be responsible for removing our beloved City Market from the heart of downtown. **You** will be responsible for causing a profound NEGATIVE effect on shopping and tourism in the downtown. **You** will be responsible for businesses closing and leaving people unemployed. **You** will be responsible for sending shoppers to the Town of Plattsburgh. **You** will be responsible for leaving our city with a smaller tax base. **You** will be responsible for leaving downtown apartment dwellers without safe, off-street parking for snow emergencies.
2. If **you** approve their request, then **YOU** are effectively approving a higher tax rate for every Plattsburgh business and homeowner! Because City Hall has promised PRIME a Payment in Lieu of Taxes (PILOT) Agreement, (which are for manufacturing, industrial, and not-for-profit companies, **which PRIME is NOT**). By doing this, the City has made PRIME exempt from property taxes! Who will pay the difference? Taxpayers! And this development has been proven by the Superintendent of Plattsburgh Schools to **raise school taxes**.
3. Plattsburgh's walkability will be destroyed by approving to change the boundary lines on the Durkee St Parking lot property. **NO ONE WANTS TO DRIVE AROUND TOWN LOOKING FOR PARKING. THEY WILL JUST TAKE THEIR MONEY AND GO UPTOWN.**
4. People love to park in that lot (pull in rather than parallel) and then walk around town shopping and eating and seeing the sights. If they have to parallel park, **THEY WILL JUST TAKE THEIR MONEY AND GO UPTOWN.**
5. It is an OUTRAGE that this project requires the traffic on Durkee Street to be made one-way with diagonal parking. This will have to be done at great expense and inconvenience to the citizens of Plattsburgh. It has been tried before, and always failed, and it cost us taxpayers a lot of money to re-stripe the road and change all the signs. This project should be totally self-sufficent and not require the City's taxpayers to fund any changes at all.

6. The development of this property, if you vote yes, will increase Bridge and Durkee Street traffic to a level that will cause accidents, decrease pedestrian and handicapped safety, and which will cause people to just take their money and go elsewhere.
7. The city has **failed** to provide 165 compensatory replacement parking spaces to replace the 289 off street, free, year round parking spaces that Downtown business owners were promised as part of the DRI agreement.
8. Prime remains 58% deficient of number of parking spaces they are required to provide in accordance with city zoning code. City code requires Prime to provide 411 rather than the 226 on their current plans.
9. The Prime plan with ground floor businesses will require more street parking for customers, taking away from what is already a disastrous deficit in parking.
10. Prime's design has failed to provide any open green space for their tenants to even walk their own dogs!
11. Prime's statement that they are providing 22% of open green space, actually includes the green space **owned by the city** for the Saranac River Trail, and the green space owned by Gateway or ICU or Federal Building.

For all these reasons, I urge ZBA members to put their foot down on this subdivision of Durkee Street and vote NO. The chain reaction voting yes will cause will be catastrophic at this time of epidemic. Local businesses need to make it as easy as possible for customers to come to them. *If you vote yes and allow Prime and the City to take away their parking, then your Board and its members will be personally responsible for the failure of our downtown.*

Most sincerely,
Kathy L. Baumgarten
18 Elm Street
Plattsburgh NY

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 9:33 AM
To: "Kathy L. Baumgarten" <foofusdotcom@aol.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 9:34 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Zoning board comment

3 messages

Katy Grant <katylgrant@gmail.com> Thu, May 14, 2020 at 9:22 PM
To: cityinfo@plattsburghcitygov.com

I am not in support of the prime company taking over the durkee street parking lot. It is shameful with the amount of opposition this plan is still trying to push through. The money should be used to polish the charm of our city or help small businesses financially during covid not dismantle it with one swoop. The prime deal is a bad one and know in my heart it will take away the very essence of this place. Please do not build in that parking lot.

Thank you for your time,
Katy grant
Katylgrant@gmail.com

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:22 AM
To: Katy Grant <katylgrant@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:23 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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Zoning Board Comments Submittal

3 messages

Kim Ford <klmousseau@aol.com> Fri, May 15, 2020 at 1:53 PM
Reply-To: Kim Ford <klmousseau@aol.com>
To: "ron.nolland@gmail.com" <ron.nolland@gmail.com>, "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Kim Ford
City resident, tax payer, local real estate developer

I have made numerous comments to this Board over the past several months, so I will not repeat those comments here. I would like to comment on the new/updated images the Prime has submitted to this Board.

In the list of updated images from Prime, they show the “old” version and the “new” version of the building from the corner view. The building “appears” to be shorter, I appreciate the change in appearance.

I would like the Board to address the buildings lack of stepping down the floors on the 3 public sides (I’ll address the riverfront elevation separately). If you look at the elevation of the North side of Bridge St the SEPARATE buildings step down as the elevation goes down – that’s the lovely aspect of row style buildings in a classic downtown. This building COMPLETELY MISSES that lovely and necessary aesthetic. It is necessary for many reasons: 1st WALKABILITY – who wants to walk along the side of a massive building and it’s BLANK MASONRY WALL – which occurs on the Bridge St, Durkee St and the South sides of the buildings. Please note that along the “public walkway” on the south side of the building, it’s a blank wall the entire way. This is a DOWNTOWN location, we should see shops or at least store windows along these elevations, not blank masonry walls. This building COMPLETELY LACKS ALL THE CHARACTER THAT MAKES OUR DOWNTOWN GREAT – small scale row style buildings, awnings, store front windows that follow the grade of the sidewalk, wide sidewalks, accessible parking. 2nd Accessibility: There are only 2 access points for the building on 2 corners. Shouldn't downtown stores be accessed from the sidewalk in front of the stores? ***Please take a moment and imagine if our downtown were filled with buildings like this one...would it still be considered a downtown?***

In regards to the **Riverfront** side of the building – this is absolutely atrocious and is an INSULT to our community and beautiful riverfront. We are utilizing other LESSER DRI funds for the Saranac River Front, meanwhile the biggest amount of DRI funding is going to this massive masonry wall that we’ll see along our beautiful New Saranac Riverwalk. In the previous applications, Prime used the examples of San Antonio’s riverwalk – I have been to this Riverwalk and does not compare at all with what Prime is proposing along our riverwalk. Yes there are buildings in close proximity to the riverwalk in San Antonio, but those buildings are filled with cafes, restaurants, bars and shops – adding activity and vitality to the walkway – we will have a brick wall.

In Prime's new image submittals, they have attempted to put their proposed building in “context” with the other buildings. Another insult to the Board and all citizens of the City – look at the thickness of the line they use for the existing buildings compared to the lines they use for their building- are they trying to infer that their building is light and airy compared to the block buildings of our downtown? Don’t let their graphic display fool you – the Google map show a better comparison of the MASSIVE BLOCK BUILDING compared to the row style architecture of our classic downtown.
Finally the real RED FLAG of this project, the Northeast corner of danger, I’ve addressed this appalling corner in previous comments. This corner poses a threat to pedestrian safety, promotes LACK OF WALKABILITY – who wants to take a chance walking along this narrow sidewalk to be hit by an exiting vehicle from Prime’s underground parking lot?
SIDEWALK WIDTH and setback. Please make them adhere to the setback at this corner. The CITY REQUIRES MINIMUM 5FT SIDEWALKS EVERYWHERE IN THE CITY. Including brand new sidewalks that we are currently installing on Kansas Ave and Kentucky St. The 5ft is an ADA requirement for bypassing wheelchair width.
At the last meeting the term WALKABILITY was used quite a bit, but as this building has been designed, it is not a nice building to walk around, it is a luxury upscale prison wall.
Thank you for your time,
Kim Ford

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:01 PM
To: Kim Ford <klmousseau@aol.com>
Cc: "ron.nolland@gmail.com" <ron.nolland@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:02 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Comments for Zoning Board of Appeals Meeting, May 18, 2020

3 messages

Laura Palkovic <lpalkovic416@gmail.com> Sat, May 9, 2020 at 4:31 PM
To: cityinfo@plattsburghcitygov.com
Cc: laura palkovic <lpalkovic416@gmail.com>

I am submitting this comment in response to the Special Zoning Board of Appeals Meeting of Monday, May 4, 2020. Please take these thoughts into consideration before the follow-up meeting on May 18.

In the course of the May 4 meeting, which I watched on You Tube, one of the Prime applicants discussed the idea of “walk-ability” as it related to the Prime building plan. He set about disabusing the Board and listeners that ‘walk-ability’ should be a concept widely applied to the general citizenry in this case, but be used instead as a selling point specifically for the Prime project.

Forget the common people. Make it “walk-able” so the wealthier tenants can walk to work and to shops and restaurants. This would be a way to reduce or even eliminate automobile traffic in downtown Plattsburgh. All you need is this nice building, filled with high income tenants and in (maybe) five or ten years Plattsburgh’s red ink will flow black.

Pardon my use of the colloquial, but I think this idea is ass backwards. Build a high end high rise during a poor economy (exacerbated by a pandemic) and high income tenants will rush to rent so they can get rid of their cars and walk to work? Is there a problem with this logic? Well…

First of all, where are the businesses within walking distance right now, that offer jobs with the kind of wages and salaries necessary to cover the rent for a one bedroom apartment such as Prime plans to build? And how about the rents for the two and three bedroom apartments? Prime representatives never mention those rents. Other Prime sites that I’ve researched start at around $1300, not the $1200 quoted for Plattsburgh and increase to a max of about $3500 for the top of the line three bedroom. That’s the going price today. By the time all the work is done on this project I would be surprised if the lowest starting rent remains at $1200. You might want to get it in writing.

Second, as our economic situation is right now (and for the foreseeable future) where are the stores and supermarkets and other businesses in walking distance that will draw these tenants to this building? Yes, Prime plans retail space, but even they concede it’s going to be a challenge to fill it. And it’s not going to be able to fill it with all the retail businesses and offices needed to fill all the tenants’ needs.

I would suggest the more sensible move would be to use the DRI grant to get businesses back on a strong economic footing, and once the city can boast good paying jobs up and down Margaret Street and its environs, then build your gentry friendly apartment building, so your tenants can walk to work, to doctors’ offices, to the pharmacy and supermarket, to shops and the veterinarians’ offices for their dogs and other assorted pets, and every once in a while take a ramble along the Riverwalk with the rest of the hoipolloi.

That, I think, would take, optimistically, about twenty years, and require a significant expansion of business in downtown Plattsburgh. Which means downtown will have to expand. It can’t expand east; the Saranac River and Lake Champlain are in the way. My best guess is that if Plattsburgh expands, initially at least, it will have to be

west, through the residential areas along Cornelia, Court, Brinkerhoff and Broad Streets, and to a lesser degree north and south along Oak and Catherine Streets.

Maybe thirty years. Maybe forty. I could see it happening. But because the expansion of business attracted new people with good incomes who wanted the convenience of downtown living and had the income to pay for it. I don't see it happening simply because there's a big apartment building sitting in an economic wasteland.

Submitted by Laura Palkovic, Plattsburgh Resident, May 9, 2020

City Info <cityinfo@plattsburghcitygov.com> Mon, May 11, 2020 at 10:15 AM
To: marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Tue, May 12, 2020 at 11:42 AM
To: Laura Palkovic <lpalkovic416@gmail.com>
Cc: laura palkovic <lpalkovic416@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

Zoning Board of Appeals Comment 5/18/2020

3 messages

Lisa Contini <lisacontini@gmail.com>
To: cityinfo@plattsburghcitygov.com

Thank you for the opportunity to voice my concerns. Whatever is done downtown should be for the benefit of the people that alre

Certainly, downtown Plattsburgh can use some sprucing up, but I am opposed to the plan of putting apartments on Durkee Street Plattsburgh?" There is always noise. At night people walk around and speak loudly, largely due to the bars and restaurants. Will how you can possibly expect to fill 115 units. If they are super cheap, some will fill, but what kind of transformation will a large apa attract?

I have lived in the area for 17 years. Plattsburgh is a lovely place, but we must be honest. Except for events like the Battle of Pla business "destination". People who enjoy our area are usually passing through on their way somewhere else. You can't change t live, and no one is going to move here just so they can live downtown in new apartments. The apartments won't increase the nun schools. So, if by some miracle you actually fill the new apartments, it means existing occupied rental units become empty. This supply that does not have an existing demand! How can it work? What are you thinking?

The Glens Falls bank has just been destroyed for parking for the Strand. What is going to be done with the Key Bank building? W parking on Durkee St. You can't expect the elderly, disabled, or mother's with strollers and small children to walk with their grocer parking, especially in the winter. In all fairness, changes downtown must be beneficial to the existing businesses and population too far.
What happens to all the revitalization investments once downtown businesses start to fail, one after another? What good is a love are already empty! Take a look at other small and modest size NY cities with lovely apartments downtown woven beautifully next cities have dead downtowns. Ours can die too.

And why should the developer care what really happens to Plattsburg? They get a tax break even if the project fails. Then what? give them something to protect, something they can lose if they don't do their part. The tax break to the developer is just plain stu

Plattsburgh has a long history of poor planning and poor use of resources. Railroad tracks on the shore of the lake removed the p and commerce. And the location of the water treatment plant; whose brainstorm was that?. What bizarre planning! Certainly, pr convinced city planners that these were good ideas. Projections are not reality. Anyone can manipulate data to produce an attrac whatever commerce or dwellings you want next to the Amtrak station in that huge, unused, empty lot. At one time, it was conside perfect for development now, so why disrupt commerce downtown by removing needed parking?

Plenty of NY cities have once booming downtowns that are ghost towns today. And it can happen here as well! Nobody has a fu disrupt something that is working? Sure, the Durkee lot situation can be improved, perhaps with development of small commercia destroying needed parking isn't the way.

Thank you for the opportunity to voice my concerns. Please send me some type of reply so that I know my communication has b

Respectfully,
Lisa Contini
lisacontini@gmail.com
(518) 570-9386

Reply Forward

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 2:00 PM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 2:03 PM
To: Lisa Contini <lisacontini@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

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Zoning Board of Appeals Comment 5/18/2020

4 messages

Luis Sierra <lfsierra@earthlink.net> Fri, May 15, 2020 at 1:29 PM
To: cityinfo@plattsburghcitygov.com
Cc: Scott Allen <scottallen@aesnortheast.com>, Kevin Farrington <kevinfarrington@aesnortheast.com>, Carol CJK <carolcjk@gmail.com>

Mr. Ronald Nolland, Chairman

City of Plattsburgh Zoning Board of Appeals cityinfo@plattsburghcitygov.com

subject **"Zoning Board of Appeals Comment 5/18/2020"**

Dear Ron,

Please vote <u>NO</u> on the city's request to change the boundary lines of Durkee Street parking lot to 3.3 acres and ensure that Prime is <u>not</u> granted a special use permit to build apartments on the first floor.

The redevelopment of the Durkee Street lot needs to be considered in conjunction with the overall DRI and Prime needs to meet all city zoning code requirements for special use permits. No exceptions.

Among the reasons not to grant Prime's special use permit request to build apartments on first floor are the following:

1. safety risks

2. first floor apartments potentially will fail to attract tenants

3. If you approve this request, it sets a precedent, opening up the possibility that other downtown property owners, who currently have first floor commercial space, will convert to residential use. This will exacerbate off street parking shortage and the availability of year round free parking in the center of downtown, only one aspect of keeping downtown vital.

The City is giving away $4.3 million to Prime (3.3 acres if boundary lines are changed) for $1 (one). A deal Plattsburgh can’t afford.

Prime's Plan does not promote walkability something that is very important to ZBA. Prime's DRI does not include smaller mixed-use development and as currently depicted in their plans phase one of the project will make it impossible to walk on Durkee street because sidewalks will be 50% smaller (they propose four foot rather than the nine foot sidewalks which are standard Margaret St., Brinkerhoff St. and City Hall Place.

Prime's plan hopes to bring over 297 additional tenants to downtown. Their parking needs which may be up to 300 cars, will add to traffic congestion and downtown walkability and safety. Just from a parking perspective Prime has failed to provide sufficient parking for downtown businesses and created a challenge for people to shop and dine by making parking laborious.

It's disappointing that a city with so much potential has relied on Prime who has not carefully listened or seems to care about feedback from concerned citizens. It has railroaded a plan that raises the question of who is actually benefitting. Prime bases its development criteria on Saratoga Springs or other cities, an unfortunate and misguided comparison that reflects their inability to seriously consider and develop a plan that will bring vitality to Plattsburgh. After all it is a "**Revitalization**" initiative and it would seem that Prime would, above all else, carefully identify where vitality lies and then develop a plan with the participation of those who live and work in the area and the city's citizens. Prime's plan is more of "Downtown **Reimagination** Initiative".

The long-term economic impact of this pandemic is uncertain and by all measures the USA is in for a rough ride for the foreseeable future. Small cities like Plattsburgh will not be riding the crest of whatever rising economic wave comes, most likely we will either go under or the trickle of benefits will be small. Prime's plan does not take into consideration what may come, clinging to conditions that no longer exist.

If Prime is approved it is highly likely that it's contribution to Plattsburgh will be a devastated downtown (businesses will close or relocate, more empty store fronts, existing economic anchors might fail, etc.) and a lot of empty apartments (who will live downtown if there's no vitality?). The only beneficiary is Prime to the tune of $4.3 million. Truly a sad and preventable state of affairs. The city must act now to stop this debacle.

I'd like to offer a final observation based on my personal past professional experience. For 18 years in a faraway city called New York I worked as an urban planner and advocate, researching urban and housing issues affecting low income city neighborhoods (Harlem, East Harlem, Morningside Heights and the Lower East Side in Manhattan, parts of the Bronx and Queens). A hallmark of a dynamic urban plan is the ability of the developers to adapt to the realities of the urban area and respond effectively to residents needs by engaging in a dialogue and listening. A plan presented by a consulting agency supported blindly and insistently by elected officials and incapable of responding to citizens and changing circumstances should raise concerns. It indicates something is amiss, not only is the participatory process being undermined or hijacked but it also raises questions about who is really going to benefit (socially, politically and financially) from the plan.

Please vote NO on Prime Plattsburgh LLC.

Thank you.

Sincerely, Luis

Luis F. Sierra

7 Point View Terrace

Plattsburgh, NY 12901

Home : 518-310-1678

Cell : 518-570-8830

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:00 PM
To: Luis Sierra <lfsierra@earthlink.net>
Cc: Scott Allen <scottallen@aesnortheast.com>, Kevin Farrington <kevinfarrington@aesnortheast.com>, Carol CJK <carolcjk@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:00 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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---

lfsierra@earthlink.net <lfsierra@earthlink.net> Fri, May 15, 2020 at 2:00 PM
Reply-To: nobody@earthlink.net
To: City Info <cityinfo@plattsburghcitygov.com>

I apologize for this automatic reply to your email.

To control spam, I now allow incoming messages only from senders I have approved beforehand.

If you would like to be added to my list of approved senders, please fill out the short request form (see link below). Once I approve you, I will receive your original message in my inbox. You do not need to resend your message. I apologize for this one-time inconvenience.

Click the link below to fill out the request:

https://webmail.pas.earthlink.net/wam/addme?a=lfsierra@earthlink.net&id=11ea-96d5-fce0ad58-b2ef-002128049e1e

Oppose durkee street build

1 message

mandy beaudin <mandarinestar@yahoo.com> Fri, May 15, 2020 at 4:03 PM
To: Cityinfo@plattsburghcitygov.com

The prime/durkee st parking lot build is a terrible idea and will ruin the integrity of downtown Plattsburgh, not to mention make it horribly inconvenient for the public and community to use any of the services/government buildings or local business in the area due to extreme lack of parking in the proposal.
I oppose this project.

Mandy Beaudin
Sent from my iPhone

ZONING BOARD COMMENT

3 messages

Marc Gendron <mfgendron@icloud.com> Fri, May 15, 2020 at 2:25 PM
To: cityinfo@plattsburghcitygov.com

Dear Zoning Board Members,

I am emailing you regarding my position on the DRI- Prime grandiose plan of building apartments on Durkee st. Given that we are in a pandemic, loss of revenue in the county, State of New York especially and soon the city of Plattsburgh and the lack of tax revenue from our neighbors to the north…. PLEASE think of voting NO.

I am against such plan from the very beginning. I am not against Plattsburgh development but not at this time nor not at this location.

I have always said to build either where the Witherall Hotel was (now the torn down Glens Falls National Bank) which would help bring back Margaret street alive and maybe make it like Church st in Burlington OR build the complex down by the marina.

I hope this ridiculous idea is defeated next Monday and that the funds are used or saved for another plan.

I URGE YOU TO VOTE NO….ALL OF YOU.

Please do NOT go against the wishes of the population of Plattsburgh who is in the majority AGAINST this plan.

Thank You,

Sincerely,

Marc Gendron

917-685-2725

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:43 PM
To: Marc Gendron <mfgendron@icloud.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Shelise Marbut
Senior Account Clerk

41 City Hall Place
Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.461.2668** - Temporary remote number due to Covid-19
(ph) 518.536.7520 – Office line. Voicemail only. Returning calls sent to voicemail.

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 2:43 PM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Zoning Board of Appeals Comment 5/15/2020

3 messages

mloweaver@icloud.com <mloweaver@icloud.com> Wed, May 13, 2020 at 9:23 PM
To: cityinfo@plattsburghcitygov.com

Members of the Board,

For several years I have been fortunate to be able to shop, dine, and now, under COVID-19, shelter in place downtown in the city of Plattsburgh with my sister-in-law.

I am aware that the Board has been asked to approve a special use permit to amend the boundaries of a planned development, and a special use permit for the use of apartments on a multi-story building in the planned unit development.

I am quite concerned that these planned variances will have a detrimental effect on parking, especially for Margaret and Durkee Streets businesses. It has sometimes been hard enough for me to find parking spaces now, without walking too far (I'm 80 years old.) Elimination of 100 or so parking spaces will make it much more difficult.

Then, if commercial spaces on the first floor of the building are converted to additional apartments, even more public parking spaces would be lost for residential parking.

Thus for these reasons, I respectfully request that the members of the Board vote "No" on the appeal #2232 of the special use permits.

Sincerely,
Marion

Marion O. Weaver
1165 Hoffman Rd.
Olmstedville, NY 12857
518-532-7898

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:42 PM
To: mloweaver@icloud.com

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph

518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:42 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Comment for ZBA meeting May 18

3 messages

Rachelle Armstrong <rachellec.armstrong@gmail.com> Fri, May 15, 2020 at 10:52 AM
To: City Info <cityinfo@plattsburghcitygov.com>

Dear Chairperson Nolland and Members,

I have additional comments as a result of seeing PRIME's new drawings. Thanks to the members who requested these new street views and the inclusion of the 6' person in them.

I have three areas I'd like to address--the development's relative height, concern about sidewalk width on Bridge St., and concerns about adequate parking.

1. The new drawings further reassure me that the project's height is not unreasonable as it doesn't tower over surrounding buildings as some suggest. The new drawings allowed me to see that some of the first floor residences (on north and south side?) are above the sidewalk. It would be helpful to know the exact elevation of these above sidewalk level units.I believe the Durkee St. side will be commercial, and therefore not in need of a variance. I know that PRIME's plan includes ExecuStay units. Could these be designated for units in closer proximity to the sidewalk?
2. I share the members' concerns about sidewalk width on Bridge Street; it is too narrow, especially considering that trees will be planted. I think it would be worthwhile to eliminate the parking on the northside of the development in order to broaden the sidewalk. I know PRIME was trying to accommodate the need for parking across from the Bridge Street businesses, but spaces will still be available by the bridge. When the Highway Oil station was there, no spaces were available. What is lost on Bridge St. will be gained with more spaces along Durkee Street.
3. I've heard several members express concerns about Prime's parking calculations and whether they are adequate. I think these questions need to be viewed within the context of the City's general parking plan. I have spoken to a member of the Parking Committee, and discovered that that body was on the verge of finalizing plans when COVID struck. Another member, MaryAnn Bukolt Ryder wrote a letter of support for the project. My point is that the ZBA may need direct input from this committee in order to make an informed decision regarding parking. The Parking Committee's task was to replace all 289 spaces lost to development. I believe they have done that as well as, if I am correct, consider another of your concerns: the question of how to handle off street parking during a snowstorm.

Thank you for your consideration.
Sincerely,
Rachelle Armstrong

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 11:16 AM
To: Rachelle Armstrong <rachellec.armstrong@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901

518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 11:17 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>

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Zoning Board Comment - Durkee Street Project

3 messages

Sandy <sezsandy@aol.com> Fri, May 15, 2020 at 2:31 PM
Reply-To: Sandy <sezsandy@aol.com>
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

I appreciate this opportunity to voice my concerns regarding the Durkee Street Project. My purpose here is to remind everyone of what the project, as proposed by Prime, does NOT do:

- It does not provide the City with any compensation for the “sale” of riverfront property in the heart of downtown Plattsburgh.

- It does not generate any additional tax revenue for the City for the next 20 years.

- It does not solve the parking problem in the downtown area; it will, in fact, exacerbate the situation to the detriment of all downtown businesses and their workers.

- It already does not meet a number of zoning requirements, and now is asking to be allowed to build first floor apartments. Zoning requirements are there for a reason. Should we really continue bending the rules in order to make this project work?

- Architecturally, it is not in keeping with the character of the downtown area. It does not allow for sufficient greenspace; in fact, it essentially walls in the Riverwalk . In no way does this enhance the City’s riverfront.

- It does not give anyone outside the city – North Country residents, tourists, Canadian visitors – any reason to want to visit the downtown area. It does not make downtown more attractive.

Proponents of the project counter all this by insisting that this project will be successful in revitalizing the downtown, based on two assumptions: that relatively expensive apartments will be filled by people interested in living downtown, and that businesses will be attracted to this new downtown location.

While we can appreciate the optimism, we should also realize that people who want to live in a downtown area are looking for ready access to a variety of activities, entertainment, shopping, restaurants, and services. Does downtown Plattsburgh really offer enough to attract new residents? And downtown businesses rely largely on foot traffic. Foot traffic requires that parking be readily available. Won’t the limited parking discourage new businesses from locating downtown?

This project has great potential – to become an albatross hanging around the City’s neck for years. All ventures have their risks, but this project has too many risks and too few benefits.

Thank you for your consideration.

Sandy Sexton

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 3:39 PM
To: Sandy <sezsandy@aol.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Shelise Marbut
Senior Account Clerk

41 City Hall Place
Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.461.2668** - Temporary remote number due to Covid-19
(ph) 518.536.7520 – Office line. Voicemail only. Returning calls sent to voicemail.

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 3:39 PM
To: marbuts@cityofplattsburgh-ny.gov, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>, Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: ZBA comments 5/18/2020: Appeal 2232

May 14th, 2020

Dear Zoning Board members:

I immediately felt welcomed when coming to Plattsburgh, NY in 1987. Downtown business owners like myself have worked together over the past 20 years to improve our downtown. I like many property owners downtown were excited about the thoughts of downtown revitalization and were in support of previous plans that was a joint effort between downtown business owners, landlords and residents, which would have had plenty of year round free public parking still in Durkee Street Lot, cooperative flexible work spaces with artists, craftsmen and outdoor activities.

I am not opposed to well-thought out development that benefits the community and would help breathe new life into our downtown. However, Prime's project to build 115 apartments with over 15, 800 square feet of commercial space is too large and will create hardships for downtown business owners like myself due to poor planning. Business owners, like me work day and night to try to make a living. As an owner of several commercial properties on Margaret Street, I can tell you firsthand that I am genuinely worried that the trend for on-line shopping will continue to rise and we will continue to fight to survive, especially given safety measures that may become our new way of life. Given this fact, I fear that the center of our downtown will be left with a hole in the ground or a huge building, which will only be half full. Prime's proposed development for Durkee Street Lot can NOT succeed as currently planned.

I ask the Board not to grant the city's request to change the property boundaries of the Durkee Street lot into 3.3 acres for Prime, but rather retain some of this acreage to provide the 165 parking spaces that downtown property owners like myself have paid into for years and were promised! The city's replacement parking plan falls gravely short of what they are required to provide as a condition of DRI. Angled parking on Durkee Street and metered parking on Margaret and neighboring streets are not equivalent to having free off street, year round parking in the center of our downtown as we were assured. I've looked at Prime's site plans and parking calculations and would hope that all members of both boards would deny Prime's current proposal and tell them that they need to downscale this project. ZBA & PB members' need to make sure that Prime provides every single parking space required by city code. Prime's insistence to only provide 58% of what is required by city zoning code is a slap in our face!

As someone who owns both residential and commercial real estate, I know all too well the importance of providing MORE not less parking than is needed for my tenants. Unfortunately Plattsburgh does not have public parking and everyone needs a car to not only get around, but to get the essential items they need every day. Prime should want to provide sufficient parking for all its tenants, because it is in their best interest to do so and helps them market this venture.

In order to compete with businesses uptown we need convenient free parking, no traffic and easy access to restaurants in walking distance to professional offices and entertainment. It is unbelievable that either board would consider any request for any special use permit given the fact that Prime fall short in meeting city zoning codes and SUP for parking, open green space, set-backs and fire safety. 5 stories of aluminum siding right up against the 3 ft of Saranac river trail is hardly an asset to our downtown and community.

Prime's request to build apartments on the first floor should be denied. I like other property owners, who have struggled for years with commercial retail space have been denied the same request several times! I will be one of the first of many expecting to receive the same consideration, if Prime is allowed to put residential units on their first floor.

I ask the Board to direct Prime in creating a mixed use development with at least 8,000 square feet less of commercial space, because its previous plan did not include the 5,800 square feet that Prime is now adding from the former Farmers' market. Let's not forget that Prime's developer even noted that commercial space is extremely difficult to rent and will be even more challenging given Covid 19.

Finally, I would ask the members of both ZBA and Planning Boards to work on a comprehensive redevelopment plan with Prime, downtown business owners, landlords and residents that will be a good fit for our downtown and work on making it more not less walkable. One of things that I enjoyed most about growing up in Italy was eating in outdoor cafes and walking around town after dinner. I, like other restaurant owners downtown try to create open air eating during spring and summer by placing tables and chairs on the sidewalk and streets in front of our doors. Fortunately for me that my restaurant is located on Margaret Street, because I have ample room to put tables and chairs on the sidewalk rather than on the street like my competitors. Customers seem to really enjoy it.

I hope board members will think about the local businesses and the people who live downtown when making any decisions about developing the Durkee Street parking lot.

Sincerely,

Saverio Minardi,

Owner of 2, 86 & ~~87~~ Margaret and 93 & 94 Margaret Street

Plattsburgh, NY 12901

May 15, 2020

VIA EMAIL: cityinfo@plattsburghcitygov.com

To: City of Plattsburgh
Zoning Board of Appeals, and Planning Board

From: Scott B. Allen, LS

Re: Prime Plattsburgh, LLC & City of Plattsburgh Application for Redevelopment of Durkee Street Parking Lot

"Can I, as a planning board or zoning board member, vote NO or impose significant conditions on a contentious project and still avoid an Article 78 challenge on the grounds of making an "arbitrary or capricious" decision"? If you are a zoning board or planning board member, you have probably asked yourself that question a lot. Are you casting your vote based solely on emotional issues, public pressure, political pressure, or is your vote based on specific review criteria set forth in your zoning ordinance, prior precedents, and the specific facts in an application? Zoning board and planning board members face those questions on each project that comes before them. Every planning board or zoning board member I have ever known wants to get it right. No one on these boards wants to be accused of making an "arbitrary or capricious" decision.

At no time in recent memory has a project in the City of Plattsburgh been more contentious than the Prime Plattsburgh LLC/City of Plattsburgh proposal for the redevelopment of the Durkee Street parking lot. But let us set aside for the moment the overwhelming public outcry, numerous petitions, oral comments, and written comments in opposition to this project. Let us, for the moment, look at the review criteria set out in the zoning ordinance, and decide whether a NO vote (or imposing significant conditions) is appropriate. Section 360-31 sets forth what the Zoning Board should base their Special Use Permit review on. Sections 360-21 and 360-28 set forth what the Planning should base their Site Plan review on. I will not repeat those sections here in their entirety, as you are well familiar with them by now. But I will summarize the most substantive elements of the review criteria and provide the basis for a NO decision (or for imposing significant conditions), without your vote being considered "arbitrary or capricious".

<u>For the ZBA - Special Use Permit Review:</u>

First, some background. **The Zoning Ordinance does not limit the ZBA's review to just the boundaries of a PUD.** The subject parcel is zoned "C". According to the Zoning Ordinance of the City of Plattsburgh, Planned Unit Developments **<u>AND</u>** *"Apartments on the first floor of a multistory building within a Planned Unit Development"* in zoning district "C" require Special Use Permits. Only the ZBA has the power to issue Special Use Permits in the City of Plattsburgh. Special Use Permit review is required to ensure that the character of the community and other public health, safety and welfare concerns are protected. Special Use Permits are not automatic. More specifically, according to Zoning Ordinance Section 360-31.B. an applicant must satisfy the ZBA that the **project's general character, height, use of structures, open space, treatment of grounds, general fitness of the structure relative to its location, provisions for parking, and impact on street usage**, ALL adequately safeguard the public health, convenience of the

rest of the neighborhood, and general character of the neighborhood. Let us take a closer look at each of these.

1. **Use of structures**. This criterion relates to the proposed apartments on the first floor. You have been told by the applicant that the proposed first floor apartments on Bridge Street will not have direct access to the street, however, they are still considered first floor apartments by code. Although the applicant has stated that the first floor along Durkee Street is planned for commercial use, you have been given no guarantee that the first floor along Durkee Street will not be used for apartments. If you believe that approving first floor apartments in the city's downtown will set a precedent for more first floor apartments in the city's downtown, and result in a negative impact to the "general character of the neighborhood", then **you can and should vote NO** or require the co-applicants to revise their plan and disallow first floor apartments.

2. **Treatment of grounds**. This term relates to the placement of improvements on the site. If you believe that the project's massive five plus story walls located only 4 feet from the edge of the long planned Saranac River Trail will be a detriment to the safety and welfare of those pedestrians that will use this walkway, then **you can and should vote NO**, or require the co-applicants to revise their plan and allow more than 4 feet from the edge of the their high-rise to the edge of the Riverwalk.

3. **Fitness of the structure relative to its location**. The project proposes a single, monolithic, 200,000 plus square foot structure in the center of downtown. This size structure dwarfs any other privately owned structure in downtown. The neighborhood is generally (with a few exceptions) characterized by mostly 30 to 50 foot wide 3 story buildings with first floor commercial space and apartments above. This style of building and ownership has served the downtown well. As buildings become vacant, new owners find them affordable to take on, renovate, and repurpose. If you believe that the redevelopment of the Durkee street public parking lot should consist of smaller individual buildings, either free-standing or joined by party walls, and capable of being sold separately, then **you can and should vote NO**, or request that the co-applicants revise their plan and find a way to make the project sub-dividable into smaller components.

4. **Impact on street usage**.
    a. You **cannot ignore** the change to adjacent street traffic patterns and parking arrangements that any project causes. The displacement of an existing 289 off street public parking spaces caused by the Prime project has caused the city to plan/construct/provide parking spaces elsewhere to mitigate that loss of off street parking. Part of the city's parking mitigation plan is to provide diagonal parking on Durkee Street. This condition (diagonal parking) is shown right on Prime's site plan. Even though the city will be responsible for constructing those improvements, the City is a co-applicant, and therefore **you must consider** the proposed parking on Durkee Street as an integral action directly related to this project. If you believe, as does the NY State Department of Transportation Regional Traffic Engineer (see email string from last year) that diagonal parking on busy, narrow city streets is unsafe and creates an unnecessary hazard (i.e. - does not safeguard public health, safety and welfare), then **you can and should vote NO**, or request that the co-applicants revise their plan and remove proposed diagonal parking on any adjacent streets.

b. Sidewalks are considered part of a street. If you believe that a new project in downtown Plattsburgh, that has the ability and space to construct an 8 foot wide or wider street sidewalk, should do so in order to better provide for public health, safety and welfare, instead of providing only 4 foot wide street sidewalks (see Durkee Street), then **you can and should vote NO**, or request that the co-applicants revise their plan and provide 8 foot wide (or wider) street sidewalks throughout the entire project.

My standing on this matter is as an owner of the business at 10-12 City Hall Place (AES Northeast) for over twenty years, as an employer with 49 staff members (30 of whom work at 10-12 City Hall Place), and as a landlord with four (4) apartments at 10-12 City Hall Place.

A few other points:

Downtown Plattsburgh is unique by comparison to similar small cities in that our downtown is a regional employment center, and the county seat. Employees and government service consumers drive to our downtown and need convenient parking. Our downtown is not, nor will it soon be, a utopian urban downtown where the residents are the only employees and consumers that sustain the downtown.

Both boards should also consider that the low bid recently submitted for the Saranac River Trail construction came in at $3.2m which amount was $700,00 over the city's budget. Concerns were raised by the city common council during their 5/14/2020 meeting and some indication was given that the Saranac River Trail project may be shelved indefinitely. Consideration should be given to the walkability and overall pedestrian circulation of the project if the Saranac River Trail were not built along the easterly side of the project. The applicant has stated that the SRT would play a significant role in their project's walkability and pedestrian circulation plan. Consideration should be given to requiring the project to build the portion of the SRT that borders their project or fund the construction in the form of a community impact fee.

/s/ Scott Allen

Zoning Board Meeting of 5/18/2020

4 messages

Shaun O'Connell <communityeventsbyshaun@gmail.com> Wed, May 13, 2020 at 7:53 PM
To: cityinfo@plattsburghcitygov.com

Hi City of Plattsburgh -

I am one of the people who has watched in horror as the Durkee Street Project morphed from a great proposal for:

- A Downtown Community Gathering Place - "a town square"- with lots of green space at the center and safe stairways leading down to the Saranac River - with easy access for fishing - tubing - canoeing - kayaking - I even saw a plan for a "permanent wave" to be set-up in the river for the enjoyment / attraction of kayakers and other boaters.
- The original proposal was for a green space surrounded by artisan shops/restaurants and our farmers' market with apartments on the floors above the retail spaces....

- Instead I hear Prime now wants apartments on the first floor as well as the five stories up? I saw the drawing of the proposed huge dark edifice - no green space - no community space - no parking of any consequence - no doors or store fronts on the Bridge Street side - much like the wall at Dannemora Prison - In one drawing - there appeared to be no parking or even a sidewalk along Bridge Street - So much for downtown Plattsburgh becoming the inviting walking city we had all hoped for.
- But I think the most upsetting feature of this proposal is to put up a fence to block access to the beautiful Saranac River - with a narrow walk way between the riverbank fence and the 5 story private building looming above - This proposed area has already been dubbed "Rapists' Row".

- Finally - my heart broke when I drove by the site this past weekend and saw that a tall chain link fence has been installed to prevent people from going down to the river to imagine and enjoy the wealth of possibilities - for tourism - recreation - and just sitting - beside the mighty Saranac.
- I do have a personal stake in that stretch of the Saranac River that runs behind the Farmers' Market - My social action group - People for Positive Action is responsible for collecting donations from many diverse local groups to purchase and install the row of park benches that follows the riverbank there - for people to sit for a minute - and enjoy watching the river run.

Sincerely - Shaun O'Connell
Lifelong Resident of Plattsburgh, New York

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:43 PM
To: Shaun O'Connell <communityeventsbyshaun@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read

41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
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City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:43 PM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Shaun O'Connell <communityeventsbyshaun@gmail.com> Thu, May 14, 2020 at 12:45 PM
To: City Info <cityinfo@plattsburghcitygov.com>

Thanks - Shaun
[Quoted text hidden]

Zoning board comment

3 messages

s king <moalem56@yahoo.com> Thu, May 14, 2020 at 9:37 PM
To: Cityinfo@plattsburghcitygov.com

Dear zoning board members:

I urge you to vote down and not accept the current City of Plattsburgh and Prime LLC plans for development of the Durkee St. parking area. My objections are as follow:

1. Excessive tax abatement. If prime needs a tax abatement then its business model is flawed. If local developers can build a project without this outrageous abatement, then so can Prime LLC. No one gives me a tax abatement for my property! This tax abatement short changes the resident city taxpayers as well as the local public school.

2. The size of development is out of character with the surrounding area.

3. The development is not needed, certainly not one of this size. A more sensible development, that pays taxes, is in order and preferable. I seriously doubt, at the rent prices Prime mentions, and for the size of the apartments, that there will be enough tenants with enough income to rent all that is planned to be built. One could have a mortgage for about the same amount of money and own a property!

This development is not a good fit for Plattsburgh and I ask that the zoning board turn it down in its present presentation. I am certain that far more beneficial and creative developments can be found for the DRI money.

Sincerely,
Steve graf
8 Lynde St.
Plattsburgh
Moalem56@yahoo.com

Envoye de mon iPad Pro

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:24 AM
To: s king <moalem56@yahoo.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:24 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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ZBA - Prime

3 messages

Zukowski Properties <zukowskiproperties@gmail.com> Thu, May 14, 2020 at 7:59 PM
To: McMahonJ@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

Joe
Please let it be know Steve Zukowski and I are very opposed to the Prime LLC project!! EZ Properties / ED and Amy Zukowski have paid millions of dollars in taxes and they are who the ZBA and all city officials should be listening to (as well as many other local property owners and residents)

THIS city needs more than to give its land and grant $$$ to an out of town company for a apartment building. We need to attract people here first - JOBS/Companies.
The tax payers of Plattsburgh wish for their voices to be heard. The character and lack of parking are reason enough to stop PRIME!!

Please consider our voice
Steve Zukowski and Diane Felix

EZ Properties
518.563.6021
e-zproperties.com

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:21 AM
To: Zukowski Properties <zukowskiproperties@gmail.com>
Cc: McMahonJ@cityofplattsburgh-ny.gov

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:21 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Zoning Board of Appeals Comments 5/18/2020

3 messages

Jeff Moore <jmoore1748@gmail.com> Fri, May 15, 2020 at 2:44 PM
To: cityinfo@plattsburghcitygov.com

I would like to reiterate my strong support for the Prime development project slated for Durkee Street. Prime has shown time after time throughout this process their willingness to listen to public input and implement changes wherever possible. The latest changes are another example of their commitment to making this project a reality. I supported the project before these changes and maintain my support now.

I would like to address some misconceptions stated by the anti development people. Some say they are for development on Durkee Street but not this development. I watched some meetings early in the process and people were vocal right from the beginning of their opposition to development of an apartment building on the Durkee Street lot. So to claim they are for development on the Durkee lot and that this project isn't in the spirit of the DRI is completely false. The largest chunk of money was to develop the Durkee Street lot. It was also made clear at these early meetings that they were looking for something transformative. Another patch of green space is not transformative. There are people on the PCC and others opposed who were against ANY development there from the beginning. They want it to remain a parking lot. Period. Now some of those same people are saying they just want the building to be smaller. They use that as an excuse because who else is going to put in a bid for a smaller apartment building? Local developers knew about and had 2 years to prepare a bid for this project. I think we have since found out it wasn't financially feasible to build a smaller apartment building, hence the single bid. And others seem like they have an ax to grind for various reasons.

The PCC and others claim business owners and others are afraid to speak out. That's understandable. But when business owners and others are afraid to speak out in FAVOR of the project the PCC rejects that claim. I guess it's only a legitimate claim when they use it.

As far as the Parking garage being dangerous, I disagree. I have gone in and out of parking garages in Montreal several times and they do not have a car length before going in and out. I've never seen that as an issue.

Regarding the sidewalks, the one on Durkee Street will be a big improvement to what is there now and on Bridge Street with the recent change seems to mitigate whatever concerns people had.

In my last letter I mentioned green space and reiterate my feelings. We have Trinity Park, Monument Park, Harborside, all under utilized, and will be adding the Arts park and Saranac Riverwalk. I do not think it is necessary to add any more green space. And a side note, when we add all of these things we have to keep in mind the added cost the City has to take on to maintain them.

I don't think there is an issue with the first floor apartments. The apartments are accessed from the inside of building. They are attractive from the outside. If the argument is we already have empty storefronts wouldn't we want residential that's occupied rather than vacant space? I don't have much to say about this. I like how it looks.

As I have said in a previous letter, all of these projects together are going to transform the downtown in a positive way. I cannot imagine letting this opportunity slip through our fingers.

Thank you,

Sue Moore
City of Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 3:39 PM
To: Jeff Moore <jmoore1748@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Shelise Marbut
Senior Account Clerk

41 City Hall Place
Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.461.2668** - Temporary remote number due to Covid-19
(ph) 518.536.7520 – Office line. Voicemail only. Returning calls sent to voicemail.

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City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 3:39 PM
To: marbuts@cityofplattsburgh-ny.gov, Joe McMahon <mcmahonj@cityofplattsburgh-ny.gov>, Matthew <MillerMa@cityofplattsburgh-ny.gov>

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The comments below are written by a professional historian with a specialization in urban theory, placemaking and gentrification theory.

VOTE NO because this project was flawed from its inception. The City conducted extensive public consultations. And developing the Durkee Street Parking Lot was amongst the least popular options. The citizens of Plattsburgh would have preferred refurbishing existing buildings and improving the existing streetscape and enhancing the popular Farmers Market. This is not what is being proposed here.

VOTE NO because city authorities would like you to believe that the state of New York imposed this project on the City of Plattsburgh. That is false. The state did impose a much more modest development, with only 45 units, on the Durkee Street Lot. Ask Prime LLC if they would be willing to build a smaller mixed-use structure, more in keeping with the original DRI initiative.

VOTE NO since the mass of this building is vastly out of scale with the rest of our quaint downtown. In all of the renderings provided, we can see this behemoth towering over the pre-existing and quaint buildings on Durkee Street. I would argue that the Prime LLC big-box development is ten times the size of the average historic building in the downtown area. My message is simple: It's just too big.

VOTE NO because the New York State Office of Parks Recreation and Historic Preservation agrees with my determination. It noted in their submission to the DGEIS that "The City is encouraged to review the scope of the project, to see if downsizing is an option/alternative."

VOTE NO as the goal of our DRI funds was to revitalize the existing downtown area. The goal was not a corporate giveaway of a parking lot that serves residents, shoppers, visitors, businesses, landlords, service providers and service users in the downtown. The parking plan provided by the City is still short of 150 spaces, and the City has never addressed the issue of a reasonable snow ban parking regime.

VOTE NO since we can see how Prime Companies LLC will benefit from this deal, but we fail to see how the taxpayers of Plattsburgh will benefit. The misguided notion that the 115 high rollers who live in the project will be shopping in the pawn shops and second-hand stores downtown is laughable at best. They will shop uptown, in Big Box stores and online. To think otherwise is folly.

VOTE NO as the so-called "retail apocalypse" means that we don't need more retail space in downtown Plattsburgh. In July 2109 I counted the number of empty storefronts in the City of Plattsburgh and found that there were 32. This figure has remained constant. We need to fill our current retail spaces before building more. And we need to continue to provide free parking to encourage downtown visits.

VOTE NO because the COVID19 crisis is having such severe economic impact on our community. We were already a low-to-modest income community, but now we are facing furloughs, layoffs and mass unemployment. To build such a large development aimed at a high-income market in such a state of emergency would be folly. Perhaps some day our city will re-open, but now is not the time for risky, large-scale, upmarket ventures in such a downmarket downtown.

VOTE NO because Dean DeVito, in his presentation before your board has pronounced that Plattsburgh, surprisingly, has no upmarket "product". He expressed confidence that this project would succeed. But

Prime has built a similar project in Schenectady, NY called Electric City. A year after it opened in 2019, there are still empty units, and the entire first floor commercial space, all 100,000 sq ft of it, remain unleased and *empty*. Please ask Dean DeVito to verify what I saw online. The same will happen in Plattsburgh. No "national retailers" will move in to rent these spaces. Also check out the rent Prime is charging for this space, almost $200,000.00 per month. It is simply laughable to think that anyone would be able to pay such rents in our modest downtown.

VOTE NO because in the words of SUNY Plattsburgh urban geographer Liou Xie, the Prime Plan is a "thoughtless design with no public amenities". Prime has used this opportunity to pack as many units as possible into the space available. Such a tall building looming up to the sidewalks of Bridge and Durkee leave no green space, no public space, and the Saranac River walkway will be a narrow, shadowy alley behind the blind wall of a parking garage. Hardly something with the potential to charm visitors.

VOTE NO since this project goes against everything I know about successful placemaking. It goes against everything I know about Smart Streets. It goes against everything I know about Strong Towns. It is also inconsistent with theories of how successful gentrification emerges. *Jane Jacobs would have voted no.*

VOTE NO so as not to impose a punitive PILOT agreement onto the taxpayers of Plattsburgh. The idea that Prime would pay only 32% of their taxes over a twenty-year period means that local taxpayers will have to make up the 68% left unpaid by Prime LLC. And this, for a project which presents ZERO well-paying jobs to our community. For this reason alone, this project must be opposed. The project will also remove the $70,000.00 per annum generated by the Special Assessment District Fees from the City's revenues. (People seem to fail to look at the "opportunity cost" of this project in this regard.)

VOTE NO to giving the Prime LLC the whole Durkee Street Property. Why should Prime Companies, LLC take ownership of the south end of the lot, which includes the popular Plattsburgh and Farmer's Market? They intend to make it into a paid parking lot which generates revenue. Why shouldn't the City be receiving those revenues going forward? Citizens of this City can't help but see the naked *greed* that lies behind this riverfront property grab.

VOTE NO because our surveys show that without proximate parking for its customers, the North Country Food Coop could close. AES Northeast, a design and engineering firm, and the largest private employer in the downtown, has said it will likely sell its current property and move to the Town. The owner of Raymond James Financial has gone on record to say he will leave the downtown if this goes forward, as his elderly clients need nearby parking. John Seiden, who owns apartments at 43 Durkee Street, is already having tenants refuse to renew their leases because they fear the loss of convenient parking. The Farmers and Crafters Market will also be leaving the downtown area, and could also fail in a location next to a sewage treatment plant. In short, this project stands *not to revitalize our downtown, but to kill it.* The responsibility for this now lies in your hands, and it must feel like a heavy burden of responsibility. Now is your chance to put a stop to this boondoggle in the name of ordinary citizens.

VOTE NO, because we are watching you, and history will judge you.

Syl M. Beaudreau

Zoning Board Comment - Prime

3 messages

Tara Glynn <glynn.tara@gmail.com> Thu, May 14, 2020 at 9:30 PM
To: cityinfo@plattsburghcitygov.com

To whom it may concern:

We are writing to state the grave concerns we have about the proposed project by Prime LLC for the Durkee Street lot and to request the Zoning Board reject this proposal in its current form. We are residents of the city of Plattsburgh and both work within the city as well.

We have attended nearly every DRI meeting, numerous city hall meetings, and have reviewed both critiques and explanations of this project. To date, no one has been able to explain with any detail why this is a good project or what benefit it provides to the community. This project seeks to remove free parking that our community highly depends on without a concrete plan to sufficiently replace the parking within the downtown area. The various plans that have been proposed do not meet the current capacity of parking and fail to consider the new parking demands a development would bring. It is important to note that there have been various plans because the plans for parking replacement keep changing which highlights that the consequences of this development have not been properly thought out. These various plans also fail to take into consideration the impacts this development, and the removal of this parking lot without sufficient parking put in place, will have on our vulnerable populations such as the elderly, disabled, and low-income. This development negatively impacts the walkability of our downtown, something that nearly all of our local businesses rely on. The latest plans for the development appear to include four foot sidewalks, a dangerous amount of driveways, and a dramatic shift of the parking from near the city center to further flung areas like the marina. This project claims to be, at least in part, about bringing jobs to downtown Plattsburgh yet this cannot be true when there has been little care shown to how this development will negatively impact our existing businesses. If those businesses fail, this will lead to job losses, not gains.

There is then the issue of the negative impact this development will have on the city as a whole. They are seeking a PILOT deviation which will result in a massive tax reduction for the developers but will lead to an increase in taxes for the rest of the city residents. This is better detailed in the January 29th letter from the Plattsburgh Board of Education. As city residents, we strongly oppose this as we fail to see why we should bear the increased tax burden when we are gaining nothing and in fact are losing access to a public good, namely easy and free parking access downtown for our own use and the use of guests who come visit us and patronize our local businesses.

Lastly, there is the concern about the lack of public voice in this project. As stated above, we have attended nearly every DRI project meeting and numerous city hall meetings. We have signed petitions and talked with our local officials. We are not unique - literally hundreds have done the same. Yet to date, this large public outcry has not been properly addressed. We have been dismissed and vague comments have been made saying there is public support, though no evidence has ever been provided.

It is our hope that these concerns are heard by the Zoning Board and that the valid concerns that have been repeatedly raised by Plattsburgh's citizens and the Board of Education are heeded. This project, in its current form, should be rejected.

--
Tara Glynn and Ryan Demers
15 Tom Miller Road
Plattsburgh, NY 12901

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Virus-free. www.avast.com

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:23 AM
To: Tara Glynn <glynn.tara@gmail.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:23 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Zoning Board of Appeals public comment for Monday May 18 Meeting

3 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Sat, May 9, 2020 at 3:30 PM
To: cityinfo@plattsburghcitygov.com

Some notes to help the ZBA board members as they consider the Prime LLC building by Tim Palkovic

I have not seen any consideration of **snow removal in parking lots** for those residents who must park on streets. Now the affected residents park in one half of the DSL during snow storms. What provision will exist if the Prime building goes in?

I understand that the city is deficient in finding parking spaces; and cannot find long term off street parking to replace the spaces lost from the DSL. Is this true? **Where will the replacement long term 289 spaces lost to the prime development be?**

I understand that **the city plans to install parking meters to control parking**. Is this true? If so what are the detailed plans? Prime can not ignore parking issues though city parking issues extend beyond the DSL.

How will Prime charge for non residents who park in the lot? How will access be controlled?

I understand that gates will be installed at both the entrance to the underground parking and the surface lot. This is typical of developers making a profit when parking is in short supply. (Reference: The Walker Study.)

Prime and the city need to address the relationship of the road ways, parking spaces and sidewalks. As proposed, **the sidewalk on the North of the building is not walk-able.** It needs to be widened to 8 feet, the standard for downtown.

The entrance-exit to the underground garage has not been detailed. It will be especially dangerous in morning and afternoon hours when Route 9 is heavily traveled. It also is next to the pedestrian plaza around the corner. How will this intersection be negotiated? **A traffic light may be needed.**

There are no windows on the East side of the Prime building next to the river walk. Having windows on this side of the building would humanize the space and make the alleyway less threatening at night.

The materials covering the building are not clearly delineated. I had assumed that they were largely brick and stone veneer to blend with the other buildings in the area. Now I am not so sure. Can the architect clarify? Can he show actual examples?

The **dumpster next to the parking lot entrance** was mentioned in previous meetings. It is right on the pathway from the Westelcom park. Are there plans to reposition the dumpster?

The second floor balconies are being addressed by the Prime architect's drawings. The issue here is the appropriateness of a **zoning variance for first floor apartments.**

Are there **floor plans for the retail spaces?** How will goods be delivered? How will venting for restaurant cooking be achieved?

While apartment floor plans for other Prime projects are available online **there have been no floor plans presented specifically for apartments in this building**. When is Prime going to submit them? I do not believe any variances should be granted until this is done.

Prime representatives have repeatedly quoted the rental price as "$1200 per month for a one bedroom apartment." However, their proposal also includes plans for two and three bedroom apartments. These **rental prices should also be submitted to the boards before the project is passed or rejected.**

Clearing snow on the Bridge Street sidewalks; **4 feet wide tapering down to 3 feet by the river is a hazard** in any season but especially in the winter. Where will the snow go so that people can walk? When snow is plowed off the street onto the sidewalk, where will that snow go so that pedestrians have a clear walking space?

The narrow sidewalk on the Bridge Street side of the building restricts walking. As proposed, it is not a part of a walk-able downtown. It does not conform to code for a good reason. There is no room for pedestrians to pass let alone people in wheelchairs to pass.

In addition, a **narrow sidewalk** next to a towering building with inadequate set back **creates a threatening atmosphere.** It will appear to give the building an inadequate, unstable grounding. My wife relates a story of one of her teachers once telling her that large women (she was a large woman herself) should have big feet, otherwise they look like chickens. This is an apt description of the Prime building as it is currently presented.

Finally, in spite of Charlie Gottlieb's assertions that other cities have happily followed Prime's directives, we must follow our own path. We are not other cities. We know who we are. Furthermore his arrogance in attempting to run the board meetings is annoying.

Submitted by Tim Palkovic, city resident

City Info <cityinfo@plattsburghcitygov.com> Mon, May 11, 2020 at 10:14 AM

To: marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Tue, May 12, 2020 at 11:41 AM
To: Timothy Palkovic <palkovtj@plattsburgh.edu>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

[Quoted text hidden]

Comment for the Zoning Board of Appeals meeting on Monday, May 18, 2020

3 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Sat, May 9, 2020 at 3:37 PM
To: cityinfo@plattsburghcitygov.com

Social infrastructure is a key concept relating to the DRI that has not been previously discussed. The concept of social infrastructure is the practice of using space to encourage social interaction to build community. The advocates of the current plan for the Durkee Street Lot are blind to the issues of social infrastructure. Lack of social infrastructure for the wider community of Plattsburgh and the surrounding area has been a key issue for those people who have opposed the proposed Prime LLC development. Social infrastructure is not always a building but is always a safe space where different people are brought together for social interaction.

Palaces for the People; How social infrastructure can help fight inequality, polarization and the decline of civic life, by Eric Klinenberg, develops these themes. A *Palace for the People* is a place where people can come together without having to buy anything or pay admission. The benefits are social cohesion. The Plattsburgh Farmers and Crafters Market is one example of a *Palace for the People*.

In previous years I exhibited paintings at the market. I developed a network of friends and associates who bought my paintings. Paintings and crafts do not sell as quickly as vegetables; but the social interaction was the unwritten contract between us. Even before I began to exhibit, Saturday trips to the market were a regular part of my social life. It was a place where people could come, not only to shop, but to meet, talk, and exchange ideas. Its central location in the hub of downtown encouraged further visits to other shops and restaurants in near by venues on and around Margaret Street. The current plan to move the market to a remote spot with poor access and appeal diminishes the city's cultural life.

The proposed Prime building as presented may also be deficient in social spaces for its residents. It does offer a gym. However, there has been no discussion of the availability of a common room or rooms for social gatherings as is expected in an upscale apartment building. There is no social space outside the building either. A tree lined path on the parking lot side of the building begins at the dumpster and turns north into an alleyway between a blank wall of the Prime building and the Saranac River. These walkways do not offer amenable social spaces for either residents or citizens.

Loss of parking in the center city is the second core issue of the current plans for the DRI. Parking has been discussed elsewhere but loss of parking is directly related to social infrastructure. The Parking Committee has not found sufficient parking spaces to replace the 289 lost by the proposed development. The Committee is aware of this issue; it soft peddles the proposed paid parking kiosks in a weak attempt to mask their plans. Parking kiosks will discourage visitors and impoverish the life of the city making the loss of parking more toxic to social infrastructure.

Submitted by by Tim Palkovic, City Resident

City Info <cityinfo@plattsburghcitygov.com> Mon, May 11, 2020 at 10:14 AM
To: marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Tue, May 12, 2020 at 11:41 AM
To: Timothy Palkovic <palkovtj@plattsburgh.edu>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

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Comments for Zoning Board of Appeals, Monday May 18, 2020

3 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Thu, May 14, 2020 at 10:29 PM
To: cityinfo@plattsburghcitygov.com

The following are my further notes to aid the committee members in their deliberations.

Tim Palkovic

The proposed Prime LLC building disappoints. It does not fit the historic character of the surrounding buildings. It is simply too big for the space on the DSL.

The character of the building clashes with the architectural character of buildings near by. For example, the buildings across Bridge Street are built on a row house concept with each building stepping down as the land drops down approaching the River. The five story building is out of scale with the existing buildings gaining another story as the massive structure ends by the river.

What goes on in the mezzanine level of the building? Is it living space or does it merely cover the service units such as air conditioning?

The entrance/exit to underground parking on Bridge Street will require entrance/exit from the east bound lane only. There is also an issue of safety for pedestrians crossing on the sidewalk while automobiles are negotiating the driveway

The design thoughtlessly defeats the original proposal to augment the parkland potential of the Saranac River Trail. The building blocks the view of the river from every point of the Durkee Street area. The Prime building also does not feature the river view from the apartments. The windows on the East side of the building appear to be high and small. Why has the river view not been featured?

Instead of the once proposed expanded garden islands in the Durkee Lot, the plan presents pedestrians with a dreary experience. Walking down from the Westelcom Park they first approach the garbage bins for the Prime LLC building. Then they engage the walkway hugging the side of the building that runs the width of the Lot. Turning the corner finds not a plaza but an alleyway leading down to Bridge Street.

The Prime building does not encourage city walk-ability; setbacks should be at least 8 feet not 4 feet. How can Prime LLC in good conscience propose a 5 and 6 story building with 4 foot sidewalks?

Not only will we lose the promised parkland but also lose sufficient parking spaces. The plan adds dangerous one way traffic on Durkee Street. Angled parking plans as proposed on Durkee Street have been tried before in Plattsburgh. They do not work.

The city parking plan does not replace the long term 289 parking spaces in the current DSL with other long term parking. The city scheme is deficient in parking. To compensate for this weakness they plan to add parking meters

as well. This will discourage visitors to downtown

My opinions on the proposed development of the Durkee Street Lot are formed by these three standard books; **Strong Towns**, **Palaces for the People** and **Walkable City Rules**. These books offer fundamental city planning principles.

Strong Towns by Charles L. Marohn, Jr. argues that large block developments offer the illusion of wealth but in reality create long term unpayable liabilities. He persuasively argues that rehabbing old areas of a city are more financially productive than shiny new buildings. The Prime building is an example of the kind of project that is a detriment to a city

A reviewer of **Palaces for the People** by Eric Klienberg says that “This book, but especially the conclusion, warns of the danger of delegating public works to private companies, particularly companies who project a community-minded motto but are really profit driven.” The Farmers Market is an example of a *Palace for the People* because it brings together people of different backgrounds for social interaction. The City Council has diminished the Farmers Market’s social potential by locating it out of the city core and placing it next to the sewage treatment pools.

Dar Williams, reviewer of **Walkable City Rules** by Jeff Speck says “Yes I DO want to make my town more livable, walk-able, equal and fun.” A walk-able city is a key element in rejuvenation of a city. The proposed Prime LLC building with its narrow sidewalks on the Durkee Street Lot does none of these things. It proposes a gated community in a civic space that separates and isolates people.

Submitted by Tim Pakovic, City Resident

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:26 AM
To: Timothy Palkovic <palkovtj@plattsburgh.edu>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:26 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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Comment for the ZBA meeting, Monday, May 18, 2020

3 messages

Timothy Palkovic <palkovtj@plattsburgh.edu> Fri, May 15, 2020 at 8:43 AM
To: cityinfo@plattsburghcitygov.com

To the ZBA,

Liou Xie, PhD, urban geographer, at the Center of Earth and Environmental Science, SUNY Plattsburgh called the Prime building a "thoughtless design" before it was unanimously voted down by the County Planning Board.

The Prime building is an ugly monster. This can not be changed by glossy computer renderings or detailed elevations.

The Prime does not serve in any way. It overpowers and diminishes walk-ability, traffic flow, parking, civic gathering, and the Saranac River view.

If approved we will be paying for the project in diminished taxes for twenty years.

Finally we simply do not know the end of the Covid 19 pandemic or its final effect on the world or on our local city economy.

We must say NO to this project.

Tim Palkovic

City Resident

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:45 AM
To: Timothy Palkovic <palkovtj@plattsburgh.edu>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax

carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com
[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:45 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, marbuts@cityofplattsburgh-ny.gov, mcmahonj@cityofplattsburgh-ny.gov

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Re: ZBA comments 5/18/2020: Appeal 2232-Durkee St-SUP-amend boundaries + 1st floor Apts

2 messages

Andy MacDougall <serious_61@yahoo.com> Thu, May 14, 2020 at 11:52 AM
To: cityinfo@plattsburghcitygov.com

Greetings Beth, thank you for acknowledging my input on this issue yesterday and passing it along. I am forwarding the following missive on behalf of a neighbor who currently has no online access. - Andy.....

Mr. Ronald Nolland, Chairman
City of Plattsburgh Zoning Board of Appeals

May 13th, 2020

Dear Zoning Board members and Chairperson:

I have lived in Plattsburgh for most of my life. My grandfather started our family appliance business in the mid 1930's right after the depression. We like many local business owners have worked hard to service our customers and make sure that we help people in our community. Even though we have built up a strong customer base and established long-lasting relationships with people from all over the North Country, Covid-19 has caused economic hardships for everyone.

I ask the members of the Zoning and Planning Board to listen to people who live, work and shop downtown. Prime's Plattsburgh project is too large for the center of our downtown and I fear that not only Prime's project won't survive, but that it will forever kill our chances of local businesses coming back to life. Plattsburgh is NOT Saratoga, NY. We have always had higher unemployment and fewer good paying jobs. Downtown businesses like so many in the North Country struggled previous to Covid-19 to make a living. Today most businesses will be faced with the reality that they can't reopen.

Though I would love a full-service grocery store downtown, I do NOT believe that building 115 apartments with 15,800 sq. ft. of commercial space will survive. The reality is that over 32 store fronts are vacant downtown now. The only edge that downtown businesses have is free parking, which Prime admits they can't guarantee to provide the public. The truth is, the city has failed to provide downtown business owners and tenants all 289 free parking spots that currently exist in the Durkee Street parking lot off-street, year-round, which the City is supposed to replace. Prime Plattsburgh LLC needs to be held to the same standards as all developers and must meet not only city zoning code requirements, but all special use permits identified by ZBA and PB. Plattsburgh does not have public transportation and therefore anyone living downtown, like myself, has to have a car to get their food, medications, and other bare necessities. There is no way that Prime or anyone can compete with Amazon or on-line shopping, especially now that people are scared to go out of their homes to shop due to the chance of getting the Corona virus.

Though I am vehemently opposed to Prime's current design, I would invite Prime to scale down their project to something that not only is in character of our historic downtown but that will meet the needs of our community, and provide enough parking on site for all its residential tenants and commercial customers, with a playground and green space for locals and visitors alike, to recreate in the center of our downtown.

As someone who walks and bicycles everywhere, I can tell you what a difference a well-planned downtown means. Two-way streets enable easy flow of traffic and wide sidewalks enable all pedestrians, including those who have handicaps, to get around town with more ease.

Hopefully,

Tim Wilson

32 Broad Street, Apt. #1

Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Thu, May 14, 2020 at 12:39 PM
To: Andy MacDougall <serious_61@yahoo.com>

Hi Andy,

Thank you. I will pass Mr. Wilson's comments on as well.

Beth
[Quoted text hidden]

Fw: Zoning Board Comment Prime

3 messages

Vincine Fallica <Vfallica@outlook.com> Thu, May 14, 2020 at 9:57 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

See Below

From: Vincine Fallica <Vfallica@outlook.com>
Sent: Thursday, May 14, 2020 8:30 PM
To: cityinfo@platsburghcitygov.com <cityinfo@platsburghcitygov.com>
Subject: Zoning Board Comment Prime

I like the smaller plan with the green 'event' space facing the river that maintains a decent amount of parking. The charm of Platts' will be lost without enough parking to keep the downtown businesses alive. The Prime plan is a prescription for a desolate and depressed 'Main Street.
Vincine Fallica, 73 Adirodack Lane, Plattburgh

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:25 AM
To: Vincine Fallica <Vfallica@outlook.com>

Thank you for your comments. I have passed them on to the Community Development and Building Inspector's offices.

Thank you,
Beth

Beth A Carlin
Assistant to Mayor Read
41 City Hall Place
Plattsburgh, NY 12901
518-563-7701 ph
518-561-7367 fax
carlinb@cityofplattsburgh-ny.gov
www.cityofplattsburgh.com

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, May 15, 2020 at 8:25 AM
To: marbuts@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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City of Plattsburgh Zoning Board of Appeals
cityinfo@plattsburghcitygov.com

Re: ZBA comments 5/18/2020: Appeal 2232 May 14th, 2020

Dear Zoning Board members

I have owned Hobies Restaurant at 68 Margaret & 39 Durkee Street in Plattsburgh, NY for over 5 years. I am at my restaurant daily. Many of my customers come into Hobies through the entrance on Durkee Street and enjoy sitting atop with the view of the Saranac River. Like my customers I am very concerned that they will no longer be able to park in the Durkee Street Lot, because the entire lot is going to be owned by Prime Plattsburgh LLC.

Our business relies on free off street parking, especially during the winter time. Many of my cliental are elderly and would find it impossible to walk several blocks to get to the front door. I also service people who live downtown and though their landlords have been promised that the city would replace all 289 parking spaces, they have only begun construction of the Pavone parking lot, which will only create 102 parking spaces. Downtown business owners, our employees, people who work at Social Services and JCEO and their clients along with tenants living downtown will all be fighting for these spots, especially once the city installs parking meters on Margaret Street.

The city's plan to make Durkee Street a one-way street will create traffic congestion and will tie up deliveries and pick-ups on Durkee Street. Restaurant owners such as myself, Our House Bistro, The Pepper and Irises all rely on getting weekly and sometime daily deliveries of fresh produce, meat and other perishable items. Making Durkee Street one-way will also lead to more cars traveling on Margaret Street, which will make it an impossibility to have cafes along the street. Once Durkee Street has angled parking and is no longer a two-way street, Maui-North, Ashley's and other business owners will struggle to find space to receive deliveries.

One reason that my customers enjoy coming downtown is because it is convenient, quaint and quiet, especially during the summer months. They really enjoy eating outside. However outdoor seating will quickly end once downtown streets, become overcrowded and an additional 300 people living downtown try to find free parking year round. Prime's tenants will be competing with everyone for the limited parking spaces downtown.

Business owners like myself have paid special assessment taxes to the city for years with the guarantee that we would always have use of at least 289 parking spaces year round for free. Even though we may no longer have to pay these fees, our taxes will be going up, because Prime won't have to pay city and school taxes for twenty-years.

Prime should NOT be allowed to put any apartments on the first floor of any building, because it will create even more problems for parking and set a terrible precedent for other property owners to convert their commercial space into apartments. Board members need to look out for the best interest of our downtown and city and not give into what Prime wants to build! It is the ZBA and Planning Board's job to make sure that all development meets all city zoning codes.

Ziad Sassine

Owner of Hobies Restaurant at 36 Durkee & 68 Durkee Street, Plattsburgh, NY 12901

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Fwd: NO SPECIAL MEETING !!!!!!!!!!!!!!!

2 messages

Zukowski Properties <zukowskiproperties@gmail.com> Wed, Apr 1, 2020 at 9:22 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com
Cc: Barbelli@cityofplattsburgh-ny.gov, kellym@cityofplattsburgh-ny.gov, gibbse@cityofplattsburgh-ny.gov, DeDominicasPa@cityofplattsburgh-ny.gov, mcfarlinp@cityofplattsburgh-ny.gov, moorej@cityofplattsburgh-ny.gov

WE WILL NOT STAND or sit FOR THIS

---------- COLIN READ RUSHING A SPECIAL MEETING OF THE ZONING AND PLANNING BOARDS MONDAY AND TUESDAY. AND WITH THE PUBLIC BANNED FROM ATTENDING. USING THIS STATE OF EMERGENCY TO SNEAK THROUGH THE PRIME DEVELOPMENT IS NOT ONLY INSULTING TO A STRUGGLING POPULATION IT IS UNSCRUPULOUS!!!!

THIS IS THE WORST FORM OF UNDERHANDEDNESS IMAGINABLE AND YOU WON'T STAND FOR IT!

YOU must be held accountable for choosing to play politics during our nation’s greatest time of need.

STOP THE MADNESS

EZ Properties
518.563.6021
e-zproperties.com

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:03 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Halt all meetings that should be open to the public immediately

2 messages

Gadway Joseph <joemadecupcakes@gmail.com> Thu, Apr 2, 2020 at 7:42 PM
To: "ColinR@cityofplattsburgh-ny.gov" <ColinR@cityofplattsburgh-ny.gov>, "MarbutS@cityofplattsburgh-ny.gov" <MarbutS@cityofplattsburgh-ny.gov>, "McMahonJ@cityofplattsburgh-ny.gov" <McMahonJ@cityofplattsburgh-ny.gov>, "TamerM@cityofplattsburgh-ny.gov" <TamerM@cityofplattsburgh-ny.gov>, "beebiel@cityofplattsburgh-ny.gov" <beebiel@cityofplattsburgh-ny.gov>, "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>, "ron.nolland@gmail.com" <ron.nolland@gmail.com>

We urge that you cancel the April ZBA and Planning Board meetings and all meetings, except for those that deal with emergency issues as ordered by the Governor, until the COVID 19 state of emergency has been lifted. We note that ZBA's and Planning Boards in cities across New York State are doing so, and Plattsburgh should too. This shouldn't be something that should even be requested, especially since our mayor has recently stressed the importance of social distancing while enforcing a curfew for the city, closing ass parks and non essential gatherings. I appreciate your cooperation and I know that you will agree with me on this request. Thank you for your time and attention to this matter.

Sincerely,

Joseph Gadway

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:03 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Plattsburgh on PAUSE

2 messages

Kathy Baumgarten <foofusdotcom@aol.com> Wed, Apr 1, 2020 at 3:15 PM
To: cityinfo@plattsburghcitygov.com

Dear Sir
I am writing as a 30 year resident and Plattsburgh homeowner to plead with you to please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public.

The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the “PAUSE NEW YORK” Executive Order by the Governor.

Other Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic. Plattsburgh should follow suit.

Kathy L. Baumgarten

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:01 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Please respect citizens rights during the Pandemic...respect PAUSE NEW YORK Executive Order

2 messages

Luis Sierra <lfsierra@earthlink.net> Wed, Apr 1, 2020 at 2:27 PM
To: cityinfo@plattsburghcitygov.com

To: <McMahonJ@cityofplattsburgh-ny.gov>, <ron.nolland@gmail.com>, <beebiel@cityofplattsburgh-ny.gov>, <TamerM@cityofplattsburgh-ny.gov>, <MarbutS@cityofplattsburgh-ny.gov>,

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Keep in mind that the pandemic is a global crisis with no clear end. The short and long term economic, social and political impact at the local, state, national and global level will be unprecedented in our history. To proceed without public participation on this important matter is careless and disrespectful of our rights as citizens.

Sincerely,

Luis F. Sierra

7 Point View Terrace

Plattsburgh, NY 12901

Home : 518-310-1678

Cell : 518-570-8830

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:00 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Postpone meetings

2 messages

Steven Googin <sgoogin@yahoo.com> Wed, Apr 1, 2020 at 3:13 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebieL@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

To whom it may concern,

Please postpone any zoning board and planning board meetings dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings are non-essential meetings in accordance with the “PAUSE NEW YORK” Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Sincerely,

Steven Googin

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:01 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com>

Planning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Tue, Apr 7, 2020 at 10:12 AM
To: cityinfo@plattsburghcitygov.com

I fully support the DRI Project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

City Planning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:41 PM
To: cityinfo@plattsburghcitygov.com

I fully and enthusiastically support the DRI project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comments 4/7/2020

1 message

Dani G <danirae11683@gmail.com> Tue, Apr 7, 2020 at 12:52 PM
To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>

First of all, I am writing to express my concern about the Planning Board conducting meetings concerning non essential matters during the COVID-19 pandemic. After watching the Zoning Board meeting last night, I hope you will follow suit and take the time to more clearly define your meeting procedures and allow time to share them with the public before deliberation on any matter on the current agenda.

Furthermore, though I support the Board taking the time to develop these plans for meetings in the current situation, I strongly feel that holding meetings in this fashion without the public being able to be physically present, should only be reserved for urgent matters necessary for the health and well being of the community. The Prime project does not qualify as essential, and any determinations or deliberations, and especially public hearings should be postponed until such time that the public can actually be present.

Another important procedural issue that I think is important is to ask that people are allowed to sign up to speak right up until the meeting time and even during the meeting. This is consistent with current meeting practice where people are free to choose to raise their hand during the meeting and ask to speak.

Thank you so much for your time and consideration of these comments.. Thank you also for your dedication and service to the city during these difficult times.

Best,
Danielle Erb

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

RE: PLANNING BOARD SPECIAL MEETING COMMENTS

2 messages

sunshine19542@charter.net <sunshine19542@charter.net> Sun, Apr 5, 2020 at 5:41 PM
To: cityinfo@plattsburghcitygov.com

Dear Planning Board Members:

My comments are as follows for the April 7th Special Meeting:

PB#2020-01: 5057 South Catherine Street 12 New Apartments.

I would MUCH rather see single family homes than more small apartment units.

12 more units on that street is too much.

1. Units are too small.
2. 2 bedrooms in a +/- 600 SF unit is too many. That will be a small apartment.
3. We need no additional traffic on South Catherine Street. South Catherine is already very busy and you know to stay away certain times of the day when Bombardier shifts gets out.
4. In my view that will create lots of density. That area is already very congested.

I ask that you vote no or have him come back with less units. I know it's R-2 but that doesn't mean it should be allowed.

PB#2019-10, 11 and 24 – 22 Durkee Street:

I'm in favor of this project. It's time that this project get's approve and put in motion. Parking is being created all over the City.

The Vilas home is asking for 94 units in an R-1 District. Wow. If you approve that - you really have to consider approving Durkee Street.

Personally I"m concerned after the mis-information that the Plattsburgh Citizens Coalition has spread- it will be a miracle before we get other grant money for any more City development.

Planning Board is just that – planning. The intent of DRI $ was for Downtown Redevelopment. This is certainly development.

I like the building Façade.

Again - Please approve this project and move on.

Denise Nephew

Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:05 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Amend boundaries of an existing PDU and use of apartment on the first floor of multi-story building 22 Durkee St- Planning Board

2 messages

joseph rotella <jfrotella@hotmail.com> Sun, Apr 5, 2020 at 2:18 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

TO: Planning Board

I believe the appeal should be disapproved.
Currently there are no ground floor apartment in the central business district. This would set a precedent for years to come which would slowly erode plattsburgh core.
As a property owner with a vacant store front requesting a permit to convert to an apartment it would be difficult for the board to disapprove. And you could , but an Article 78 could follow by any property owner in the central business district who request it if this is approved.
Has the County Planning Board been required to approve/disapprove the request?
It seems difficult the applicant is the City the city Planning Board reviews and approves?
It like the fox guarding the hen house!
In the current pandemic situation at the very lease to request should be tabled and reconvened when all members and the public be present to voice there opinion/

Joseph Rotella
Property Owner and Past Chair
Of the Planning Board

Sent from my iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:03 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planing Board 4/7/20 public comment

1 message

Kim Ford <klmousseau@aol.com> Tue, Apr 7, 2020 at 1:20 PM
To: cityinfo@plattsburghcitygov.com, mcmahonj@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, derek.rosenbaum@gmail.com, rick@fesetterealty.com, cgerv001@plattsburgh.edu, wrietsema@msn.com, jaa@aedapc.com

Hello,
I would like to submit public comments for the City Planning Board for April 7, 2020; specifically in regards to the Prime Company application.

I would like to have made more comments, but lacked enough notice and time to make a well composed response. (I continue to work and am a parent of 2)
it is a shame that this project is still on the agenda without the public being able to attend this highly impactful project.

To save some reading, **THIS PROJECT IS TOO BIG FOR THIS SITE & DOES NOT CONNECT WITH OUR DOWNTOWN COMMUNITY**.

As a new construction project, a "blank slate", it should adhere to all City Zoning and Codes. If they need a variance or reduction in parking, setbacks, height, size or any other criteria, then they should make the project smaller.

Below is a list of my objections to this project based on the criteria for the Special Use Permit request:

On page 15 of the "Site Plan Narrative March PB meeting.pdf " Response #8d (architecture) – Prime claims that their building is similar to that of the Ashley's building, citing that "*The Ashley Building at the corner of Durkee and Bridge Streets is nearly five stories in height, similar to the height of the corner elements of the new development. "*
Ashley's is 4 stories, and the Prime building is actually 6 stories (one underground). This is not a good comparison; the proposed Prime building is actually LARGER than any other downtown City Block.

The **snow storage** area proposed is not nearly adequate size for the amount of snow that will be generated from the parking area; also this snow storage area has the potential to cover the public walkway.

PEDESTRIAN SAFETY: The exit for the underground parking is right on the sidewalk of Bridge St. Prime has responded with striping and mirrors, still not adequate. To alleviate this potential pedestrian danger, the building should be stepped back to the required setback.

DUMPSTER LOCATION: It is UNACCEPTABLE to have the dumpster location next to the Community walk-way. They may have proposed a screening around the dumpster, but that doesn't deal with the ODOR and chance of stray litter around the area. Even saying that it

would be picked up more often, still does not deal with the inevitable odor that will permeate the adjacent community space. *Could the dumpster area be located within the courtyard parking area?*

LOADING AREA: The loading area is also adjacent to the Community walk-way. This is unacceptable because the transfer of goods will be over the Community walkway. Though it is nice to see they have considered their own loading area, because the loading areas of the EXISTING BUSINESSES along Durkee (and some on Margaret) will potentially be losing their convenient loading areas on Durkee St. I realize they may be allowed at certain times, but consider Ashley's who makes multiple deliveries throughout the day.

With the locations of both the Loading Area and the Dumpster Area, it seems as though the project is downplaying the importance and the potential beauty of teh Community walkway.

FORMER PLATTSBURGH FARMER MARKET: This entire building should be retained for Civic use. The tax paying citizens paid for this building and should be able to retain this building. This item alone would sway me to accept the massive building, if the citizens could at the very least retain the building (if not for the market, for events and activities). The City could retain the portion of land and rent the space. Or if Prime indeed needs to gain ownership, please leave it as Civic space and they could rent it for a nominal fee to community organizations.

Thank you for taking the time to read this,
Kim Ford
Concerned Tax payer, resident, and local developer

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Re: Planning Board Comment 4/7/2020 - 4 - -TO ALLOW PUBLIC SIGN-UP LIST TO SPEAK AT PLANNING BOARD MEETINGS (AND REQUEST TO LEAVE THAT SIGN-UP LIST OPEN THROUGHOUT THE MEETING)

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Tue, Apr 7, 2020 at 1:03 PM

To: cityinfo@plattsburghcitygov.com, Sylvia <parrottes@cityofplattsburgh-ny.gov>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

> Dear Planning Board Members:
>
> All non-essential government meetings, including this Planning Board meeting, should be postponed. The Planning Board has the authority to do that. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatant attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling a large one is a brazen and out of touch slap in the face to the community.
>
> However, if you insist on conducting a virtual meeting, then we would respectfully request and suggest that you create and keep open a sign-up list of people who would like to speak at the meeting. The list should remain open until the meeting begins and even during the meeting. This approach most closely resembles the past practice in which people are free to raise their hand during the meeting if they feel so inclined to make a comment. Remember that often people are shy about public speaking. But sometimes something that they learn a meeting or something that is said may inspire that person to raise their hand and ask to be heard. That same practice should be continued in a virtual meeting, or you can't say that your doing everything in your power to create a continuum of the Plattsburgh Planning Board meetings
>
> Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. How long to allow people to speak. Whether to vote.
>
> Once again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Wed, Apr 8, 2020 at 7:18 AM

To: mcmahonj@cityofplattsburgh-ny.gov, "Read, Colin" <ReadC@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Fwd: Planning Board Comment 4/7/2020 - 3 - Reading of Public comment during meetings

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Tue, Apr 7, 2020 at 12:45 PM

To: cityinfo@plattsburghcitygov.com, Sylvia <parrottes@cityofplattsburgh-ny.gov>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

Dear Planning Board Members:

The purpose of this communication is to respectfully request that each and every public comment received is read aloud in its entirety at tonight's Board meeting.

People are concerned that, given the short notice and project complexity, public written comments will not be thoroughly read by Board members and contemplated within the context of the public meeting.

The City's program of rushing these special meetings with minimal notice to both Boards and to the public left little time for the public to write or for Board members to read public comments. With only days notice to compose written comment and having them due at noon the day of the meeting, it effectively diminishes and, in fact, all but eliminates public involvement. It also puts an unfair burden on Board members. And that's before even mentioning the severe strain and stress that each of us is under given this global emergency.

Therefore, in order to mitigate this injustice, we would ask that each and every public comment is read aloud in its entirety at the Planning Board meeting tonight. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatant attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling a large one is a brazen and out of touch slap in the face to the community. Reading of the public comments won't change those facts. But it will at least ensure that all Board members thoroughly review comments and will show respect for the public and for the comments received although on a significantly diminished stage.

Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. Whether to vote.

Once again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Wed, Apr 8, 2020 at 7:14 AM

To: mcmahonj@cityofplattsburgh-ny.gov

Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comments 4/7/2020

1 message

Dani G <danirae11683@gmail.com> Tue, Apr 7, 2020 at 12:52 PM
To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>

First of all, I am writing to express my concern about the Planning Board conducting meetings concerning non essential matters during the COVID-19 pandemic. After watching the Zoning Board meeting last night, I hope you will follow suit and take the time to more clearly define your meeting procedures and allow time to share them with the public before deliberation on any matter on the current agenda.

Furthermore, though I support the Board taking the time to develop these plans for meetings in the current situation, I strongly feel that holding meetings in this fashion without the public being able to be physically present, should only be reserved for urgent matters necessary for the health and well being of the community. The Prime project does not qualify as essential, and any determinations or deliberations, and especially public hearings should be postponed until such time that the public can actually be present.

Another important procedural issue that I think is important is to ask that people are allowed to sign up to speak right up until the meeting time and even during the meeting. This is consistent with current meeting practice where people are free to choose to raise their hand during the meeting and ask to speak.

Thank you so much for your time and consideration of these comments.. Thank you also for your dedication and service to the city during these difficult times.

Best,
Danielle Erb

City Info <cityinfo@plattsburghcitygov.com>

Planning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Tue, Apr 7, 2020 at 10:12 AM
To: cityinfo@plattsburghcitygov.com

I fully support the DRI Project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

ZBA Meeting

2 messages

Zukowski Properties <zukowskiproperties@gmail.com> Mon, Apr 6, 2020 at 4:52 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

Hello ALL

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

We urge that you cancel the April ZBA and Planning Board meetings and all meetings, except for those that deal with emergency issues as ordered by the Governor, until the COVID 19 state of emergency has been lifted. We note that ZBA's and Planning Boards in Cities across New York State are doing so and Plattsburgh should too.

from all of us at EZ Properties !!
EZ Properties
518.563.6021
e-zproperties.com

City Info <cityinfo@plattsburghcitygov.com> Tue, Apr 7, 2020 at 8:49 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020 - 1 - Letter from Attorney Matt Fuller

4 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 9:54 AM

To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, "Parrotte, Sylvia" <parrottes@cityofplattsburgh-ny.gov>
Cc: editor@studleyprinting.com, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

PCC_ZBA Ltr 432020.pdf
2119K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:19 AM
To: mcmahonj@cityofplattsburgh-ny.gov

---------- Forwarded message ---------
From: **Plattsburgh Citizens Coalition** <plattsburghcitizencoalition@gmail.com>
Date: Mon, Apr 6, 2020 at 9:55 AM
Subject: Zoning Board of Appeals Comment 4/6/2020 - 1 - Letter from Attorney Matt Fuller
To: <cityinfo@plattsburghcitygov.com>, McMahon, Joe <mcmahonj@cityofplattsburgh-ny.gov>, <beebiel@cityofplattsburgh-ny.gov>, Parrotte, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: <editor@studleyprinting.com>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, <estigliani@freepressmedia.com>, <news@northcountrynow.com>, <newstips@mynbc5.com>, <rrockstroh@mychamplainvalley.com>, <nate@suncommunitynews.com>, <jlotemplio@pressrepublican.com>, Josh <Josh.Mitchell@hearst.com>, <pbradley@wamc.org>, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

PCC_ZBA Ltr 432020.pdf
2119K

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 4:30 PM

To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, "Parrotte, Sylvia" <parrottes@cityofplattsburgh-ny.gov>, ron.nolland@gmail.com
Cc: "Cc:" <editor@studleyprinting.com>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

Dear Zoning Board Members:

The purpose of this communication is to respectfully request that each and every public comment received is read aloud in its entirety at tonight's Board meeting.

People are concerned that, given the short notice and project complexity, public written comments will not be thoroughly read by Board members and contemplated within the context of the public meeting.

The City's program of rushing these special meetings with minimal notice to both Boards and to the public left little time for the public to write or for Board members to read public comments. With only days notice to compose written comment and having them due at noon the day of the meeting, it effectively diminishes and, in fact, all but eliminates public involvement. It also puts an unfair burden on Board members. And that's before even mentioning the severe strain and stress that each of us is under given this global emergency.

Therefore, in order to mitigate this injustice, we would ask that each and every public comment is read aloud in its entirety at the Zoning Board meeting tonight. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatent attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling large ones is a brazen and out of touch slap in the face to the community. Reading of the public comments won't change those facts. But it will at least ensure that all Board members thoroughly review comments and will show respect for the public and for the comments received although on a significantly diminished stage.

Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. Whether to vote.

Again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Tue, Apr 7, 2020 at 8:46 AM
To: mcmahonj@cityofplattsburgh-ny.gov

---------- Forwarded message ---------
From: **Plattsburgh Citizens Coalition** <plattsburghcitizencoalition@gmail.com>
[Quoted text hidden]
[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Committee Members

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 1:36 PM
To: cityinfo@plattsburghcitygov.com

This is to inform you of my approval and support of the Prime DRI Project.
Margaret deGrandpre'
Pleasant Street
Plattsburgh, NY

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Comment for Zoning Board Meeting scheduled for April 6, 2020

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 1:34 PM
To: cityinfo@plattsburghcitygov.com

April 6, 2020
To Zoning Board Members, this is to inform you I am in agreement with the Durkee Street Project.
Margaret deGrandpre'
Pleasant Street
Plattsburgh, NY

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Suspend meetings

2 messages

Shawna Mefferd Kelty <shkelty@gmail.com> Mon, Apr 6, 2020 at 12:02 PM
To: cityinfo@plattsburghcitygov.com

I am urging the Mayor and the ZBA and the Common Council to stop taking advantage of the state of emergency and to conduct only the essential business of the City. Colin Read should stop putting the Prime Project before the residents of the City of Plattsburgh.

Thank you,
Shawna Mefferd Kelty
--
Shawna Mefferd Kelty, PhD
she | *her* | *hers*
RYT 200, PRYT
Associate Professor of Theatre
101 Broad St, 124 Myers
SUNY Plattsburgh
Plattsburgh, NY 12901
(518) 564-2480

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:34 PM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board comment

1 message

sun85@aol.com <sun85@aol.com> Mon, Apr 6, 2020 at 11:59 AM
Reply-To: sun85@aol.com
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

To Whom It May Concern:

I'd like to express my support for the long-anticipated Durkee Street redevelopment project. While I believe it is wise to take a measured approach in order to achieve the best outcome for everyone who will be affected, I look forward to the revitalized downtown that will result from the plans currently in place. As a long-time user of the Farmer's Market, I look forward to its new, expanded location by the lake. The vendors' enthusiasm for the new space makes it all the more appealing for customers to follow them there.

It appears that much of the new design for Durkee Street will improve use of existing space, including some features that have been underused, like the green space currently used for the walkway from Margaret to Durkee. My hope is that the influx of residents downtown will result in increased traffic for the existing variety of businesses in that locale, and perhaps a few new ones.

Thank you and best of luck as you move forward.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment

2 messages

sun85@aol.com <sun85@aol.com> Mon, Apr 6, 2020 at 11:57 AM
Reply-To: sun85@aol.com
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

I'd like to express my support for the long-anticipated Durkee Street redevelopment project. While I believe it is wise to take a measured approach in order to achieve the best outcome for everyone who will be affected, I look forward to the revitalized downtown that will result from the plans currently in place. As a long-time user of the Farmer's Market, I look forward to its new, expanded location by the lake. The vendors' enthusiasm for the new space makes it all the more appealing for customers to follow them there.

It appears that much of the new design for Durkee Street will improve use of existing space, including some features that have been underused, like the green space currently used for the walkway from Margaret to Durkee. My hope is that the influx of residents downtown will result in increased traffic for the existing variety of businesses in that locale, and perhaps a few new ones.

Thank you and best of luck as you move forward.

Steve Patnode

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:27 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment 4/7/2020 - 2 - Professional Review fees

1 message

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 11:56 AM

To: Sylvia <parrottes@cityofplattsburgh-ny.gov>, cityinfo@plattsburghcitygov.com, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

Dear Zoning Board and Planning Board Members:

.

Once again, thank you for your service and especially on this complex project and especially when our entire community and globe is stressed by this historic world pandemic. It's a stressful and difficult time for all of us.

Your job is a difficult one month to month, but a particularly difficult one for a project as complex as the DRI. Your job is made even far more difficult due to the fact that the staff that you normally rely on for guidance is the applicant. However, it doesn't have to be that way and, in fact, shouldn't be that way. Section 360-61 of the City Code provides you the help that you are entitled to, but have not yet exercised. You should have your own attorney and your own technical staff to assist you with these decisions. The The Corporation Counsel's allegiance is to the Common Council. The Planning Board and Zoning Board cannot reasonably rely on advice of counsel that is beholding to the Common Council. There are several examples in which the existing conflicts are problematic. The Corporation Council actually advised you at the May 2019 Board meetings to segment the SEQR process to avoid doing a GEIS as is required by law. Of course, we know now that was bad advice and put your decision in peril. He also advised Planning Board Chairman James Abdallah to vote on the DRI SEQR resolution despite his clear conflict of interest. We know now that this too was bad advice which put the Board's decision at that time in peril. Fortunately, those decisions were later reversed when the City reluctantly committed to a GEIS. The City Planner actually opined that the proposed building will not have an adverse impact on the neighborhood; not the staff's position to lead a Board to a conclusion, much less make the conclusion for them. The Community Development Director advised you that "the Common Council is handling the GEIS", when in fact, as an involved agency, you are REQUIRED to prepare your own Findings Statement on the GEIS. Oddly, the Findings Statement is not even included on your agenda. We're sure that they would like very much for you to rubber stamp the Council's Findings Statement. These folks are all beholding to the co-applicant; the Common Council; they are NOT on your team. You need and deserve your own independent adviser selected by your Board, not by the City. The City Attorney is, without question, a superior attorney and if he were representing your Board, then he would no doubt do an excellent job. But he's not. And as has been pointed out, he has a conflict. Think of how odd it makes your Board look to have the applicant's attorney seated at your table and giving you advice!

Regardless of how anyone feels about the Prime Development Project, every Planning or Zoning Board wants to take pride in their process and decisions. You want to know that you are properly and thoroughly evaluating technical issues. You want to know that you are following proper procedure. And ultimately you want to know that your process will not be challenged in the court of law and if it is that your decisions will be defensible. And at a time like this where

there is massive public opposition, you want to be at your best. Now add to all of that the current public health crisis and the questions with respect to whether eliminating the public from public meetings is even legal. For that, you need and deserve your own independent counsel and engineer. And you are entitled to it by City Code, which, by the way, was just updated in 2017. This is not unusual. The Town of Plattsburgh, as an example, has historically always had legal counsel to the Zoning Board and Planning Board that is separate and independent from the Town Board's legal counsel. Many, if not most, boards do the same.

Here is the relevant code section:

§ 360-61**Professional review fees.**

[Added 12-14-2017 by L.L. No. 8-2017]

A.

Reimbursement of professional review fees.

(1)

In addition to the provisions provided under the terms of Chapter **300**, Subdivision of Land ("Subdivision Regulations"), and this chapter of the City of Plattsburgh Code ("Zoning Code"), the Common Council, the Planning Board and the Zoning Board of Appeals, in the review of any application presented to it, may refer such application, or part of an application, to such planner, engineer, environmental expert, attorney or other professional as such Council or Board shall deem reasonably necessary to enable it to review such application as required by law.

(2)

Fees charged by such professionals shall be in accord with fees usually charged for such services in the Clinton County region or pursuant to an existing contractual agreement between the City and such professional. The Board or Council shall limit such fees as are reasonable in amount and necessarily incurred by the City in connection with a review of an application. For purposes of this section, a fee is reasonable in amount if it bears a reasonable relationship to the expense of the development or the average charge by such an expert to the City or others for services performed in connection with the review of a project similar to that involved in the land use application. All proper charges shall be paid by the City upon submission of a City voucher and in compliance with the City's procurement policy. The applicant shall reimburse the City for the costs of such professional review services upon receipt of a copy of the voucher or, at the discretion of the reviewing Council or Board, in accordance with this chapter. The payment of such fees shall be required in addition to any and all other fees or performance bonds required by this or any other section of this chapter or any other City law or regulation.

B.

Escrow accounts.

(1)
In addition to other mechanisms provided under any other City law or regulation, at the time of submission of any application, or during the review process, the reviewing Council or Board may require the establishment of an escrow account from which withdrawals shall be made to reimburse the City for the cost of professional review services. The applicant shall then provide funds to the City for deposit into such account in an amount to be determined by the reviewing board based on its evaluation of the nature and complexity of the application. The applicant shall be provided with copies of any City voucher for such services as they are submitted to the City. If the applicant objects to the amount to be placed into escrow, the applicant may request that the Council or Board review the projected amount to be placed in escrow.

(2)
Where the City Council, Planning Board or Zoning Board of Appeals establishes an escrow account for an application, such reviewing board shall not be required to consider that application until the deposit required under this chapter has been made.

(3)
A building permit or certificate of occupancy shall not be issued unless all professional review fees charged in connection with the applicant's project have been reimbursed to the City.

(4)
After all pertinent charges have been paid, the City shall refund to the applicant any funds remaining on deposit.

There are a lot of questions, but to name just a few:

* you've heard a lot about city wide parking. it's a major change. The city claims there's adequate parking. Members of the public have shown flaws and errors in the numbers. You are tasked with reading lengthy documents and lengthy public opposition letters and comments. Are you able to evaluate with certainty which claim is accurate?
* The NYSDOT Regional Traffic engineer went on record to say that the angled parking is dangerous. The applicant claims it isn't. How are you to decide?
* The City is claiming that the Planning and Zoning Board are essential government meetings that can't be postponed. They claim that eliminating the public from public meetings is legal. Is that a defensible position?

To the extent that you have legal and technical questions on this matter, you need your own attorney. Yes, it may take a little time to get the expert objective technical and legal advise that you deserve and that you are entitled to, but in the end that will take far less time and have far less risk than making bad decisions, decisions that are based on bad advice, decisions that are based on misinformation and decisions that are not defensible and will result in lengthy legal battles. Measure twice, cut once!

The Plattsburgh Citizens Coalition and all those we've spoken to welcome a thorough, objective expert review of this project because we know the proposed plan as presented to be critically and fatally flawed and ultimately will have an

adverse short term and long term impact on the neighborhood, the community and even the region. We believe any truly objective review will draw the same conclusion. This project, to date, has not been able to receive that kind of unbiased intelligent analysis from the Common Council and we are hopeful that will happen at each of the Board reviews. Whatever you may decide, at least you can hopefully say you as a Board were thorough, evaluated ALL of the information in detail and made good solid defensible decisions based on the best advice and information at your disposal.

You are entitled to this assistance. It is the norm for Planning & Zoning Boards across the State and across the land. Don't ask for it, demand it!

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comments 4/6/2020 - 2 - Professional review

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 11:44 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

Dear Zoning Board and Planning Board Members:

.

Once again, thank you for your service and especially on this complex project and especially when our entire community and globe is stressed by this historic world pandemic. It's a stressful and difficult time for all of us.

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[Added 12-14-2017 by L.L. No. 8-2017]

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You are entitled to this assistance. It is the norm for Planning & Zoning Boards across the State and across the land. Don't ask for it, demand it!

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:18 PM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Dri project

2 messages

s king <moalem56@yahoo.com> Mon, Apr 6, 2020 at 11:31 AM
To: Cityinfo@plattsburghcitygov.com

Given the current pandemic health situation, it is complete irresponsible for the City to hold any meeting, especially one as important as this project with its impact on our city. I also question the legality of holding such meetings with the inability for public input.

The City, if it allows this and other meeting like it to proceed, is being dishonest, and secretive and does the citizenry a great disservice.

NOT MEETINGS FOR DRI until the emergency passes and public meetings can be held properly

Steve graf
8 lynde
Plattsburgh

Envoye de mon iPad Pro

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:07 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 11:09 AM
To: cityinfo@plattsburghcitygov.com

I support the DRI plan

Sent from Peggy's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

2 messages

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 11:08 AM
To: cityinfo@plattsburghcitygov.com

I support the DRI
Sent from Peggy's iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:04 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com>

Re: Durkee Street project comments for zoning meeting today

2 messages

John Seiden <johnseiden7@icloud.com> Mon, Apr 6, 2020 at 10:55 AM
To: cityinfo@plattsburghcitygov.com

As you might know I used to be on the zoning board for almost 20years I was also on several downtown commissions for the redevelopment of downtown. I was appointed by Governor Cuomo to be on the DRI committee Was also on the city of Plattsburgh revolving loan committee fund I have developed over 17 properties in Plattsburgh most of them in downtown Plattsburgh. There's a right way to develop and a wrong way to develop! What's going on currently in the city of Plattsburgh is bordering on criminal with Colin Read and his shenanigans of trying to jam this Durkee Street project down the citizenry throat. There's a pandemic happening everything has been shut down he puts in place of curfew. What's the matter with this guy, his ego is out of control. The importance of the citizens being able to participate in the planning board meetings and zoning board meetings are crucial. this meeting needs to be held off until an appropriate time that the pandemic is under control and the citizens of Plattsburgh can participate in an open meeting. Hey Mayor Read "Open"meeting law means open! Not sneaking around while everyone is on lockdown , there may be a legal foundation to try to sneak this crap through but it's wrong. Hey Mayor Read put your ego away there's no time for it and it's UNAMERICAN! And we the citizens call BS!!
> John S.Seiden

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:02 PM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Frank G. Zappala

Attorney at Law

142 Margaret Street
P.O. Box 2886
Plattsburgh, NY 12901
fgzappala@hotmail.com

Telephone
(518) 566-7211

*Facsimile
(518) 566-7214
*not for service

To: The Plattsburgh Zoning Board of Appeals
The Plattsburgh Planning Board

From: Frank Zappala

Date: April 6, 2020

The proposed Durkee Street project has two lanes of angled parking. Angled parking is dangerous. Attached is a memo sent to the City dated January 28, 2019. This document confirms that angled parking is dangerous.

If the present project is approved with angled parking the Zoning Board and the Planning Board are putting the citizens of Plattsburgh at risk.

From: Bibbins, Ken (DOT)
Sent: Monday, January 28, 2019 1:12 PM
To: Bessette, Michael <BessetteM@cityofplattsburgh-ny.gov>
Cc: Basil, Valmekie (DOT); Ricalton, Al (DOT); Kokkoris, Steve (DOT); Docteur, Aaron (DOT); Ortlieb, Craig H. (DOT);

Subject: Angled Parking Proposal, Bridge Street/US Route 9

Hello again Mike,

I've been in contact with a number of folks in the Department's Main Office, to try to establish all of the information that the City needs in order to make an informed decision about potential changes to Bridge Street/US Route 9/NY Bicycle Route 9.

There are two main questions on the table here:

The first question is relative to jurisdiction. It does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths.

The second question is relative to the likely impacts that angled parking would have on traffic safety. It is well established, by multiple studies, that angled parking causes an increase in accidents. This is due to a number of reasons, including the need for a backing maneuver that is made where the operator of the parked vehicle must back into traffic when exiting the parking space, while their visibility is impaired by adjacent vehicles. This maneuver is particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see. There are some locations in our country where back-in angled parking has been used because that provides somewhat improved visibility when exiting the parking space. That improvement would only exist if there was sufficient space to accommodate the angled parking and it would not address the difficulty with spotting empty parking spaces far enough upstream to avoid a quick stop.

I can tell you that, based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.

Kenneth M. Bibbins, P.E.
Regional Traffic Engineer
New York State Department of Transportation, Region 7
317 Washington Street, Watertown, NY 13601
(315)785-2321|ken.bibbins@dot.ny.gov
www.dot.ny.gov

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

Mark R. Henry
Clinton County Legislator, Area 3
6 Church Street
Chazy, NY 12921
Phone: (518) 578-4359 (cell)
mhenry2@twcny.rr.com

April 6, 2020

TO: City of Plattsburgh Zoning Board of Appeals; and
City of Plattsburgh Planning Board

Dear Board Members:

I have recently received information that your respective Boards will be voting on various actions related to the Prime Companies Mixed Use Residential/Commercial project proposed for the Durkee Street Parking Lot, and partially funded by the Downtown Revitalization Imitative (DRI) grant.

By this letter, I express my wholehearted and unconditional support for this project. In many ways the City of Plattsburgh is the lifeblood of Clinton County. A strong downtown will lift up the entire County. I truly believe that stagnant downtowns result in a slow deterioration of the economic, cultural and emotional vigor of a City. Alternatively, a downtown that continues to grow and adapt will remain vital and energize a community.

The downtown for the City of Plattsburgh, in my opinion, needs the invigoration of downtown residents that will result from the Prime Companies' proposed project. The project will bring renewed life to the day-to-day flow of activities downtown, including most importantly business and recreational activities. While some have decried the supposed negative impacts of this project, focusing on the loss of parking, I believe the City of Plattsburgh has taken the steps necessary to provide alternative parking opportunities to prevent any negative impacts. This project has so much promise for the City of Plattsburgh and County of Clinton. I urge you to focus on all the positive impacts that would result from this project, and take the steps necessary to approve the project and usher in a renewed era of optimism and economic growth for the City.

The views expressed in this letter are mine alone, and I do not speak for the Clinton County Legislature as a whole. While the short notice involved does not permit the Legislature to deliberate and provide a collective response, I will encourage my colleagues to provide their own statements as time allows. I wish you the best of luck in guiding the City of Plattsburgh during these trying times.

With best regards,

Mark R. Henry
County Legislator

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Public Comment for April 6 Zoning Board and April 7 Planning Baord

2 messages

Brown, Rodney <Rodney.Brown@clintoncountygov.com> Mon, Apr 6, 2020 at 10:49 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>
Cc: "Henry, Mark" <Mark.Henry@clintoncountygov.com>

Please provide copies of the attached letter to both the City Zoning Board of Appeals and City Planning Board for their respective meetings on April 6th and 7th. On behalf of Legislator Henry, I ask that the letter be formally recorded as public comment for both meetings, and if possible, be read at the meetings. Thank you.

Rodney L. Brown, Deputy Administrator

Clinton County Legislature

137 Margaret Street – Suite 208

Plattsburgh, NY 12901

Tel. 518-565-4709

Email: Rodney.Brown@clintoncountygov.com

City DRI Letter Henry 4-6-20.pdf
68K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:35 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

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City DRI Letter Henry 4-6-20.pdf
68K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board (April 6th) and Planning Board (April 7th)

2 messages

Paul DeDominicas <pdedomin@yahoo.com> Mon, Apr 6, 2020 at 10:29 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Good evening,

To the Zoning and Planning Boards of the City of Plattsburgh, I am writing this to you as a resident of the City and not as a City Councilor. First, thank you for the work that you do as it is challenging in the best of times. On top of that, everyone is now faced with the added stress of the COVID-19 Pandemic unsure of how it will affect Plattsburgh in the short and long term.

I understand that each Board has a decision to make regarding the Prime development project at Durkee St. I am asking for a pause for this project. The project was developed before the unprecedented response to the COVID-19 pandemic. In a short time, NYS and national economies have slowed considerably. Unemployment is up and is predicted to get worse before it gets better. Locally, many downtown businesses are shuttered with no clear idea of when they will reopen again. While we can model outcomes, we cannot know for sure the impact that the COVID-19 response will ultimately have locally.

Again, I am not asking you to vote against the project at this time. I am asking that you delay any vote to see how the pause in the economy affects local business and city revenues and to allow a better understanding of the situation as it develops. I think that there should be a discussion regarding the viability of a large development downtown after we have a better idea of the local impact or, at the very least, a discussion that the plan may need to change to reflect our new reality. Most people believe that even when we are able to start to return to work, it will be some time before anything is "business as usual".

Thank you for your time,

Paul DeDominicas
Trafalgar Drive
Plattsburgh NY 12901

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:31 AM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Meeting comments

2 messages

Kathy L. Baumgarten <foofusdotcom@aol.com> Mon, Apr 6, 2020 at 10:16 AM
To: cityinfo@plattsburghcitygov.com

Dear Sirs

These are my comments I am submitting prior to the Zoning Board meeting today. I'll be watching the youtube broadcast to see if they are acknowledged and added to the permanent record of the meeting, which will be posted on the city website.

Especially during this pandemic, it seems like all Downtown Revitalization Initiative monies should go toward helping currently existing downtown businesses, revitalizing them when this is over. Not to be used to bring in competition against them!

Mt additional objections to the Prime development are as follows:

Will affect county tourism by limiting parking (the best and cheapest support we can offer), especially for our biggest regional events- the Battle of Plattsburgh, Fourth of July and Mayor's Cup. If the Mayor intends to relocate these events, he would have said so to relieve the criticism, so we can rightly assume he intends to discontinue city support of them. Noted members of our community have dedicated their entire lives to planning and organizing these events, which are advertised nation-wide.

Pull-in parking is the most popular of handicapped accessible parking; no amount of parallel parking the city has suggested can replace it.

Speaking of parking, at NO TIME has City Hall publicly broached the topic of where snow emergency parking will be relocated to once the Durkee lot is removed. The City of Burlington allows free parking in its three parking ramps to facilitate clearing its streets. But yet Plattsburgh seeks to end it, demonstrating their utter disregard for current downtown apartment dwellers and their landlords in downtown Plattsburgh.

(In fact, I spoke with an official at Community Bank on Margaret St. At no time has the city invited any conversation about the business aspect of the bank parking lot and the Pavone lot being constructed next door. They told me that during snow, folks park in there all night. Which would be okay except that their own plow can't get in in the morning, nor can their own employees. This speaks to a greater need for snow parking than is acknowledged.) This is not some little detail the city can figure out later. Like all good emergency planning, it needs to be done well in advance. Frankly, if they break ground in summer, it will be utter mayhem during peak weather and no one will know what to do come snow. People in our area can be economically devastated by one tow ticket. Small businesses can go bankrupt from one bad week.

The edifice will block from view the Saranac River and prevent for all

future generations any enjoyment of this priceless natural wonder. Plattsburgh IS the Saranac! Visitors will ask why we are casting a shadow over it when everyone knows that water access is the best attraction a city can possibly have.

The edifice will be built within inches of the very bridge where the Battle of Plattsburgh was fought . That the bridge and its surroundings are not currently considered to be valued as they deserve in this context is irrelevant. There should be a memorial and historical interpretation center where Highway Oil was to mark this event of National import.

Over 70 local businesses signed a letter stating their opposition to this project; to date, City Hall has dismissed their concerns with utter contempt and have reached out to not even a single one. This is unconscionable and I want the Mayor and City Council to answer directly to the citizens their reasons for acting with this contempt and as if they govern in a vacuum.

The sheer size of this edifice is out of keeping with the nature of Downtown Plattsburgh, regardless of what color they paint it.

Prime has not allowed enough parking for customers, staff and tenants of its proposed development. It should not be our city's responsibility to pay for their parking. Additionally, any promises they have made about allowing public parking on their premises will be null and void as soon as they take possession. Therefore, the City's premise of adequate replacement parking for the loss of Durkee by including these "promised" parking spots is utterly false.

The County Zoning Board's conclusion that the project is thoughtless and without attraction is 100% correct and deserves your complete support. Plattsburgh is and always will be the County Seat and the people of the county park at Durkee lot whenever they come to town. The lot is always well utilized . It is the public's city space.

The Green space/ park at the parking lot as City Hall is touting it is merely a narrow sidewalk along the river and a narrow sidewalk leading to it from Durkee St. That is not a riverwalk. A Riverwalk has room for benches and gardens and features such as fountains, swings, overlooks, etc. Tourists driving by will assume the currently planned narrow walk is on private property and for all intents and purposes, it will be. Foot traffic from the apartments scurrying back and forth from the parking lot, delivery trucks, dumpsters and trash collection trucks will make the Prime's parking lot as busy and unattractive to tourists as possible. The River is already permanently blocked up on its East Shore with grandfathered buildings; this edifice will destroy ANY future hope of public enjoyment, at TAXPAYER EXPENSE!

The proposed building will exponentially increase the downtown traffic congestion rather than relieve it in any way! Imagine all the proposed buildings' tenants leaving for work during our downtown rush hour, deliveries coming in, employees and customers coming in - all crowding Bridge Street, and cars waiting for pedestrians. It will be a nightmare that could not be relieved at that point by ANY amount of action.

The proposed restructuring of the "tried and true as is" Durkee Street roadway should never have to have even been considered. The taxpayers in no way should be paying the price for a building we did not want, nor should we have to bear the unimaginable inconvenience of changing this important branch of Route 9 to one-way traffic to make any accommodations for any private concern. Nor should we later have to pay the price of turning it back to two-way after the fact, nor should we have to lose any parking places to boot. The building should have been designed to be completely self-sufficient without requiring anything from the current structure of the city parking and roads.

This development will hinder the operations of government agencies which use the Durkee Lot, and who have many handicapped patrons who are no where else accommodated for.

As others have said, there is no need for apartments and new shop space downtown. There IS a need to draw locals and visitors to the downtown and get them to stay longer. The best draw for this would be park area around the perimeter of the existing lot. Indeed, City Roads and Grounds could quite easily build more curbing, bring in dirt and stick in a few benches before the end of this month, throw in a few trees and grass seed and it would be the jewel of downtown before the first day of summer. All ready for social distancing baby buggies and joggers.

Members of the zoning board are entrusted with protecting the spaces in our city - that they are used appropriately and correctly, cost-effectively and in the best interests of those who pay for them- the taxpayers. The opposition by taxpayers to this development is unprecedented in the 30 years I have owned my home on Elm Street, seven blocks from the parking lot. I think we know how we want our city to be.

Also unprecedented is the tenacity with which city hall has pushed back against the will of the people who pay their salaries. Any other mayor would have respectfully backed down to the wishes of their electorate, as the good civil servants they are paid to be.

There is already a contact in place for waterfront development as part of the DRI. The rest of the DRI monies need to revitalize our devastated and ALREADY EXISTING downtown so it can recover from the pandemic.

Regardless of what anyone may lead you to believe, or whatever amount of pressure may be used to sway your conclusions, or who is pressuring you, it is not too late to stop this project. Remember who you really work for.

At the very least, set this devision aside until after the pandemic. What’s the hurry? They can’t work on it anyways! If it’s a good idea now, it will still be a good idea a few months down the road, right?

God Bless and Happy Easter

Sincerely,

Kathy L Baumgarten
TSGT USAF (Ret.)

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:28 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

MEYER, FULLER & STOCKWELL
PLLC ATTORNEYS AT LAW

LAKE GEORGE TITLE AGENCY

April 3, 2020

City of Plattsburgh Zoning Board of Appeals
c/o Ron Nolland, Chairman
City of Plattsburgh Planning Board
c/o Jim Abdallah, Chairman
City Hall
41 City Hall Place
Plattsburgh, New York 12901

Re: Prime Plattsburgh, LLC Special Use Permit Application

Dear Mr. Nolland, Mr. Abdallah, ZBA and Planning Board members:

Our firm is been retained by the Plattsburgh Citizens Coalition, Inc., a not for profit coalition and its members, of concerned citizens, property owners, and business owners in the City of Plattsburgh relative to the City's proposed development plans with Prime Plattsburgh, LLC. We understand that a ZBA public hearing has been noticed for the Prime Plattsburgh, LLC application for April 6, 2020. We also understand that applications are pending before the Planning Board. We offer the following comments:

1. Open Meetings Law: We note that given the Covid-19 outbreak, Governor Cuomo on March 13, 2020 issued Executive Order 202.1 which, in part, suspended Article 7 of the Public Officers Law, commonly known as the Open Meetings Law. This Executive Order has subsequently been extended and modified through to and including Executive Order 202.13 (as of March 30, 2020). However, what neither Article 7 of the Public Officers Law, nor Governor Cuomo's do, is address public hearings.

It is our belief that the ZBA is holding this public hearing solely under the guidance provided after Governor Cuomo's Executive Order 202.1 which permitted meetings to be held without

public attendance. That order, however, did not address public hearings. Public hearings continue to require active public input, that is, input during the actual meeting either through mechanisms such as "Zoom" or other similar participation level remote meetings. The procedure adopted by the City of Plattsburgh does not satisfy this law.

In addition, the City's procedure appears to ignore Executive Order 202.10 (March 23, 2020, copy attached) which states clearly "Non-essential gatherings of any size for any reason (e.g. parties, celebrations or other social events) are canceled or postponed at this time." With due respect, and particularly given the level of public interest in this project, this project is under no definition "essential". Indeed, it covers literally none of the essential categories covered by New York State Empire State Development at https://esd.ny.gov/guidance-executive-order-2026. [Last accessed 4-1-2020]

What is the reality, however, is that this scheduling of this hearing during this COvid-19 pandemic is a blatant attempt to push a controversial project through with as little public participation as possible. Indeed, it is quite clear that the City's public hearing procedures were perhaps adopted with this exact project in mind.

The ZBA and Planning Board are NOT obligated to follow the City's adopted hearing protocol. The ZBA and Planning Board are well within their respective powers to table this matter until Governor Cuomo lifts the pending prohibition against in person meetings. This matter is the largest project in recent history in the City of Plattsburgh. For this to be rushed through when the public is actually prohibited from appearing in person, for a project that is clearly not essential, is in and of itself an abuse of discretion and irrational. We ask the ZBA and Planning Board to table this matter until the pending prohibition against in person meetings is lifted.

As an update, subsequent to the draft of this letter, we received the correspondence issued by the City by email from the "Mayor's Office" of April 3, 2020 at 12:10pm. Notwithstanding that letter, and the Q&A attached thereto, government meetings are and should be limited to matters that are essential, no different than "essential businesses" are limited to those portions of business that are essential. **The fact is that this Durkee Street project is not essential**. That is

the entire point missed by the meeting guidance, the meeting procedures, and the statement issued by the Mayor's office of this day. Not every government function is essential. Were this a project for a hospital, or a health care center, or a production facility for PPE, the facts would be different, and a reviewing this project would be warranted.

2. Applicant: The applicant is not the "City of Plattsburgh" as noted on the applications. In reviewing the "Development Agreement" between the City of Plattsburgh and Prime Plattsburgh, LLC dated March 29, 2019 (hereinafter the "Agreement"), the pending applications before the ZBA and Planning Board are flawed as a matter of law. A copy of this Agreement is enclosed.

Pursuant to Section 4 of the Agreement titled "Permitting", Prime is the applicant, not the City of Plattsburgh. See Section 4(a)- "*Prime and its agents shall prepare and submit all necessary municipal, state and federal permit applications required for the approval of the Durkee Development and shall present such applications to the applicable governmental authorities*." Indeed, the SEQRA EAF form in the ZBA's materials note Prime Plattsburgh, LLC as the applicant, not the City. Prime has submitted no such application.

Moreover, not cited in any application materials is the authority or ability of the City of Plattsburgh as a municipal entity to even make this application. In this regard, we believe that City staff time used in pursuing an application that by written agreement is required to be submitted by a private business entity is actually an unconstitutional gift of public resources. While there are contractual obligations that a city may enter into, this Agreement specifically states that Prime, not the City, is to be completing and submitting the applications for this project. Thus, taxpayer dollars cannot be spent as they are now.

Lastly, on this point, the ZBA and Planning Board have to ask: How can the ZBA or Planning Board possibly receive unbiased support from the very community development and code enforcement staff that is bringing this application? Pursuant to General City Law §81-a, and indeed City of Plattsburgh Zoning Law §360-56[C]: "*Assistance to the Boards. Such Boards shall have the authority to call upon any department, agency or employee of the City for such assistance as shall be deemed necessary and as shall be authorized by the legislative body. Such*

department, agency or employee may be reimbursed for any expenses incurred as a result of such assistance." You cannot possibly rely on that assistance of those providing the assistance are the applicant!

The City of Plattsburgh cannot be the applicant as note above, and this needs to be remedied.

3. Waterfront development: We are enclosing our letter to the Common Council of September 9, 2019. To date, this letter has not been answered. However, this same legal issue presents itself to the ZBA and Planning Board. As proposed, the project application will include the alienation of waterfront property. We point you to the full content of our letter as if fully set forth herein. The ZBA and Planning Board are without power to approve any project that would alienate waterfront property.

4. SEQRA: The EAF submitted by the City is shockingly incomplete for a project of this magnitude. Little to no thought or consideration was put into this document. The following questions were not even answered in Part I of the EAF: C.1., C.2.c, C.3.c., D.1.c., D.1.d., D.1.e (incomplete), D.1.h., D.2.a., D.2.b., D.2.e. (incomplete), D.2.f., D.2.g., D.2.h., D.2.i., D.2.j., D.2.o., D.2.p., D.2.q., D.2.s., D.2.t., E.1.b. (incomplete), E.1.c. E.1.e., E.1.f., E.1.g., E.1.h. (incomplete), E.2.h (incorrect- the project site does include a river), E.2.q., and E.3.b..

In addition, we note the City's response at EAF question D.D.2.e.ii.: The City notes that this project will discharge to the Saranac River. The legality of this discharge needs to be researched. We do not believe that the City can legally create a point source discharge from this new project directly to the Saranac River.

Lastly, the underlying facts upon which the SEQRA findings has changed. Indeed, just this week it was reported that a record 6.6 million Americans filed for unemployment. The recession created by the Covid-19 pandemic cannot be ignored, and the underlying need for this project as well as the finances upon which it is based must be reviewed. In short, no board of the City can ignore the economic realities of the current environment.

5. Conflict: We believe the City's corporation counsel has a conflict of interest. The Corporation Counsel's allegiance is to the Common Council. The ZBA's and Planning Board's obligations are to review the pending PUD, site plan, subdivision, special use permit and variance applications. Thus, where questions of law are before the ZBA and Planning Board, or indeed even procedure, the ZBA and Planning Board cannot reasonably rely on the advice of counsel that is beholding to the Common Council, as again, corporation counsel's goal is to further the interests of the Common Council. Indeed, this letter raises significant, valid legal issues that the ZBA and Planning Board needs to address on their own- not in reliance on the Common Council. To the extent that you have legal questions on this matter, you need your own attorney.

Thank you.

Sincerely,

Matthew F. Fuller, Esq.
mfuller@meyerfuller.com

cc: Plattsburgh Citizens Coalition, Inc.

DEVELOPMENT AGREEMENT

This Development Agreement (the "Agreement") is by and between the **CITY OF PLATTSBURGH**, a New York municipal corporation located in Clinton County, New York (the "City") and **PRIME PLATTSBURGH, LLC,** a New York limited liability company with a place of business in Cohoes, New York ("Prime"), and is made and entered into as of the date of execution by the last party to execute this Agreement (the "Effective Date").

Background

1. Prime is a development company with experience and expertise in the design, development and management of mixed-use development projects.

2. The City is the owner of the so-called "Durkee Street Property". This site consists of two separate properties: 40 Bridge Street and 22 Durkee Street. Combined, the footprint of these properties totals approximately 4.3 acres. A portion of the Durkee Street Property is a leased parcel of approximately 1.3 acres on the southern end of the property (the "Leased Parcel"). This leased site contains a three-story office building and a two-level parking structure. It is leased by Investors Corporation of Vermont ("ICV") and shall not be part of the mixed-use development project. The intent of the City is to merge the 40 Bridge Street with the parcel located at 22 Durkee Street and subdivide the Leased Parcel as well as any lands located to the South of Broad Street which may be associated with the 22 Durkee Street property (the "Merger and Subdivision"). Upon completion of these steps, there shall remain an approximately 3.4-acre parcel bordered to the South by the Leased Parcel, to the North by Bridge Street, to the West by Durkee Street, and to the East by the Saranac River (the "Project Site").

3. New York State ("NYS") awarded the City $10 million in grant funding through Governor Andrew Cuomo's Downtown Revitalization Initiative ("DRI") to implement catalytic investment projects in downtown Plattsburgh as part of a longer-term strategy to attract additional public and private investment for revitalization. The Durkee Street redevelopment project is the centerpiece of Plattsburgh's DRI revitalization effort and NYS allocated $4.3 million towards its implementation that can be used as funding for infrastructure improvements, construction, and gap financing.

4. The City DRI's associated Streetscape Improvements and Riverfront Access projects will complement and support redevelopment of the Project Site, which may include improvements on Durkee and Bridge Streets as well as riverfront improvements bordering the Project Site (collectively, "the City's Other DRI Projects").

5. The City issued a Request for Proposals on October 17, 2018 ("RFP"), for a mixed-use development on the Project Site. Prime submitted a proposal in response to the RFP to develop, finance, construct and manage a mixed-use development to be built on the Project Site that is to be purchased from the City.

6. The City and Prime (collectively, the "Parties") memorialized their understandings with regard to the Project Site via a Letter of Intent dated February 22, 2019, incorporated herein and attached hereto as Exhibit "B" (the "Letter of Intent").

7. Prime intends to develop and construct a mixed-use development on the Project Site consisting of 2 buildings which will include approximately 127 +/- market rate apartments including furnished corporate apartments by ExecuStay, approximately 13,515 square feet of commercial space (retail, restaurants and/or office), approximately 7,883 square feet for Farmers' Market/civic space/

community space; approximately 233 parking spaces; and public access to the Saranac River waterfront (the "Durkee Development"). The City and Prime acknowledge and agree that the plans, including the configuration and size of the buildings, are conceptual and, to achieve the goals of each party as set forth herein, may be amended as design and permitting progress in accordance with the terms and conditions of this Agreement.

7. The City supports the Durkee Development. In order to complete the Durkee Development, the 40 Bridge Street parcel will need to be merged with the 22 Durkee Street parcel, the ICV leased parcel and other lands to the south of Broad Street will need to be subdivided from the resulting parcel, and easement rights for utilities and public access will need to be retained by the City. In addition, there will be public parking on the Project Site.

8. The City, as referenced in this document, is defined as follows:

(a) The City Common Council ("City"). The City of Plattsburgh, as the legal entity of the municipality shall be responsible for approval of the Plans, financing, and this Development Agreement and terms and conditions associated with it as outlined below. This shall also include City staff assisting the City Common Council in this capacity.

(b) The City's review boards ("City Boards"): The Planning Board and Zoning Board of Appeals, are independent bodies that will make their own evaluations of the Durkee Development and Project Site under applicable zoning requirements and the terms and conditions of this Agreement shall not be binding on these boards.

9. Prime and the City wish to formulate the necessary terms to proceed with the design, permitting, financing, construction, ownership and management of the Durkee Development.

10. Prime and the City enter into this Agreement to describe the framework for the Parties to proceed with the Durkee Development.

NOW, THEREFORE,

In consideration of the promises and the mutual covenants and agreements herein set forth, and in reliance on the representations and warranties contained herein, the Parties hereby agree as follows:

Section 1. **Prime's Due Diligence.** Prime shall have 40 days from date of execution of the Letter of Intent to complete its general due diligence of the Project Site (the "Due Diligence Period"). Due diligence will be the responsibility and at the expense of Prime and includes, without limitation, the following potential analysis:

- Review of existing City Boards, City, and NYS permitting history and analysis, and needed City, City Boards, and NYS permitting requirements,
- Review of environmental and brownfield restrictions and analysis,
- Title research and examination,
- Engineering analysis,
- Traffic analysis,
- Utility analysis,
- Geotechnical and soil boring analysis, and
- Other items as determined that need to be considered for the development of the site.

To aid in Prime's Due Diligence, the City will promptly provide Prime with any and all environmental documentation and requirements between the City and the NYS Department of Environmental Conservation on complying with the Site Management Plan in place for the Project Site and the environmental easement on the Project Site in the possession or control of the City. The City agrees to work with Prime as needed for amending NYS documents related to the Site Management Plan as may be necessary for change of use, transfer of certificate of completion, and ownership in connection with the Durkee Development. Prime understands that initial brownfield remediation work has been completed on the Property. If following any sale of the Project Site additional contamination is found during construction and further remediation is needed, such remediation shall be the responsibility of Prime. The City shall engage in reasonable efforts to assist Prime with securing potential NYS funding for this work should the need for it arise.

Prime shall provide the City with necessary information for determining utility allocation needs and connections for the Durkee Development. The City will provide Prime copies of title research, an ALTA survey completed in November of 2018, and utility easements on the Project Site. Prime's title research shall identify items that may be of issue and shall work with the City to resolve them during the Due Diligence Period.

The above Due Diligence Period, which is Prime's responsibility, shall be completed within forty (40) days after the execution of the Letter of Intent. Notwithstanding the foregoing, Prime may extend the Due Diligence Period for an additional thirty (30) days upon written notice to the City, delivered to the City no later than the close of business on the fortieth (40th) day of the initial Due Diligence Period, provided that Prime uses its best efforts to complete its due diligence within the initial forty (40) day period.

During the Due Diligence Period, the City and Prime agree to communicate regularly and express their mutual goodwill to coordinate and resolve potential obstacles.

In the event that either the City or Prime determine, for any reason, during the Due Diligence Period, that they do not wish to proceed with the Durkee Development, a written notice of termination shall be delivered to the other party no later than the close of business on the last day of the Due Diligence Period, as same may be extended. Upon such written notice, this Agreement shall terminate with each party having no further obligation or liability to the other, except such obligations and liabilities that expressly survive the termination or expiration of this Agreement.

Section 2. **Access, Prime's Responsibilities, Prime's Indemnity**

(a) From the date of the Letter of Intent through the expiration of the Due Diligence Period, Prime and its authorized agents or representatives shall be entitled to enter upon the Project Site during normal business hours upon advance notice to the City and make such reasonable, minimally invasive investigations, studies and tests including, without limitation, surveys, environmental surveys, geotechnical borings, and engineering studies as Prime deems necessary or advisable, provided, however, that, except as set forth below, Prime shall not be permitted to conduct subsurface environmental testing without City's prior consent, which consent shall not be unreasonably withheld, conditioned or delayed. The Parties acknowledge that it is anticipated that Prime will conduct geotechnical studies and ground penetrating radar studies at the Project Site, which shall include subsurface activities. Prior to conducting such subsurface activities, Prime will provide the City with the scope of such activities for the City's review and approval. The Project Site currently provides public parking in the City so Prime will use reasonable efforts to minimize any anticipated disruption of parking spaces or access.

(b) Prime agrees that in conducting any inspections, investigations or tests of the Project Site, Prime and its agents and representatives shall: (i) not unreasonably interfere with the operation and maintenance of the Project Site; (ii) not unreasonably disturb the tenants or occupants of adjacent properties; (iii) not damage any part of the Project Site or any personal property owned or held by

the City or any tenant or third party; (iv) not injure or otherwise cause bodily harm to the City or its respective guests, agents, invitees, contractors and employees or any tenant or their guests or invitees; (v) maintain comprehensive general liability insurance in terms and amounts reasonably acceptable to the City covering any accident arising in connection with the presence of Prime, its agents and representatives on the Project Site, and deliver a certificate of insurance verifying such coverage to the City prior to entry upon the Project Site; (vi) promptly pay when due the costs of all tests, investigations and examinations done with regard to the Project Site; (vii) not permit any liens to attach to the Project Site by reason of the exercise of Prime's rights hereunder; and (viii) fully restore the Project Site to the condition in which the same was found before any such inspection or tests were undertaken.

(c) Prime covenants and agrees to restore any damage to the Project Site resulting from the conduct of any such inspections, tests, surveys and/or studies and to save and hold the City and its successors and assigns harmless from any claim, damage, cost or expense, including reasonable attorneys' fees, for any damage to the Project Site or the property of third persons and/or adjacent property of third parties or for any personal injuries arising in whole or in part from any inspections, tests, surveys and/or studies performed by Prime or Prime's agents, employees or invitees on the Property. In no event shall the foregoing be construed to render Prime liable in connection with the presence or existence of any hazardous materials or environmental contaminants that exist on or beneath the Property and which were discovered through Prime's inspections, tests, surveys and/or studies except to the extent that any such hazardous materials or environmental contaminants were brought onto the Project Site and released by Prime or its agents. Prime's obligations hereunder shall survive the termination of this Agreement for any reason

(d) Prime shall share with the City all plans, surveys, site plans, building elevations, landscaping and lighting plans, traffic studies, engineering drawings, and all other plans, permits, applications, soil borings and tests, environmental site assessments, reports, and similar materials and products currently existing or generated for, by or on behalf of Prime in connection with the development of the Property during the term of this Agreement ("Work Product"). Prime shall provide copies and review its Work Product and proposed permit applications with the City before Prime submits them to any permit authority for the City's consent which shall not be unreasonably withheld or delayed. In the event that Prime fails to close, all Work Products, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, shall be assigned to and shall become the property of the City. The City shall provide to Prime, within five (5) days of the Effective Date, all permits, applications, environmental site assessments, reports, and similar materials and products currently existing or generated for, by or on behalf of the City in connection with the development of the Property, or which the City otherwise has in its possession, or are in the possession of the City's agents or consultants and of which the City has actual knowledge.

(e) Prime shall be solely responsible in its sole discretion for selecting the members of its development team including the architect, attorneys, general contractor, property manager, funding sources, consultants and other participants, and coordinating between them.

Section 3. **Pre-Permitting and Design**. In the event neither party provides the written notice of termination provided for in Section 2 above, the Parties shall promptly proceed with the next phase of development of the Durkee Development, the "Pre-Permitting and Design Phase" which shall consist of a ninety (90) day period commencing within fifteen (15) days following the end of the Due Diligence Period, as it may be extended. During the Pre-Permitting and Design Phase, Prime and the City will conduct the following:

(a) Design Process. Prime has engaged the services of Mackenzie Architects to complete the conceptual plan of the Durkee Development. Prime and its agents shall be responsible for preparing the preliminary design plans for the Durkee Development and Project Site, including hiring the

necessary architectural, landscape, engineering and related consultants needed to develop the plans for the permitting of the Durkee Development (the "Plans"). The Plans shall be in sufficient detail to be submitted in connection with the permit proceedings referenced below in the Permit Phase. Prime shall coordinate and communicate with the City regarding conceptual plans so as to foster and encourage City input. The City shall have access to the preliminary designs for the Plans. The City's approval of the Plans is also required, which shall not be unreasonably withheld, conditioned or delayed. The City shall notify Prime in writing of its approval or non-approval (together with detailed reasons as to such non-approval) of the Plans within fourteen (14) days of the City's receipt of the Plans.

(b) The Parties also incorporate by reference the Vision and Project Requirements as set forth in the Appendix A to the Letter of Intent, which is attached hereto as Exhibit "B".

(c) The Parties agree to incorporate energy efficient measures and green infrastructure that could work towards a LEED certification for the Durkee Development provided that such efforts and recommendations can be accommodated in a cost effective manner as determined and agreed to by the Parties.

(d) The City has engaged the services of Saratoga Associates to design the City's Other DRI Projects. Prime and City agree to work cooperatively on the Plans for the Durkee Development and the design of the City's Other DRI Projects with the objective of well-coordinated designs that benefit each.

(e) Farmers' Market. Prior to April 30, 2019, the City will make a determination regarding the viability of a farmers' market on the Project Site. In the event the City determines the farmers' market will remain on the Project Site, the Plans shall incorporate the farmers' market in a manner mutually agreeable to the Parties. In the event a farmers' market will not remain on the Project Site, as determined by the City, then the Parties will propose an alternative public amenity, public parking, or community-oriented project to be incorporated into the design of the Durkee Development to meet the City's DRI goals as outlined in the Letter of Intent. In the event the City determines that a farmers' market on the Project Site is not viable, the Parties agree to work together to relocate the existing Plattsburgh Farmers' and Crafters' Market structure off the Project Site.

(f) Merger and Subdivision. The Plans shall include all documentation reasonably required to merge the 40 Bridge Street parcel with 22 Durkee Street parcel, and then subdivide the ICV leased parcel as well as any lands to the South of Broad Street. The parcels described above are indicated on the Robert M. Sutherland P.C. ALTA SURVEY Plan for the City of Plattsburgh dated 10/16/16 and certified on 11/02/2018, herein attached at Exhibit C.

(g) Public Parking. Prime shall generate an initial draft parking plan for the Project Site and proximate public parking areas which shall be distributed to the City. The proximate public parking areas shall include any parking areas on Bridge Street and Durkee Street to be constructed as part of the City's Other DRI Projects. The plan shall detail the number of public parking spaces, the management system for these spaces, and shall also detail parking lot maintenance and liability. The portion of the parking plan which directly encumbers the Project Site shall be approved by the City, which approval shall not be unreasonably withheld, conditioned or delayed. The Parties shall execute a mutually satisfactory project site parking agreement (the "Project Site Parking Agreement"). There shall be, at a minimum, 30 parking spaces designated exclusively for the public's use on the Project Site.

(h) Public Access Easements. An essential component of the Durkee Development is public access to the Saranac River waterfront. The Plans shall identify those areas identified by the City that it shall retain for public access easements over and across the Project Site and along the Saranac River.

Alternatively, by mutual agreement of the Parties, the Plans may show the property being subdivided in such as manner as shall result in the City retaining ownership of one or more of the areas that provide such public access.

(i) Utility Easements. The Durkee Development may require the relocation of the existing utility easements that encumber the Project Site. The City will work with Prime to identify and grant utility easements on the Project Site, and the Plans shall show any such easements.

(j) Project Schedule. The Parties have created a schedule for the Durkee Development (the "Project Schedule"), a copy of which is attached as Exhibit "A", that sets forth the Parties' best estimate of dates to accomplish the list of tasks delineated within said schedule, with the understanding that some dates may need to be reasonably modified during subsequent phases based on the results of the Parties' reports and investigations. In no event shall the dates set forth in the Project Schedule be considered Times is of the Essence.

(k) City Common Council Approvals. In order to proceed to the Permit Phase (as defined below), the City Common Council shall approve the Plans generated during the Pre-Permitting and Design Phase, which approval shall not be unreasonably withheld, conditioned or delayed. Any objection the City Common Council may have to the proposed design based on standards set forth in the City of Plattsburgh, New York Request for Proposals, Section IV. Vision and Project Requirements attached to the Executed Letter of Intent in Appendix A shall not be deemed unreasonable. The City shall notify Prime in writing of the approval or non-approval of the Plans by the City's Common Council (together with detailed reasons as to such non-approval) of the Plans within fourteen (14) days of the City's receipt of the Plans. In the event of non-approval of the Plans by the City's Common Council, Prime may re-submit modified Plans.

On or before the end of the Pre-Permitting and Design Phase, Prime and the City shall promptly meet to review the Project Budget (outlined in Section 5 Financing below), Project Schedule, Plans, and findings, recommendations and reports referenced above to determine whether to proceed to the next phase of development.

In the event that either the City or Prime determine, for any reason, after their review of all such data and information that they do not wish to proceed with the development of the Project, a written notice of termination shall be delivered to the other party, and upon such written notice, this Agreement shall terminate with each party having no further obligation or liability to the other except as specifically set forth on the Payment Schedule and all of Prime's Work Product, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, collected during the Pre-Permitting and Design Phase shall be assigned to, and shall become the property of the City. The decision as to whether or not to proceed to the next phase shall be made within fifteen (15) days after the end of the Pre-Permitting and Design Phase, as it may be extended.

Section 4. **Permitting** In the event neither party provides the above referenced written notice of termination as provided for in Section 3, the Parties shall promptly proceed with the next phase of development, the "Permit Phase," which shall consist of a ninety (90) day period and which shall include the following steps:

(a) Permit Applications and Process. Prime and its agents shall prepare and submit all necessary municipal, state and federal permit applications required for the approval of the Durkee Development and shall present such applications to the applicable governmental authorities. In the event that the City's Other DRI Projects require permit approvals, those permit applications shall be prepared, submitted and pursued by the City in conjunction with the Durkee Development. Each party's responsibility for the cost and expense for the engineering work and permit costs shall be set forth on the Payment Schedule. Both the City and Prime shall actively participate

during the Permit Phase and shall execute permit applications and attend informational meetings, pre-permitting meetings and public hearings, as requested. During the Permit Phase, each party shall review and approve any material permit conditions with respect to the design of the Durkee Development that would substantially or adversely affect the construction, development, cost and operation of the Project, as contemplated by this Agreement. The Parties shall undertake such reasonable efforts to ensure permits are obtained in accordance with the target dates set forth on the Project Schedule.

Prime understands that the City Boards are independent bodies that will make their own evaluations of the Durkee Development and Project Site under applicable zoning requirements and that the terms and conditions of this Agreement shall not be binding on these boards.

(b) Planned Unit Development Approval. Simultaneously with the Merger and Subdivision, Prime, with assistance from the City, will use reasonable efforts to obtain an amended Planned Unit Development ("PUD") approval for the Durkee Development on the Project Site per the process described by the City of Plattsburgh Zoning Code.

(c) SEQRA Approval. As part of the City permitting, the Parties will need to obtain SEQRA approval. The Parties agree to work together on preparing and submitting the needed applications to obtain SEQRA approval.

(d) State and Federal Approvals. Prime shall be responsible for obtaining all needed state and federal approvals for the Durkee Development. The City shall be responsible for obtaining all needed state and federal approvals for the City's Other DRI Projects. The Parties agree to work collaboratively as needed for obtaining these approvals.

Section 5. **Financing**

(a) Preliminary Financial Review. Prime shall provide updated financials, to the extent same exist, and operating proforma to City for review and approval during the Due Diligence phase.

(b) Financing. Within forty-five (45) days of receiving all final, non-appealable permits for the Durkee Development (the "Financing Phase"), Prime shall prepare, submit and use its best efforts to obtain the necessary financing for the entire Durkee Development. This shall include monies provided by NYS and awarded to the City as part of the City's DRI grant in an estimated amount of Four Million Dollars ($4,000,000.00) subject to NYS contractual obligations, private financing, and/or other sources. Prime will make all decisions on matters relating to the financing of the Durkee Development, including financial modeling and structuring, analysis of available financial incentives, and the identification and selection of, and all communications and negotiations with, financing sources. Prime will coordinate directly with NYS for the use and acquisition of DRI funds which will be used to leverage Prime's $26M investment. Prime will communicate regularly with the City with respect to the allocation, use and acquisition of DRI funds. The City will review all financing sources and associated commitments. If satisfied with the amount and format of the financing, the City shall provide Prime with a written approval of the financing plan, which approval shall not be unreasonably withheld, conditioned or delayed. The City shall use its commercially reasonable efforts to cooperate with Prime in its efforts to obtain the financing for the Durkee Development.

(c) Real Estate Taxes/PILOT. It is the expectation of the Parties that Prime shall be responsible for payment of real estate taxes for the Durkee Development once the Project Site is conveyed to Prime. Prime intends to pursue a PILOT agreement with Clinton County Industrial Development Agency and the other taxing jurisdictions, including the City and the City of

Plattsburgh School District (the "PILOT Agreement"). Prime will apply for the PILOT Agreement during the Due Diligence Phase.

(d) Project Budget. Except as otherwise set forth herein, it is the Parties' intention that each party will pay for its own costs for the permitting, engineering, design and construction of their respective projects: the Durkee Development by Prime, and the Other DRI Projects by the City. Each party shall prepare its own budget during this phase (including any expectation of reimbursement of costs from the other party and the reasons for such reimbursement). The Parties shall work together to ensure that each project budget is as final as possible given the information available to the Parties during the Pre-Permitting and Design Phase, with the understanding that as the Durkee Development evolves, each budget may require adjustments and modifications. The Parties agree during each phase to periodically review together each party's budget, making any necessary adjustments.

(e) Payment Schedule. The Parties agree during this phase to finalize a schedule (the "Payment Schedule") that sets forth the Parties' best estimate of each party's responsibility for the costs and expenses for their respective projects based on each party's Project Budget, together with a schedule of when such payments will be due. This Payment Schedule will be subject to the Financing Phase as set forth above. It is anticipated that Prime will coordinate and engage directly with NYS regarding its use of the DRI funds. However, due to the inter-related nature of the City's Other DRI Projects, the Parties will also benefit from a Payment Schedule which clearly delineates each Parties' responsibilities for the related projects.

Section 6. **Conditions Precedent to Closing.** The Parties hereby agree to the following conditions, which must be established and satisfied prior to the Closing Date as defined in the Project Schedule:

(a) **City's Closing Conditions**. The City's obligation to close shall be subject to the satisfaction of the following conditions (the "City's Closing Conditions"): (i) Prime being in a position to initiate the Durkee Development on the Property with a start date for construction as defined in the Project Schedule (ii) the City and Prime entering into the Project Site Parking Agreement, (iii) Prime obtaining construction financing for the Durkee Development at commercially reasonable terms after good faith, diligent efforts to obtain said financing, with closing on the construction financing to occur contemporaneously with the Closing under this Agreement; (iv) Prime and the City come to agreement on items in the Pre-Permitting and Design Section above including, but not limited to, incorporation of energy efficient measures and green infrastructure as noted above, incorporation of a farmers' market or an alternate public amenity, public access easements, and utility easements; and (v) Prime obtaining all permits and approvals necessary to construct and operate the Durkee Development.

In the event City's Closing Conditions have not been satisfied on or before the Closing Date, City may, in City's sole discretion elect to: (i) terminate this Agreement by providing written notice of termination to Prime on or before the Closing Date in which case all rights and obligations of the Parties to this Agreement shall cease and terminate, except those that expressly survive the termination or expiration of this Agreement; or (ii) may waive the satisfaction of one or more of City's Closing Conditions and proceed with the sale contemplated by this Agreement.

(b) **Prime's Closing Conditions**. Prime's obligation to close shall be subject to the satisfaction of the following conditions ("Prime's Closing Conditions"): (i) Prime being in a position to initiate the Durkee Development on the Property with a start date for construction as defined in the Project Schedule, (ii) the City and Prime entering into the Project Site Parking Agreement; (iii) the City providing all of the easements described in Section 1 above; (iv) Prime obtaining all necessary financing for the Durkee Development at commercially reasonable terms after good faith, diligent efforts to obtain said financing, with closing on the construction financing to occur

contemporaneously with the Closing under this Agreement; (v) Prime obtaining a PILOT Agreement and other financial assistance from the County of Clinton Industrial Development Agency and other taxing jurisdictions, including the City and the City of Plattsburgh School District, (vi) Prime obtaining a title commitment from a national title insurance company of Prime's choice for the Project Site insuring fee simple title to the Project Site and showing the title to the Project Site to be free and clear of all liens, restrictions, charges, encumbrances, easements, covenants, conditions and other matters affecting title, with the exception of any existing NYS environmental easements, City utility easements, public access easements, and, except for those acceptable to Prime, in its sole and absolute discretion. Any title issues of record as of the end of the Due Diligence period to which Prime has not objected to by the end of the Due Diligence period are considered acceptable to Prime and are waived; (vii) the City having performed all of its obligations hereunder, and (viii) Prime obtaining all permits and approvals necessary to construct and operate the Durkee Development issued without conditions to which the City reasonably objects, and such permits, approvals and consents having become final and unappealable.

In the event Prime's Closing Conditions have not been satisfied on or before the Closing Date, Prime may, in Prime's sole discretion elect to: (i) terminate this Agreement by providing written notice of termination to City on or before the Closing Date in which case all rights and obligations of the Parties to this Agreement shall cease and terminate, except those that expressly survive the termination or expiration of this Agreement; or (ii) may waive the satisfaction of one or more of Prime's Closing Conditions and proceed with the sale contemplated by this Agreement.

Section 7. **Closing**

Purchase and Sale Phase. Within thirty (30) days of Prime obtaining all permits and approvals in final unappealable form the City's review and approval of Prime's financing plan, and the satisfaction of Prime's Closing Conditions, the Parties shall enter into a Purchase and Sale Agreement for the Project Site in a form drafted no later than April 30, 2019 (the "Purchase and Sale Agreement"). The Purchase and Sale Agreement shall include the customary terms and cost allocations for a sale of commercial property in Clinton County. The purchase price (the "Purchase Price") for the Property shall be one dollar U.S. ($1.00), the obligations contained herein, including the obligation to construct and operate the mixed-use development, and other good and valuable consideration.

Within thirty (30) days of the Parties obtaining needed municipal, NYS and federal permits for the Durkee Development and the City's Other DRI Projects, the Parties shall complete a closing. The prospective deed from the City to Prime shall include the City's retention of easements for utilities and public access. The specific easement descriptions will be provided by the City to Prime for its review and approval (and the approval of Prime's lender) and, following such approval, will be recorded in the Clinton County Clerk's Office

Section 8. **Pre-Construction Phase**. Within forty five (45) days of the Closing and as defined in the Project Schedule, Prime shall promptly proceed to the Pre-Construction and Construction Phase, which shall include the following responsibilities:

(a) City's Pre-Construction Obligations.

(i) During the Pre-Construction Phase, the City shall communicate and cooperate with Prime and its agents as Prime completes the bidding process for the contractors and subcontractors.

(b) Prime's Pre-Construction Obligations.

(i) Prime has established with the NYS Department of Labor that Prime's use of DRI funds shall not subject the Durkee Development to prevailing wage laws, but Prime will be required to use best efforts to fulfill NYS Minority and Women Owned Business Enterprise (MWBE) requirements during the bidding process for contractors and subcontractors.

(ii) Once the bidding process has been completed, Prime shall enter into a construction contract per the Plans.

(iii) The principals of Prime agree to deliver for the City's benefit a completion guaranty in a form to be negotiated and agreed upon no later than April 30, 2019 (the "Completion Guaranty"), whereby the principals for Prime guaranty Prime's obligations to construct and complete the Durkee Development in accordance with the Plans. The Completion Guaranty shall be subject to the review and approval of Prime's lender(s).

Upon completion of the Pre-Construction Phase the Parties shall proceed to the Construction Phase in accordance with Section 9 below.

Section 9. **Construction Phase**. During the Construction Phase, the Parties shall have the following responsibilities and obligations:

(a) City's Construction Obligations:

(i) Absent a written agreement with Prime to the contrary, pay all costs, expenses and fees incurred in connection with the construction of the City's Other DRI Projects.

(b) Prime's Construction Obligations:

(i) Pay all costs, expenses and fees incurred in connection with the construction of the Durkee Development.

(ii) Supervise the construction of the Durkee Development to ensure compliance with all laws and obtain all final permits and certificates of occupancy for the Durkee Development.

(iii) Ensure that the insurance requirements set forth on Exhibit D, attached hereto, are met.

The Parties acknowledge and agree that subject to construction sequencing constraints, it is the Parties' intent that the construction of the Durkee Development and the City's Other DRI Projects shall occur simultaneously, and that all reasonable efforts shall be made by both Parties to ensure that each project is substantially complete at relatively the same time.

Each party shall have the right to reasonably review and inspect the other's project during construction to ensure compliance with the Plans and approved permits.

Following substantial completion of the Durkee Development, Prime, or an equally qualified management company, shall manage the Durkee Development while same is owned by Prime.

Section 10. **Joint Obligations of the Parties**. During the term of this Agreement, the City and Prime agree as follows:

(a) To cooperate and communicate with each other on a regular basis including arranging joint meetings to address issues set forth in this Agreement and to discuss any change orders so as to permit the orderly and efficient construction and development of the Durkee Development.

(b) To perform their activities as to the Project Site in a commercially reasonable manner.

(c) To act in a manner designed to cause the Durkee Development to be placed in service by September 1, 2021 when the Certificate of Occupancy is issued as noted in the Schedule in Exhibit A.

(d) To indemnify and hold harmless the other from and against any and all costs, expenses, damages and liabilities arising out of or in connection with: (i) breach by such party of its obligations under this Agreement; and (ii) any negligent or willful activities of the party with respect to the Durkee Development, except to the extent attributable to the fault or neglect of non-indemnifying party.

Section 11. **Term**. The term of this Agreement (the "Term") shall commence on the Effective Date and, unless earlier terminated pursuant to the provisions of Section 1, 3, 13(i) (below), shall terminate on the date that the Durkee Development is substantially complete. As used herein, the Durkee Development will be deemed to be "substantially complete" when: (a) certificates of occupancy have been issued for the Durkee Development by the City; (b) a certificate of substantial completion has been issued by the architect for the Durkee Development; (c) the physical construction of the Durkee Development is complete, subject only to a minor punch list of completion items; and (d) all legal documents by and between the City and Prime finalized with regard to the use and operation of the Durkee Development.

Section 12. **Ongoing Role of the Parties**. During the Term:

(a) The City shall not encumber the Project Site with any liens or mortgages and shall not convey any easements or related interests to third parties except as contemplated in this Agreement, or enter into any leases for the Project Site, except for the leases contemplated in this Agreement, without Prime's prior written consent, not to be unreasonably withheld.

(b) The Parties shall cooperate to execute legal documents required for the Durkee Development, such as easements, licenses or other legal interests needed for the success of the Durkee Development.

(c) The Parties shall provide assistance to each other to support the success of the Durkee Development including supporting and attending permit proceedings and pre-development meetings with neighborhood groups.

Section 13. **Default/Termination**. At any time during the term of this Agreement, if either party is in default, the non-defaulting party shall be entitled to the following remedies.

(a) Except as set forth above, if either party shall fail to commence their work in accordance with the provisions of this Agreement; fail to prosecute their work to the completion thereof in a diligent, efficient, workmanlike, skillful and careful manner and in strict accordance with the Plans and the terms and conditions of the federal, state and municipal permits for the Project (including without limitation in conformance with the City's code standards and other applicable standards); fail to perform any of its obligations under this Agreement or the Plans; file a voluntary case under bankruptcy laws; be adjudged bankrupt; or fail to make prompt payments as outlined in the Payment Schedule, the non-defaulting party shall have the right, if the defaulting party shall not cure such default within thirty (30) days written notice thereof (provided, however, that if such default is not susceptible of cure, given commercially reasonable

diligence on the part of the defaulting party within such thirty (30) day period and the defaulting party during such thirty (30) day period commences curing such default and continues with diligence and continuity to cure such default, the defaulting party shall have such additional time, as shall be reasonable under the circumstances, within which to cure such default) to terminate this Agreement.

The above-described rights and remedies set forth in this Agreement are cumulative and in addition to any other rights and remedies at law or in equity. Additionally, in the event of a default by Prime, the City shall be entitled to all of Prime's Work Product, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, for the Durkee Development which shall be assigned to and become the property of the City. Neither party, however, shall be liable to the other for any consequential or indirect damages.

(b) Notwithstanding the terms of Subsection 13(i), this Agreement may be terminated under the terms set forth above in Sections 1 and 3.

Section 14. **Dispute Resolution**. The development of the Project will involve a number of future decisions among the Parties and will require ongoing cooperation and fair dealing. If a dispute arises out of or relates to this Agreement or its breach (a "Dispute"), the Parties shall endeavor to settle the Dispute first through direct discussions. In the event that such Dispute cannot be resolved within thirty (30) days after written notice to the other party thereof specifying the subject of the Dispute, the Parties hereby expressly agree to mediate the matter before an impartial mediator before proceeding with arbitration or litigation. The costs of mediation shall be shared equally between the Parties. In the event both Parties do not agree to proceed with arbitration, then either party shall have the right to have the Dispute adjudicated in court in Clinton County, New York, in which case the court shall have the authority to award costs and reasonable attorneys' fees to the substantially prevailing party.

Section 15. **Independent Contractor**. Each party is an independent actor and entity, and nothing in this Agreement shall be deemed to make either party an agent or partner of the other, or to give either party the right to bind the other in any way.

Section 16. **Force Majeure**. In the event that either party shall be delayed, hindered in or prevented from the performance of any act required hereunder, by reason of strikes, lock-outs, labor troubles, inability to procure materials, failure of power, restrictive state or federal governmental laws or regulations, riots, insurrection, war, terrorism, or other reason beyond its reasonable control (including the act, failure to act or default of the other party), then performance of such act shall be excused for the period of the delay and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay.

Section 17. **Waiver**. The failure of either party to insist on strict performance of any of the provisions of this Agreement or to exercise any right it grants will not be construed as a relinquishment of any right or a waiver of any provision of this Agreement. No waiver of any provision or right shall be valid unless it is in writing and signed by a duly authorized representative of the party granting the waiver.

Section 18. **No Assignment**. Neither party may assign or convey this Agreement or its obligations hereunder without the other's prior written consent, except that Prime may assign this Agreement to a newly formed entity either having the same members/majority owners as Prime.

Section 19. **Governing Law**. This Agreement shall be governed and construed in accordance with the laws of the state of New York.

Section 20. **Notices**. Any notices to be given pursuant to this Agreement shall be sufficient if given by a writing deposited in the United States mails, certified mail or registered mail, return receipt requested, postage prepaid, by commercial courier, provided the courier's regular business is delivery service and provided further that it guarantees delivery to the addressee by the end of the next business day following the courier's receipt from the sender, by facsimile or by email (provided that the electronic process used is reasonably secure and not easily susceptible to manipulation) addressed as follows:

If to the City:
City of Plattsburgh
Attn: Office of Community Development,
City Hall, 41 City Hall Place
Plattsburgh, NY 12901
Telephone No.: (518) 536-7510
Telecopier No.: (518) 561-7367
MillerMa@cityofplattsburgh-ny.gov

With a copy to:
Dean C. Schneller, Esq.
Law Offices of Dean C. Schneller
121 Bridge Street
Plattsburgh, NY 12901
Telephone No.: (518) 647-8877
Telecopier No.: (518) 647-8316
Dean@schnellerlaw.com

If to Prime:
Prime Plattsburgh, LLC
c/o Prime Companies
Attn: Dean Devito
621 Columbia Street
Cohoes NY 12047
Telephone No.: (518) 785-9000
ddevito@CBCPrime.net

With a copy to:
Whiteman Osterman & Hanna LLP
One Commerce Plaza
Albany, New York 12260
Attn: Randall S. Beach, Esq.
Telephone No.: (518) 487-7740
Telecopier No.: (518) 487-7777
rbeach@woh.com

or to such other person, address or number as the party entitled to such notice or communication shall have specified by notice to the other party given in accordance with the provisions of this Section 8. Any such notice or other communication shall be deemed given: (i) if mailed, three days after being deposited in the mail, properly addressed and with postage prepaid; (ii) if sent by courier, the next day after being deposited with the courier, properly addressed and with prepaid; (iii) if sent by telecopy, when transmission has been electronically confirmed; and (iv) if sent by email, upon receipt of a read-receipt or other acknowledgment of receipt by the recipient.

Section 21. **Representations and Warranties.** As of the date hereof and as of the Closing Date, the City represents, warrants and covenants to Prime that:

(a) There are no contracts, agreements, undertakings or otherwise which would be binding on Prime or the Project Site from and after the closing other than those disclosed or of record.

(b) Except as has been disclosed to Prime, the City has not received any notice, nor is the City aware, of any violation of any ordinance, regulation, law, statute, rule, insurance requirement, or restriction relating to the Project Site.

(c) There are no attachments, executions, assignments for the benefit of creditors, or voluntary or involuntary proceedings in bankruptcy or under any applicable debtor relief laws or any other litigation contemplated by or pending or threatened against the City or the Project Site.

(d) No other signatures or approvals are required to make this Agreement fully enforceable by Prime with respect to the City or the Project Site.

(e) There is no pending or threatened condemnation or similar proceeding or assessment affecting the Project Site or any part thereof, nor to the knowledge of the City is any such proceeding or assessment contemplated by any governmental authority.

(f) There is no existing lease or service, management, maintenance, repair, employment, construction or other contract or agreement currently affecting the Project Property.

The City hereby indemnifies and holds harmless Prime from and against any and all loss, expense (including, without limitation, reasonable attorney fees), penalty fees, liability, cost, claim, demand, action, cause of action and suit arising out of or in any way related to any breach of any representation or warranty of Seller in Section 21 of this Agreement.

Section 22. **Counterparts**. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument.

Section 23. **Further Assurances**. The Parties agree to execute, acknowledge, if necessary, and deliver such documents, certificates or other instruments and take such other actions as may be reasonably required from time to time to carry out the intents and purposes of this Agreement.

Section 24. **Waiver of Rule of Construction**. The Parties waive the benefit of any rule that this Agreement is to be construed against one party or the other.

Section 25. **Severability**. If a court of competent jurisdiction determines that any portion of this Agreement is illegal, unenforceable or invalid, then that portion shall be considered to be removed from this Agreement, the remainder shall remain in full force and effect, and the Parties shall cooperate to modify the Agreement to cause it to conform to the original language of the Agreement to the extent consistent with the finding of the court.

Section 26. **Entire Agreement**. This Agreement constitutes the entire agreement between the Parties relating to its subject matter, and supersedes all prior representations, understandings and agreements, written or oral, express or implied. The Agreement can be modified only by written agreement executed by authorized representatives of each party.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Parties, as evidenced by the signature of their Duly Authorized Agents, do hereby execute this Agreement this 29th day of March, 2019.

IN PRESENCE OF:

Witness

CITY OF PLATTSBURGH

By: _____
Colin Read, Mayor

IN PRESENCE OF:

Witness

PRIME PLATTSBURGH, LLC

By: _____ - Member
Duly Authorized Agent

STATE OF NEW YORK
COUNTY OF CLINTON

On this 29 day of March, 2019, personally appeared COLIN READ, to me known to be the person who executed the foregoing instrument, and he/she acknowledged this instrument, by him/her signed, to be his/her free act and deed and the free act and deed as the Mayor of the City of Plattsburgh.

STATE OF NEW YORK
COUNTY OF Albany

SYLVIA PARROTTE
Notary Public, State of New York
No. 01PA6304470
Qualified in Clinton County
Commission Expires May 27, 2022

On this 1 day of April, 2019, personally appeared _____, to me known to be the person who executed the foregoing instrument, and he/she acknowledged this instrument, by him/her signed, to be his/her free act and deed and the free act and deed as the duly authorized member of Prime Plattsburgh, LLC.

DANIELLE KOONCE
Notary Public - State of New York
NO. 01KO6229404
Qualified in Albany County
My Commission Expires 10/22

Exhibit "A"

Project Schedule

Durkee Development - Schedule
Development Agreement Exhibit "A"

The Parties shall develop a schedule for the proposed project that anticipates construction of needed utility realignments and adjustments for the proposed project based on the following outline. This schedule assumes no extensions.

February 21, 2019	Execution of the Letter of Intent.
March 31, 2019	Prime's Completion of Due Diligence Work.
April 1, 2019	Execution of the Development Agreement.
April 30, 2019	Draft Purchase and Sale Agreement; Negotiated Completion Guaranty complete.
May 21, 2019	City approves Prime's proposed Project conceptual design prior to obtaining permits.
November 30, 2019	Prime obtains needed municipal, NYS and federal permits for proposed project. City obtains needed municipal, NYS and federal permits for the other DRI projects.
December 30, 2019	Closing on sale of property.
January 30, 2020	Prime to break ground on construction of proposed project.
May 1, 2020	City to break ground on construction of other DRI projects.
September 1, 2021	Prime to complete building 1 of proposed project, Certificate of Occupancy issued.
February 28, 2022	Prime to complete building 2 of proposed project, Certificate of Occupancy issued.

Exhibit "B"

Executed Letter of Intent

Letter of Intent
By and Between the City of Plattsburgh, New York and Prime Companies, LLC.

February 21, 2019

This non-binding Letter of Intent (LOI) sets forth the basic terms, conditions and process upon which Purchaser and Seller will enter into a Development Agreement for the Property described below.

Background

New York State (NYS) awarded the City of Plattsburgh $10 million in grant funding through Governor Andrew Cuomo's Downtown Revitalization Initiative (DRI) to implement 10 catalytic investment projects in downtown Plattsburgh as part of a longer-term strategy to attract additional public and private investment for revitalization. The Durkee Street Site (Project Site) is the centerpiece of Plattsburgh's DRI revitalization effort and NYS allocated $4.3 million towards its implementation that could include public infrastructure and gap financing. The DRI's Streetscape Improvements and Riverfront Access projects will complement and support the Project Site redevelopment, which will include improvements on Durkee and Bridge Streets, and Saranac River riverfront improvements bordering the Project site.

The City of Plattsburgh, New York (the "City") issued a Request for Proposals on October 17, 2018 ("RFP"), for a mixed-use development on several City owned parcels of land approximately 3.4 acres in size located on Durkee Street and bordering the Saranac River in downtown Plattsburgh. Prime Companies, LLC ("Prime Companies") submitted a proposal in response to the RFP to develop, finance, construct and manage a mixed-use development to be built on the Project Site that is to be purchased from the City. The City's Common Council subsequently authorized negotiation of both a LOI and a Development Agreement ("DA") based on Prime Companies' proposal.

The City and Prime Companies (collectively, the "Parties") wish to memorialize their understandings with regard to the Project in this LOI, which shall also form the basis for the drafting of a DA.

Seller: The City of Plattsburgh, New York

Purchaser: An entity to be formed through Prime Companies, LLC.

Property: The Project Site consists of two separate properties: 40 Bridge Street and 22 Durkee Street and is approximately 4.38 acres combined. A portion of this is a leased parcel of approximately 1.3 acres on the southern end of the Project Site that contains a three-story office building and a two-level parking structure (the "Leased Property"), which is not part of the Property. Access to the Property is from Durkee Street and Bridge Street. Seller shall be responsible for the subdivision of the Leased Property from the Property and the merger of 40 Bridge Street and 22 Durkee Street, both of which may be part of the permitting for the Project.

Purchase Price: The purchase price (the "Purchase Price") for the Property shall be one dollar U.S. ($1.00), the obligations contained herein, including the obligation to construct and operate the mixed-use development, and other good and valuable consideration. The Purchase Price shall be paid at Closing.

Project Development: Purchaser intends to develop and construct a mixed-use development consisting of 2 buildings consisting of approximately 127 +/- market rate apartments (exact number of units TBD) including furnished corporate apartments by ExecuStay, approximately 13,515 square feet of commercial space (retail, restaurants and/or office), approximately 7,883 square feet for Farmers' Market/civic space; approximately 233 parking spaces; and public access to the Saranac River waterfront. Seller and Purchaser acknowledge and agree that the plans, including the configuration and size of the buildings, are conceptual and, to achieve the goals of each party, may be amended as design and permitting progress. The proposed Project may be phased with building 1 to start construction first and building 2 to begin construction approximately 6 months later.

DRI Funding: Seller has $4 million remaining of their DRI awarded funding to be used towards a public – private partnership to support public infrastructure investments and provide vertical development gap financing to incentivize development on the Project Site. Purchaser and Seller, in consultation with NYS Empire State Development (ESD), shall work to determine how best to allocate the DRI funds to this Project. The final determination of the use of the DRI funding for the Project will be outlined in the DA.

Seller and Purchaser shall work with ESD and the NYS Department of State (DOS) to determine which specific elements will be covered by other DRI funded projects bordering the Project Site: Streetscape Improvements for Durkee and Bridge Streets, and Riverfront Access for the Saranac River ("Seller's other DRI projects"). The final determination of the specifics of the work to be covered by the other DRI funded projects will be outlined in the DA.

Due Diligence: Purchaser shall have 40 days from the date both Parties have executed this LOI for completing general due diligence of the Property. Due diligence will include, but not be limited to,

- Existing City and NYS permitting history and analysis, and needed City and NYS permitting requirements,
- Environmental studies and brownfield restrictions and analysis,
- Title research and examination,
- Engineering analysis,
- Traffic analysis,
- Utility analysis,
- Geotechnical and soil boring analysis, and
- Other items as determined that, in Purchaser's sole discretion, need to be considered for the development of the site.

Purchaser may extend the due diligence for an additional thirty (30) days upon written notice to Seller, delivered to Seller no later than the close of business on the fortieth (40th) day of the initial due diligence period, provided that Purchaser uses its best efforts to complete its due diligence within the initial forty (40) day period.

Seller will provide Purchaser with any and all environmental documentation pertaining to the Property and requirements between the City and the NYS Department of Environmental Conservation on complying with the Site Management Plan and the environmental easement on the Project Site. Seller agrees to work with Purchaser as needed for amending NYS documents related to the Site Management Plan as may be necessary, for change of use, transfer of certificate of completion, and ownership. Purchaser understands that initial brownfield remediation work has been completed on the Property. If during construction, additional contamination is found and further remediation is needed, it shall be the responsibility of the Purchaser. The Seller will assist the Purchaser in efforts to secure potential NYS funding for this work.

The Purchaser shall provide the Seller with necessary information for determining utility allocation needs and connections for the proposed project. The Seller will provide the Purchaser needed information for utility easements on the Property as outlined in the Schedule below.

Seller will provide Purchaser with title research prepared by the City's attorney and an ALTA survey completed in October 2018.

Open Issues: The following open issues will involve negotiations between the Purchaser and Seller prior to execution of the DA.

Farmer's Market / Public Amenities: The Seller will work with the Purchaser to determine whether the Farmer's Market remains within the Purchaser's proposed project, and if so, how it will be physically laid out, designed and operated prior to beginning construction. Seller shall determine the logistics of the Farmer's Market utilizing space within the proposed project prior to execution of the DA. The Seller shall work with the Purchaser to determine what will be the public amenities proposed for the Property and how they will be managed.

Public Parking: Purchaser will work with the Seller to determine the specific number of parking spaces to be available for public use. When agreement on the number of parking spaces is reached, the Seller and Purchaser shall draft a parking agreement that will be referenced in the DA.

Public Access: Purchaser shall provide public access to the Saranac River riverfront through the Property. Purchaser will work with the Seller on the locations and management/ maintenance of the public access.

Coordination with Streetscape and Riverfront Access Projects: Both parties acknowledge that Seller's other DRI projects need to progress during the same timeframe as the Purchaser's proposed project. Purchaser shall coordinate with Seller on design drawings and construction schedules for the Purchaser's proposed project and the Seller's other DRI projects to begin concurrently.

Purchaser shall be responsible for construction of the Purchaser's proposed project. It is currently contemplated that Purchaser may also construct Seller's other DRI projects under terms to be negotiated. In which event, Seller and Purchaser agree to negotiate a construction agreement addressing reimbursement for construction costs associated with Seller's other DRI projects, construction management, and oversight prior to commencing construction for the Purchaser's proposed project and the Seller's other DRI projects.

Permitting: Purchaser understands and acknowledges that the City as a permitting authority is separate and distinct from the City as Seller of the real estate. Seller makes no representation to Purchaser with respect to compliance of the proposed project with any applicable regulations, including, but not limited to, local zoning ordinances. Except as otherwise set forth herein, Purchaser will be required to apply for and obtain all permits that would be

required regardless of the City being the Seller. Purchaser and Seller shall work cooperatively throughout the design and permit process and make changes as needed. Purchaser shall receive design approval from the City as Seller of the real estate prior to applying for any permits, which approval shall not be unreasonably withheld, conditioned or delayed. Any objection the City may have to the proposed design based on standards set forth in the City of Plattsburgh, New York Request for Proposals, Section IV. Vision and Project Requirements attached in Appendix A shall not be deemed unreasonable.

The parties agree that it may be most efficient to seek permits for the Purchaser's project and the Seller's other DRI projects as a single permit process. Purchaser may assume lead responsibility for all permitting, with Seller's cooperation and support as necessary and appropriate. Seller is responsible for providing designs and any design changes for the Seller's other DRI projects to Purchaser in a timely manner to facilitate permitting. It is anticipated that the proposed project will apply for approvals as a Planned Unit Development (PUD) and subdivision as a single permit process. It is currently contemplated that the PUD will be configured as follows:

- the former Highway Oil site will be merged by the Seller with the larger Durkee parking lot.
- the parking lot south of Broad Street will be subdivided by the Seller such that it may be part of the PUD.
- The portion of the site currently leased to ICV will be a separate lot, through subdivision obtained by Seller, which may be within the PUD.
- Boundary adjustments with the abutting public rights-of-way will be made as needed to keep the streets, associated parking and sidewalks within the public rights-of-way.
- Subject to further review by the parties, the area with public riverfront improvements may also be subdivided with ownership being retained by the Seller.

Purchaser's Financing: Purchaser shall be responsible for obtaining all necessary public and/or private financing for the Purchaser's proposed project. This will include the DRI funding and may include a PILOT agreement and other public support.

Purchaser's Financial Obligations: As part of Purchaser's and Seller's negotiation for a definitive DA, the parties agree to Purchaser's financial obligations to Seller as follows:

a. Purchaser's costs – provided Purchaser's proposed project has been found through due diligence to be suitable, in Purchaser's sole discretion, for Purchaser's intended purposes on financial terms typical for the industry, and has not been denied necessary permits,

Purchaser agrees to use best efforts to obtain necessary funding to cover the costs associated with the proposed project.

b. Purchaser's construction of its project – Purchaser shall be responsible for construction of Purchaser's proposed project.

Purchaser's Contingencies: Purchaser's obligation to purchase the Property and construct the proposed project will be contingent upon satisfaction of the following contingencies prior to closing:

a. Funding: Purchaser securing necessary funding for the proposed project, which is to include the DRI funding as negotiated above.

b. Purchaser's Permits and Approvals: Purchaser obtaining all necessary, final and non-appealable City, NYS, and federal permits and approvals for the Purchaser's proposed project and, if applicable, the Seller's other DRI projects in final form not subject to appeal, containing terms and conditions reasonably acceptable to Seller and Purchaser.

c. Seller's Permits and Approvals: Seller obtaining final, non-appealable subdivision and merger approvals as may be combined in a single permit process with the Purchaser's Permits it is responsible for in accordance with this LOI.

d. Developer Agreement: Purchaser shall have executed a DA with Seller to purchase the Property, construct buildings and site improvements for Purchaser and Seller's use, provide public amenities and a public access easement to the Saranac River riverfront, provide a negotiated number of public parking spaces, provide needed easements for public utility access, and, if warranted, lease a portion of one building to Seller for operation of a farmer's market

e. Due Diligence: Purchaser's satisfaction, in Purchaser's sole discretion, with its due diligence studies conducted in accordance with the terms of this LOI. Failure to object by the end of the Due Diligence period shall constitute satisfaction with this contingency.

Seller's Contingencies: Seller's obligation to sell the Property will be contingent upon satisfaction of the following contingencies prior to closing:

a. Developer Agreement: Seller shall have executed a DA with the Purchaser to purchase the Property, construct buildings and site improvements for Purchaser and Seller's use, provide public amenities and a public access easement to the Saranac River riverfront, provide a negotiated number of public parking spaces, provide needed easements for public utility access, and, if warranted, lease a portion of one building to Seller for operation of a farmer's market.

b. Purchaser's Funding: Reasonable evidence of full funding commitments for the Purchaser to purchase the Property and pay for the construction of all phases of the proposed project.

c. Permits and Approvals: Purchaser has obtained all required federal, NYS, and municipal permits and approvals for Purchaser's proposed project and, if applicable, Seller's other DRI projects.

Closing: Closing to take place within 30 days of the following: obtaining all permits and approvals in final unappealable form and Purchaser obtaining all necessary financing.

Schedule: The Parties shall develop a schedule for the proposed project that anticipates construction of needed utility realignments and adjustments for the proposed project based on the following outline.

February 21, 2019	Execution of the Letter of Intent.
March 31, 2019	Purchaser's Completion of Due Diligence Work.
April 1, 2019	Execution of the DA.
June 1, 2019	Seller of real estate approves proposed Project design prior to obtaining permits.
October 31, 2019	Purchaser obtained needed municipal, NYS and federal permits for proposed project. Seller obtained needed municipal, NYS and federal permits for the other DRI projects.
November 30, 2019	Closing on sale of property.
December 1, 2019	Purchaser to break ground on construction of proposed project.

May 1, 2020	Seller to break ground on construction of other DRI projects.
May 31, 2021	Purchaser to complete building 1 of proposed project.
December 31, 2021	Purchaser to complete building 2 of proposed project.

Reversionary Rights: If Purchaser fails to commence construction within 30 days of closing or fails to make substantial construction progress for any period exceeding 2 weeks, as such breach will be set forth in the DA, all right, title, and interest in the Property would revert back to the Seller. The foregoing shall not apply in the event Purchaser is delayed or hindered in or prevented from the performance of any work because of strikes, lockouts, labor troubles, inability to procure material, failure of power, unreasonably restrictive governmental laws or regulations, riots, insurrection, war, acts of terror, any reason not in the control of Purchaser or other reason of a like nature not the fault of Purchaser.

Development Agreement: Within 14 days of full execution of this LOI, Seller shall provide a first draft of DA to Purchaser. The Parties agree to negotiate and enter into a final, executed DA no later than April 1, 2019. In the event that the Parties have not reached agreement and executed a DA by this date, this LOI shall be of no further force and effect, and the Parties shall be free to pursue other options for the Project Site.

Non-Binding: The provisions of this LOI do not constitute a binding agreement between the Parties, but instead are intended to set forth the Parties' understanding of the basic terms, conditions and process upon which a binding, definitive DA will be based. Purchaser shall not be obligated to purchase, and Seller shall not be obligated to sell the Property until the Parties have executed a binding, definitive DA. Notwithstanding these limitations, this LOI is a sincere expression of the Parties' intent to proceed. This LOI is contingent upon the approval of the City's Common Council, which approval the City shall diligently pursue.

The Parties do hereby set their signatures and seals to the Joint Letter of Intent on this 22nd day of February 2019.

Prime Companies, LLC

By: _____

Title: Member

Name: Ivan Cantu

City of Plattsburgh

By: _____

Title: Mayor

Name: Feb. 22, 2019 / Colin Read

Letter of Intent
By and Between the City of Plattsburgh, New York and Prime Companies, LLC.
February 21, 2019

APPENDIX A

I. VISION AND PROJECT REQUIREMENTS

- **New Buildings and Site Development:** The proposed development must consist of multi-story buildings that have mixed-uses. The City envisions residential, office, and retail uses for the Project Site. It should provide for public access to nearby amenities and should have community green space. The City's goals for the project include:
  - Include market rate residential development, Class A office space, and retail space,
  - Capitalize on local and regional initiatives focusing on food, agriculture, arts, history and tourism,
  - Serve multiple community functions,
  - Provide for physical/visual connections to Westelcom Park (across Durkee Street), the Saranac River riverfront, and the regional waterfront trail extensions, and
  - Provide community green space.

  The City will consider uses other than what has been identified above.

  The primary goal is to realize buildings and uses on the site that fit in well with the diverse urban fabric, maintain the historical look and feel of the downtown area, add to the increasing vibrancy of downtown, are economically feasible, and help contribute to a stable tax base.

  Design and Configuration:
  - The buildings and site shall be constructed of quality materials and design. The design of the buildings shall require approval of the City.

  - Maximizing lot coverage and placing the buildings in a manner that enhances pedestrian access and visual appeal from the street is highly encouraged.

  - The proposed site and building layout shall be handicap accessible, barrier free and customer oriented, providing easy pedestrian access.

- The buildings/spaces shall be designed and fit up in accordance with general standards for the use being provided and shall meet all applicable code requirements as specified and currently adopted by federal, NYS and local municipal authorities and permit grantors having jurisdiction.

- The City requires multiple stories for the buildings taking advantage of streetscape proximity and riverfront views.

- Developers are encouraged to incorporate the existing farmers' market structure into their proposals and develop it for three-season use. This could involve leaving the existing structure in its current location, relocating it to a different location on the site, or constructing a new three-season structure. The DRI funds could potentially be used for this work and could also be combined with other uses. If the developer is not able to include the farmer's market structure in their proposed plan, they should explain why.

Parking

Parking for the uses being proposed shall be provided on site as much as is reasonably possible. The proposed developer must address its parking needs on and off site for its build out. The City will cooperate with the developer in addressing parking requirements. Parking should be provided on site for residential units and commercial/office space. If a parking structure is part of the proposed development, the City may be interested in additional spaces for public use. The City will consider all proposed options. If the developer proposes a phased development, it is possible to use a portion of the existing parking lot for meeting parking needs while development is ongoing. The developer should consider parking under the buildings if feasible.

The City is working on a downtown parking plan that will include on street and off-street parking which they will be implementing over the next six months. The City is in the process of buying real property to develop into a municipal lot that will help accommodate the loss of parking from redevelopment of the Durkee parking lot. A managed parking system for the downtown area is also in the process of being implemented.

As mentioned above, the Streetscape Project is considering adding angled parking along Durkee and Bridge Streets bordering the site, which could be available for use by the development on the Project Site.

The City will work with the selected developer to identify other adjoining and nearby City-owned parking spaces/lots that may provide some of the parking for the proposed project through a development agreement to be executed between the selected developer and the City. The selected developer shall provide a calculation of the number of parking spaces that will be required to meet the needs of the uses being proposed and such number of parking spaces shall require approval of the City's Planning Board.

For additional information regarding parking, the current Code of the City of Plattsburgh may be found at the following website: http://www.cityofplattsburgh.com/DocumentCenter/View/1213/City-of-Plattsburgh-Code
The section of the Code applicable to parking begins on Page 534 (25301) and ends of Page 556 (25321).

Exhibit "C"

Alta Survey Plan

Plan entitled "ALTA SURVEY Showing Certain Lands of The City of Plattsburgh, Clinton County, State of New York" prepared by Robert M. Sullivan, P.C. dated October 16, 2016 and certified November 2, 2018.

Map Notes:

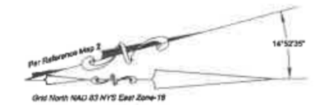
1. Unauthorized alteration or addition to a survey map bearing a Licensed Land Surveyor's seal is a violation of section 7209, sub-division 2 of the New York State Education Law.
2. Only copies from the original of this survey marked with an original of the Land Surveyor's embossed seal shall be considered valid true copies. (mylar prints shall be stamped with the surveyor's ink seal with an original signature)
3. Certifications indicated hereon signify that this survey was prepared in accordance with the existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. Said certifications shall run only to the person for whom the survey is prepared and on his behalf the title company, governmental agency, and lending institution listed hereon, and to the assignees of the lending institution. Certifications are not transferable to additional institutions or subsequent owners.
4. Copyright 2016, Robert M. Sutherland, P.C. All rights reserved.
5. The location of sub-surface improvements are approximate and compiled from field location and mapping provided by the respective utility companies. The contractor shall confirm the location of all utilities prior to the commencement of excavation.
6. Subject to any findings of an accurate abstract of title or those discoverable by inspection.
7. All easements and right-of-ways of record as indicated in Title Insurance Commitment No. 15-Cen1612-ORT, issued by Old Republic National Title Insurance Company with an effective date of November 17, 2006, or easements and right-of-ways that are discoverable by inspection, are indicated hereon.
8. Subject to any and all right of ways and easements of record, if any.
9. North arrow and bearings based on grid north NAD 83 New York East zone 18.
10. Vertical datum based on NAVD 1988.
11. All distances shown hereon are ground distances.
12. Riparian rights, if any, have not been established as a result of this survey.
13. Building offsets, as shown on this map, are not to be used for construction purposes.
14. Missing property corners were not set as a result of this survey.

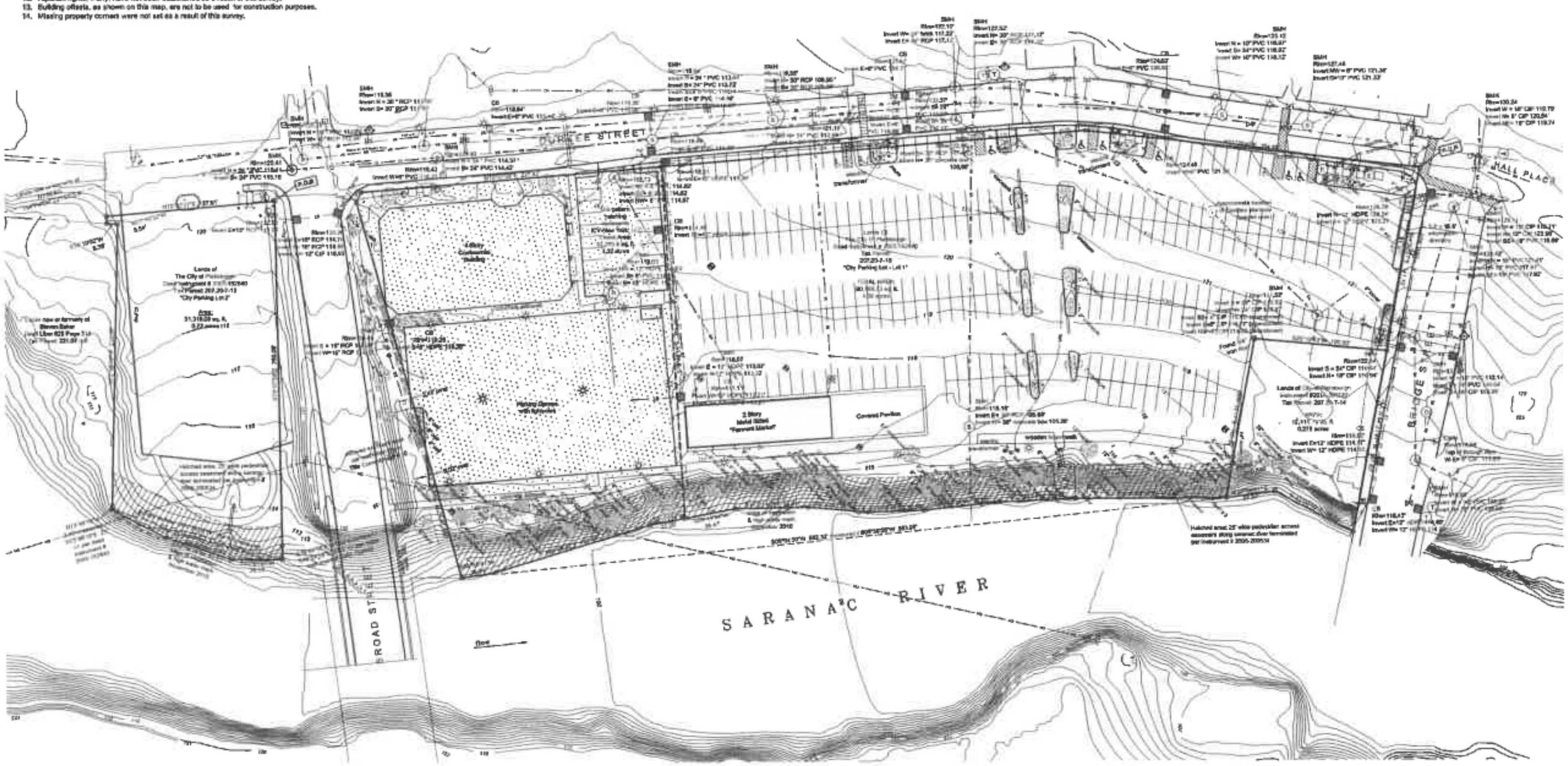
Reference Maps:

1. "Map of Lands of City of Plattsburgh 44-48 Margaret Street, Plattsburgh," prepared by Joseph J. Martina, L.S. dated September 30, 1974 and filed in the Clinton County Clerk's Office in Book 6 Page 67.
2. "Survey Map Showing Parcels of Land(Parcels A-J) owned by City of Plattsburgh Proposed to be conveyed to City Plaza Associates," prepared by Jolly and Russo Land Surveyors dated September 25, 1989 and filed in Clinton County Clerk's Office in Book 18 Page 71.
3. "Boundary Survey Portion of Lands of The City of Plattsburgh," prepared by C.T. Male Associates, P.C. dated October 8, 2004 and on file in the office of Robert M. Sutherland, P.C.
4. "Map Showing Plattsburgh Gateway-Phase 1 Site Plan," prepared by Robert M. Sutherland, P.C. dated May 12, 2006.

Reference Deeds:

1. City Plaza Associates to City of Plattsburgh by deed dated February 27, 2003 and recorded on Instrument # 2003-152840 on March 12, 2003 in the Clinton County Clerk's Office.
2. Lease to ICV-NY, LLC to City of Plattsburgh by deed dated May 26, 2006 and recorded as Instrument # 2006-200533 on November 17, 2006 in the Clinton County Clerk's Office.
3. Richard A. Marks to City of Plattsburgh by deed dated July 9, 2014 and recorded on Instrument # 2014-265603 on July 09, 2014 in the Clinton County Clerk's Office.





Scale: 1 Inch = 40 Feet

Legend:

- 5/8" Iron rod w/ RMS survey cap (to be set)
- Found property evidence (as described)
- Computed corner
- Fire Hydrant
- Sanitary manhole
- Drainage manhole
- Catch basin round
- Catch basin square
- Telephone pedestal
- Cable pedestal
- Water Valve
- Water shutoff
- Light pole
- Utility pole
- Sign
- Bollard
- Monitoring well
- Gas marker
- Gas meter
- Gas valve
- Electric meter
- Deciduous tree
- Coniferous tree
- Waterline
- Sanitary line
- Storm line
- Underground electric
- Underground telephone
- Underground gas
- Property line
- Adjoiner property line

No.	Revision/Issue	Date

Title Commitment Information:

No.	RECORDING REFERENCE	DESCRIPTION	STATUS ON PLAT
[illegible]	[illegible]	[illegible]	UNABLE TO PLOT
	[illegible]	[illegible]	UNABLE TO PLOT
	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	UNABLE TO PLOT
10	[illegible]	[illegible]	UNABLE TO PLOT
11	[illegible]	[illegible]	UNABLE TO PLOT
*	[illegible]	[illegible]	UNABLE TO PLOT
*	[illegible]	[illegible]	UNABLE TO PLOT

REFERENCE: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
FILE NO. 15-CEN1612-ORT

Certification:

I hereby certify to the parties of interest listed below that this survey was prepared from deeds and maps of record and from an accurate survey performed during September and October of 2016.

The City of Plattsburgh
Old Republic Nation Title Insurance Company

Jeffrey F. Burns, L.S.
N.Y.S. License #050702

11/02/2016
Date

Tax Map Reference:

Section 207.20 - Block 7 - Lot 14 & Lot 15
City of Plattsburgh
County of Clinton

RMS
ENGINEERS • PLANNERS • SURVEYORS
SOIL & MATERIAL TESTING

Project Name & Address

ALTA SURVEY
Showing Certain Lands of
The City Of Plattsburgh

- Situate -
City of Plattsburgh
Clinton County State of New York

Project #	16164	Sheet	SURVEY 1
Date	10/16/16		
Scale	1" = 40'		
Drawn	DJG	Checked	J.F.B.

COPYRIGHT R. M. SUTHERLAND, P.C. - 2016

Exhibit "D"

INSURANCE AND INDEMNIFICATION REQUIREMENTS

A. Architect

During design and construction, the architect and all other design professionals shall carry professional liability assurance (E&O insurance) covering claims arising out of negligent errors or omissions in rendering or failure to render professional services, in any amount not less than $1.0 million each claim and $1.0 million annually aggregated. Coverage shall include liability arising out of a contract. If such insurance is on a claims made bases, Architect shall maintain liability coverage for not less than five years following the date of substantial completion of the Durkee Development.

B. General Contractor/Construction Manager

During construction, the GC/CM shall carry:

"All risk" Builders Risk Insurance with a limit of liability of 100% of completed value of the project, to include the interests of Prime's and the City's respective mortgagee, contractors and subcontractors involved in the project.

Workers Compensation insurance in accordance with New York State statutory requirements and Employers' Liability insurance in the amount not less than $1.0 million each occurrence, $1.0 million annual aggregate.

Owners and Contractors Protective Liability for the Durkee Development protecting the interests of the City and general contractor/construction manager, $1.0 million per occurrence.

Commercial General Liability Insurance including Bodily Injury and Property Damage Liability, Independent Contractors Liability, Contractual Liability, Product Liability and Completed Operations Liability in an amount not less than $5.0 million combined single limit, per occurrence, and $5.0 million aggregated to this Project, naming the City and Prime as additional insureds.

Commercial Automobile Liability Insurance in an amount not less than $1.0 million per occurrence for bodily injury and property damage liability arising out of the operation and use of owned, hired, and non-owned vehicles and naming the City and Prime as additional insureds.

Performance Bond and Labor & Materials Payment Bond. At the option of Prime, the general contractor shall provide performance and payment bonds. If required by Prime or Prime's lender, such bonds shall be in amount equal to 100% of the contract sum or an amount to be determined based on its lender's requirements.

C. Proof of Insurance

Companies authorized to do business in the State of New York and rated no less than "A-" by the latest edition of Best's Insurance Guide, published by Alfred M. Best Co. or equivalent, shall issue all insurance policies. Certificates of Insurance shall be furnished prior to the award of the contract. Certificates shall clearly indicate the coverage type, insurance amount, and additional insured status as noted above. The Certificates must provide that in the event of any material change or cancellation of the policies, each party will be given thirty (30) days' notice thereof. Each party will review the insurance coverage every 3 years and each party will update its coverage over the term of the ground lease (in the event the legal structure is for a ground lease), or over the term of the mortgage (in the event the legal structure is for a fee title conveyance) as required by the City as an operating expense.

MEYER, FULLER & STOCKWELL
PLLC ATTORNEYS AT LAW

LAKE GEORGE TITLE AGENCY

September 5, 2019

City of Plattsburgh Common Council
c/o Hon. Colin L. Read
City Hall
41 City Hall Place
Plattsburgh, New York 12901

Re: City of Plattsburgh Downtown Area Improvement Projects Draft Generic Environmental Impact Statement (DGEIS) Draft Scoping Document Comments

Dear Mayor Read and City of Plattsburgh Common Council:

Our firm is been retained by the Plattsburgh Citizens Coalition, Inc., a not for profit coalition and its members, of concerned citizens, property owners, and business owners in the City of Plattsburgh relative to the City's proposed development plans with Prime Plattsburgh, LLC. In reviewing the "Development Agreement" between the City of Plattsburgh and Prime Plattsburgh, LLC dated March 29, 2019 (hereinafter the "Agreement"), we believe this Agreement is a nullity. The City of Plattsburgh is without power to convey the waterfront property, or any portion of it, identified in the Agreement broadly as "40 Bridge Street and 22 Durkee Street" (hereinafter the "Properties").

The Properties that are subject to the Agreement are identified by Tax Map Parcels 207.20-1-14 and 207.20-1-15. Both of these parcels lie along the Saranac River, and therefore constitute, by law, "water front" properties. The City may not legally convey these Properties.

Pursuant to New York General City Law §20(2), a city is empowered to: "***To take, purchase, hold and lease real…property within…the limits of the city;…, and to sell and convey the same, but the rights of a city in and to its water front,…streets,…avenues, parks, and all other public places, are hereby declared to be inalienable, except in the cases provided for by subdivision seven of this section***." ***Emphasis added***. In this instance, New York General City Law §20(7) included in the foregoing exception does not apply as there connection to any of the exceptions contained therein.

There is no question that this river front property, which includes the entirety of the Properties, constitutes "water front" as set forth in New York General City Law §20(2). See for example,

Gladsky v. City of Glen Cove, 164 A.D.2d 567, 2nd Dept. 1991 for a thorough discussion of this issue now posed to the City of Plattsburgh.

- As in this instance, the City of Glen Cove attempted to convey a portion of property that included "frontage on Glen Cove Creed". Id. at 567.
- The question of whether or not the property in Glen Cove, as with the property along the Saranac River here, had ever been "used, acquired or dedicated" to public purpose is irrelevant. "*While other forms of City-owned property may be converted to public use and thereby be rendered inalienable under the statute,* ***waterfront property has been expressly declared to be inalienable, regardless of the manner in which the property is used****. Although we recognize that the statutory restriction against the alienation of certain municipal property emanates, to a large extent, from the "public trust" doctrine (see, Matter of Lake George Steamboat Co. v. Blais, 30 N.Y.2d 48, 330 N.Y.S.2d 336, 281 N.E.2d 147; Brooklyn Park Commrs. v. Armstrong, 45 N.Y. 234, supra; Matter of Central Parkway, 140 Misc. 727, 729–730, 251 N.Y.S. 577; Gewirtz v. City of Long Beach, 69 Misc.2d 763, 330 N.Y.S.2d 495, aff'd 45 A.D.2d 841, 358 N.Y.S.2d 957) the Legislature did not see fit to include a public-use limitation in the statute, and we decline to engraft such a limitation in a statute which is otherwise clear and unequivocal on its face*." Id. at 571. ***Emphasis added***. Thus, in this instance, we need not delve into whether or not the City ever "dedicated" this property to protection under the public trust doctrine. New York General City Law §20(2) preempts that decision or action.'
- The exceptions of New York General City Law §20(7) do not include alienation of water front property. See again, Gladsky: "*Nor does General City Law § 20(7), upon which the plaintiff relies, compel a contrary result. This subdivision creates a "discontinuance" exception to the statute's blanket prohibition against the alienability of public property by empowering a municipality to "lay out, establish, construct, maintain and operate markets, parks, playgrounds and public places, and upon the discontinuance thereof to sell and convey the same" (emphasis supplied).* ***Notably absent from the enumeration of the type of property which may be freely sold by a municipality upon the discontinuance of its public use is waterfront property. The reason for this absence is clear—waterfront property, as we have noted, is entitled to special protection by virtue of its geographical location rather than by virtue of its use****. Unlike a public playground, which may cease to be a playground if its use is altered,* ***waterfront property is intrinsically unique****.* ***That the discontinuance exception does not, and should not, apply to waterfront property becomes all the more compelling given the significant ecological, scenic, and aesthetic qualities inherent in it.***" ***Emphasis added***.

In addition, it is also noted that the parking lot here may very well also be protected by the public trust doctrine, in addition to the issues surrounding New York General City Law §20(2) above. See generally 10 East Realty, LLC v. Incorporated Village of Valley Stream, 49 A.D.3d 764, Second Department 2008, as well as the related 10 East Realty cases at 17 A.D.3d 474, 49 A.D.3d 770. Although the Second Department found in the case of the village in 10 East Realty that the public trust doctrine was not violated by the conveyance of a parking lot there, here, we have a bit of a different scenario. In the City of Plattsburgh, this parking lot, and indeed other similar parking lots within the downtown parking district, are held for the benefit of that parking district. Taxpayers are charged a special tax for the maintenance, repair and upkeep of those parking lots, evidencing an intention by the City of Plattsburgh to hold those public parking

spaces in public trust for this district. That is, the City cannot, absent legislative approval, remove the benefit that it has charged the City's parking district. Thus, no parking property may be alienated without addressing the underlying special taxing district.

The continuing wrong evidenced by the Agreement in violation of New York General City Law §20(2) must be reversed. The City of Plattsburgh does not possess the legal authority to enter into the Agreement.

Thank you.

Sincerely,

Matthew F. Fuller, Esq.
mfuller@meyerfuller.com

cc: Plattsburgh Citizens Coalition, Inc.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Pannimg Board Comment

2 messages

bobcatgb1@aol.com <bobcatgb1@aol.com> Mon, Apr 6, 2020 at 9:21 AM
To: cityinfo@plattsburghcitygov.com, readc@cityofplattsburgh-ny.gov, plattsburghcitizencoalition@gmail.com, mdelisle@pressrepublican.com

To: City of Plattsburgh Planning Board

With respect to the DRI Durkee St. project I am requesting the following actions:

Do not approve said project for many factors that the community has previously set forth. Attached are three documents to support this position.

1. A "letter to editor" published in the Suncommunity news dated March 24,2020. This addresses better options for said project
2. A position letter dated February 28, 2020 addressed to Prime Plattsburg LLC stating facts that are to be considered herein.
3. A "letter to editor" published in the Suncommunity news dated April 4, 2020. This addresses the financial burdens that will also affect the subject DRI project.

The City of Plattsburgh should caution against an approval in light of the current financial situation. Certainly the City does not want to be in a position similar to Burlington with the stalled "City Place" project.

In the alternative, delay a decision until the virus crisis is over and the new financial balance is established for a just decision.

Thank you for your consideration to these facts and documents that are to be entered into the record of the Prime Plattsburgh LLC application

Geoffrey B. Barker
4079 State Route 9
Plattsburgh, NY 12901
518 563-0685

Scan Docs opposing DRI 4-6-2020.pdf
1228K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:17 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Scan Docs opposing DRI 4-6-2020.pdf
1228K

SCW COMMUNITY 3/28/20

will be responded to in the order in which received. Please take the time to explore these sites and engage students in discovering the vital importance of local history and geography as a basis for understanding other places more distant in time and location.

— **Robert L. Arnold, SUNY Professor Emeritus of Education** ■

Plattsburgh parking

To the editor:

The best course to "increase the availability of free parking" is to cancel the Prime Plattsburgh LLC project. Back in the mid 1960s the City of Glen Cove, New York, had a city structure much like Plattsburgh. They were smart then to take the only large parking area and make a multi story parking garage to handle the then current and future parking needs of that city. The virus crisis will be settled eventually. What is of concern to all of us is the economic recovery needs.

The state was in dire financial $6 billion debt prior, with maybe $4 billion more to add. Locally we are going to be tasked to cover our "fair share". My suggestion is to anticipate loss of some of our airline service once this passes and the low cost carriers may not survive. Shut down the "International Arrivals Facility" since it serves only a few corporate and small prop aircraft and no International airline can be profitable with service here. Cut payroll and operating costs.

Cancel the planned "International Air Cargo Facility" as impractical and a waste of money. The Clinton County Legislators are aware of this but enjoy spending our limited tax monies. Airlines loaded with passengers from high density Florida to Plattsburgh/ Montreal is a major threat. So are the packed warehouses and factory facilities that continue to ignore common health concerns.

The unemployed restaurant and leisure business community workers would like to know if any staffing reductions made by the governments means with or without pay for them. And being paid for "telecommunication" from home is unfair and a waste of money. Curtail CCIDA tax relief. Schluter, for example is large enough to not need the pending PILOT relief. Cancel the Prime Plattsburgh LLC PILOT relief application.

The elected and employed public employees need to immediatedly address the loss of tax revenue we are going to experience.

— **Geoffrey B. Barker, Plattsburgh** ■

Thank you

To the editor:

Free the money

PR 4-1-20

TO THE EDITOR: Due to the devastation wreaked upon our city economy by the COVID-19 virus, local businesses will need all the aid and support from City Hall which they can get.

Prior to the pandemic, over 70 local business owners signed a petition against the sale and development of the public land of Durkee Street parking lot to a private downstate concern. I have attended meetings and no provision to replace city snow ban parking has even been made.

City Hall has persisted in its unrelenting pursuit of this project. One can only hope the council has no conflict of interest.

Now would be the perfect time for Mayor Read to abandon this project, to free up DRI monies for our own local existing/struggling businesses, the true purpose of the Downtown Rehabilitation Initiative.

KATHY BAUMGARTEN, TSGT USAF, Ret.
Plattsburgh

Prime Plattsburgh LLC
621 Columbia St. Extension
Cohoes, NY 12047

Dear Sir or Madam;

This letter is written with respect to your application for PILOT relief and the planned Plattsburgh Durkee Street Plattsburgh NY project.

As a resident of the area I want to express to you the following adverse factors your plan is causing for your immediate consideration:

1. The overwhelming majority of Clinton County residents do NOT want this project.
2. The project is being pushed thru with apparent bias and prejudice that will lead to protracted litigation.
3. The loss of the parking lot will have adverse effects on the dwellings and businesses in that area. In spite of what is proposed, the City and County do NOT have viable plans for parking. This will adversely affect the income Prime expects to receive and adversely affect all in the area. Prime will be held responsible for this.
4. The PILOT relief, if granted, will adversely affect the City school tax base as well as the tax base for ALL residents of Clinton County NY
5. There is recent activity that may indicate improper consideration of the PILOT awarding process, again leading to litigation. Many other adverse factors exist. Available upon request.

In light of the above adverse facts, the people of Clinton County request that Prime Plattsburgh LLC withdraw the planned Durkee Street DRI "redevelopment" proposal. Please call me anytime to discuss this request.

Sincerely,

Geoffrey B Barker

Geoffrey B. Barker
4079 Route 9
Plattsburgh, NY 12901
(518) 563-0685

February 29, 2020

Opinion

Letters

SCW Comm News
APR. 4, 2020

Taxpayer of Clinton County

To the Editor:

As a resident taxpayer of Clinton County, I am requesting a reply to how the Clinton County Legislators and Legislature is addressing the unemployment and shortfall in sales tax revenue as a result of the COVID virus.

Specifically, the Legislators are requested to address the financial shortfalls in operating budget incomes now and reassess the operating budgets.

Consider:

1. Cancel any further CCIDA PILOT relief and cancel grants to "The Development Corporation" are in order until the virus is under control and economic recovery is positive and/or the new economic reality of the North Country is known.
2. Cancel the planned "International Air Cargo Facility" as not viable. This is an irresponsible progressive waste of taxpayer money and is not economically viable for numerous reasons the Legislators are well aware of
3. Shutter the "International Arrivals Facility" until International air traffic is deemed profitable with respect to the cost structure.
4. Lease out the renovated hangers or shutter to cut operating expenses.
5. Re-access Plattsburgh International Airport lease and utility fees charged to airport vendors to include the parking facility. Brace for potential loss of airline service and revenue.
6. Redirect or cancel county "pork" budgeted items to help maintain core businesses in the area. This is not the major manufacturing jobs that Governor Cuomo overspent in his aggressive economic development programs that we are now tasked to pay for. "Cut costs and live within our means" should be your new moto.
7. Brace for tasking to pay locally for a large increase in Medicaid mandates.
8. Plan for possible unpopular increases in realty taxes and state income taxes that the residents will mostly be unable or unwilling to support.

Thank you for your anticipated attention to this request.

— Geoffrey B. Barker, Plattsburgh, N.Y. ■

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020

2 messages

Dani G <danirae11683@gmail.com> Mon, Apr 6, 2020 at 2:57 AM
To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, Tamerm@cityofplattsburgh-ny.gov, Marbuts@cityofplattsburgh-ny.gov

City of Plattsburgh Zoning Board of Appeals,

I am writing to express my concern with the continuation of Zoning Board meetings, as well as concerns regarding the application by Prime Plattsburgh requesting a Special Use Permit for their project at the current Durkee Street Municipal Parking Lot.

Considering the Governor's PAUSE New York order which was issued in response to the Coronavirus outbreak, I encourage the Board to postpone any meetings which are not of an urgent matter. The Prime project can hardly be considered "essential", and if it has, please inform the public of such determination. Unless the board intends to vote this application down decisively, moving forward with such meetings to consider such non-essential issues, at a time when the public is not allowed to attend in person to observe and make public comment, will open any decisions made up to legal challenge in the future. I urge you to postpone any meetings that are not of critical concern to the health and well being of members of this community.

Please also accept the following comments in regards to the Prime application for Special Use permit, should the board decide to move forward with its determination:

In accordance with section 360-31 of the city code regarding special use permits, I believe the Zoning Board of Appeals simply CANNOT approve this application as submitted. Approval for such a permit requires that the proposed development must safeguard public health, convenience, and preserve the general character of the neighborhood. It is clear that this project is far too large for the space, and does not satisfy ANY of the criteria by which this application must be measured.

The sheer mass of this structure will dwarf the surrounding buildings of the downtown area. The DGEIS failed to produce an inventory of existing buildings and land within the designated downtown district as was requested; however, I would venture to guess that the proposed structure is close to five times the largest building that currently exists downtown, and at least ten times larger than the average building in our HISTORIC downtown district. The footprint of the building appears to occupy somewhere around 20% of the entire downtown area. We have a small, quaint, downtown which will simply be swallowed up by Prime if this is permitted to move forward. It is imperative that the nature and historic character of our downtown be preserved, as it is one of the ONLY assets we currently possess as a city. The use of differing exterior treatments will fool no one, and this structure will overpower our entire downtown, and stick out like a sore thumb.

The surrounding open space is also severely lacking, and the project provides NO meaningful public amenities as was supposed to be required per the RFP for developers. While the Durkee Street Lot's primary use is a parking lot, it has many secondary uses within the community, and provides an open space with vista views of the Saranac River, as well as gathering space for public events and festivities. Past precedent of this can be seen through the City's public permitting records, in which hundreds of events over the years have applied for and received approval for permits allowing such activities in this space. The project as proposed offers no meaningful public space, and effectively blocks nearly all view of one of our most treasured resources, the Saranac River. By creating such an uninviting environment along the river, this project will effectively squander this resource and all funding being poured into the development of the Saranac River Trail as well.

It is also concerning that parts of the building will have residential units on the first floor. This is not conducive to a downtown urban experience. All residential units should start on the second or third floors.

The parking issues are also of concern. The building simply does not provide adequate parking for its uses per the city code. The developer mentions that they are providing their own formula for their own parking needs based on a

model that works in another location for them. This is unacceptable. They tout this other project as being an acceptable model because it is completely isolated and not in any core city area, and they have no need for any additional parking. However, this is not an equivalent model precisely BECAUSE of the fact that this example is not in an urban downtown environment. The developer should be required to satisfy the city code. It is also concerning that, at the same time the developer wants to provide less parking than required, the city is as also coming up short on replacing the public parking spaces that Prime is going to occupy with the footprint of their building. They should be required to replace those parking spaces as well - either on or off site - as was required of the Gateway building project. This must be equivalent long term off-street parking.

Finally, the conversion of Durkee Street to one way with diagonal parking is extremely concerning regarding the street capacity and use of this building. With 114 new households coming in and out of this new massive structure, as well as all of the businesses' employees and customers, this will result in massive congestion and dangerous situations for both pedestrians and drivers. There will also be issues with garbage. The developer proposes to locate their dumpsters for this massive structure right on Durkee Street, which appear far too small to handle the proposed capacity of this structure. So not only is the public insulted by being given a sidewalk in return for our $4.3 million investment and lucrative tax breaks which we will have to subsidize through our own taxes, but we will also have to be affronted by the refuse from the occupants of this gated community as we walk past garbage heaps on the pathway from the "arts park" to the "riverwalk". Sounds inviting, doesn't it? Insufficient dumpster capacity is also a public health issue, which will attract rodents and wild animals. Considering the proposal now includes the expectation of restaurant space for this location, there will also be an issue of smell when locating these dumpsters street-side. This plan is just terrible.

Considering that the proposed project fails at every point of consideration required by the Board, I ask that the application for SUP be rejected. However, as the board has the ability to put conditions on the developer for any SUP, I also ask that the following criteria which were laid out in the DRI Strategic Plan be provided to the developer for resubmittal of any project plans:

1) building may contain approximately 45 residential units
2) the provision of approximately 1 acre of public green space
3) the 1:1 replacement of public off street parking IN ADDITION to parking to satisfy their own needs

Thank you so much for your consideration of these comments. I also thank you for your service to this city, and hope that you will do the right thing by your community during these uncertain times.

Be well and stay healthy,

Danielle Erb

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:00 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board comment

1 message

Richard Spindler <rich.spindler@gmail.com> Sun, Apr 5, 2020 at 6:03 PM
To: cityinfo@plattsburghcitygov.com

Hello,

I would like to comment on the Durkee Lot Development. First, for the City of Plattsburgh to prosper, it is imperative to encourage a variety of people to live downtown, including and especially working professionals. They will provide an economic stimulus to the city that is sorely needed for the downtown. Second, it seems very late in the process of the DRI. After all of the public input given, I cannot imagine the city going back to a blank drawing board on this. Third, I think the complaints about parking are baseless. People that are complaining about parking should live in a larger city and experience real parking issues. Besides, we need to get people out of their cars and walking more anyhow.

I'm sure there are probably inevitable conflicts that arise with such developments. They always do and you will never make everyone happy. Thank you.

Sincerely,
Richard Spindler

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment

1 message

Richard Spindler <rich.spindler@gmail.com> Sun, Apr 5, 2020 at 6:02 PM
To: cityinfo@plattsburghcitygov.com

Hello,

I would like to comment on the Durkee Lot Development. First, for the City of Plattsburgh to prosper, it is imperative to encourage a variety of people to live downtown, including and especially working professionals. They will provide an economic stimulus to the city that is sorely needed for the downtown. Second, it seems very late in the process of the DRI. After all of the public input given, I cannot imagine the city going back to a blank drawing board on this. Third, I think the complaints about parking are baseless. People that are complaining about parking should live in a larger city and experience real parking issues. Besides, we need to get people out of their cars and walking more anyhow.

I'm sure there are probably inevitable conflicts that arise with such developments. They always do and you will never make everyone happy. Thank you.

Sincerely,
Richard Spindler

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

RE: PLANNING BOARD SPECIAL MEETING COMMENTS

2 messages

sunshine19542@charter.net <sunshine19542@charter.net> Sun, Apr 5, 2020 at 5:41 PM
To: cityinfo@plattsburghcitygov.com

Dear Planning Board Members:

My comments are as follows for the April 7th Special Meeting:

PB#2020-01: 5057 South Catherine Street 12 New Apartments.

I would MUCH rather see single family homes than more small apartment units.

12 more units on that street is too much.

1. Units are too small.
2. 2 bedrooms in a +/- 600 SF unit is too many. That will be a small apartment.
3. We need no additional traffic on South Catherine Street. South Catherine is already very busy and you know to stay away certain times of the day when Bombardier shifts gets out.
4. In my view that will create lots of density. That area is already very congested.

I ask that you vote no or have him come back with less units. I know it's R-2 but that doesn't mean it should be allowed.

PB#2019-10, 11 and 24 – 22 Durkee Street:

I'm in favor of this project. It's time that this project get's approve and put in motion. Parking is being created all over the City.

The Vilas home is asking for 94 units in an R-1 District. Wow. If you approve that - you really have to consider approving Durkee Street.

Personally I"m concerned after the mis-information that the Plattsburgh Citizens Coalition has spread- it will be a miracle before we get other grant money for any more City development.

Planning Board is just that – planning. The intent of DRI $ was for Downtown Redevelopment. This is certainly development.

I like the building Façade.

Again - Please approve this project and move on.

Denise Nephew

Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:05 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:40 PM
To: cityinfo@plattsburghcitygov.com

I fully support the City of Plattsburgh DRI project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

City Planning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:41 PM
To: cityinfo@plattsburghcitygov.com

I fully and enthusiastically support the DRI project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

DRI Project

2 messages

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:38 PM
To: cityinfo@plattsburghcitygov.com

Please let it be known that you have my full support for the DRI project. Plattsburgh can no longer afford to have a stagnant downtown!

Sent from Art's iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:38 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

ZONING BOARD SPECIAL MEETING AGENDA

2 messages

sunshine19542@charter.net <sunshine19542@charter.net> Sun, Apr 5, 2020 at 4:49 PM
To: cityinfo@plattsburghcitygov.com

Dear Zoning Board:

In all the years I did minutes for the zoning board – the Special Use Permits were always explained as a "Matter of Right."

Appeal #2232 – 22 Durkee Street:

I ask that you approve the SUP for Durkee Street. Durkee Street has been dragged on long enough and needs to be approved. If ever we need a shot in the arm for development, this is the time.

I'm sorry that the Building Inspector's Office, along with the Community Development Office, and Zoning and Planning Boards have to deal with "unfounded and false accusations."

Please continue your hard work and diligence of enforcing the zoning code.

Thank you for listening to my concerns.

Denise Nephew

Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:36 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Amend boundaries of an existing PDU and use of apartment on the first floor of multi-story building 22 Durkee St- Planning Board

2 messages

joseph rotella <jfrotella@hotmail.com> Sun, Apr 5, 2020 at 2:18 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

TO: Planning Board

I believe the appeal should be disapproved.
Currently there are no ground floor apartment in the central business district. This would set a precedent for years to come which would slowly erode plattsburgh core.
As a property owner with a vacant store front requesting a permit to convert to an apartment it would be difficult for the board to disapprove. And you could , but an Article 78 could follow by any property owner in the central business district who request it if this is approved.
Has the County Planning Board been required to approve/disapprove the request?
It seems difficult the applicant is the City the city Planning Board reviews and approves?
It like the fox guarding the hen house!
In the current pandemic situation at the very lease to request should be tabled and reconvened when all members and the public be present to voice there opinion/

Joseph Rotella
Property Owner and Past Chair
Of the Planning Board

Sent from my iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:03 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment April 6, 2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 5, 2020 at 1:36 PM
To: cityinfo@plattsburghcitygov.com

I would like to share my thoughts on the Prime development of the Durkee Street lot. First, I'd like to say that I am 100% in favor of the development. The City of Plattsburgh hasn't had an opportunity of this magnitude in generations. This development along with all of the other projects will transform the center city for years to come.

I like the design of the building. I do not think it is too big. It will draw more development downtown. I have attended or watched the Zoning board meetings and listened to the public comments. Prime Plattsburgh LLC has listened and has been very receptive to the concerns and have made many substantial changes in response to these concerns. I've read the report from McFarland Johnson and thought they addressed all of the comments thoroughly and have satisfied the SUP requirements.

I will quote a Letter to the Editor from Bob Smith that echoes how I feel, "If we lose this project, I am very concerned that we will not have future grants from the state. The state has accepted this project and will not accept another. This is an opportunity that will not present itself again, at least in my lifetime, and I fear, forever. Don't let it slip by".

Please do the right thing for Plattsburgh and vote yes on the SUP and move this project forward.

Thank you,

Sue Moore
City of Plattsburgh
Resident/Taxpayer

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:26 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment Mon 6 APR 20

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 5, 2020 at 1:16 PM
To: cityinfo@plattsburghcitygov.com

Dear ZBA Members,

I would like to state my support for approving the SUP for the Prime DRI project. After careful review of the FGEIS documents and the McFarland & Johnson answers to the questions raised by the commenters at the public hearings it is clear to me that there are no valid reasons not to approve this SUP request. Specifically: The building design will not tower over the existing downtown structures and has been shown to be aesthetically pleasing to the eye and blending with the surrounding cityscape very well. This project is not anticipated to cause any parking issues as borne out by third party studies, not by assumptions based on speculation. I trust that you will make your determinations based on the facts at hand and not on outside pressure. This is a once in a lifetime opportunity to add a new development to our long dormant Center City. If we continue to allow these empty spaces to remain and propagate we will eventually be left with nothing downtown. In closing I would like to say that I have talked to many people during my daily walks throughout the city and the vast majority are in favor of this project and are looking forward to its construction.

Sincerely,
Jeff Moore
Oak Street, Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:23 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Message for zoning board

3 messages

Kelly, Michael <KellyM@cityofplattsburgh-ny.gov> Sat, Apr 4, 2020 at 9:16 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Hi,

I am writing to express my wholehearted support for the Prime Durkee Street development plan. The project has been closely scrutinized by the GEIS process and has passed with flying colors. Prime Companies, for its part, is developing quality apartment units all over the capital district and will be a good corporate citizen in Plattsburgh, just like they are wherever else they have built apartments.

A handful of misguided and disgruntled citizens are opposed to the Durkee Street development project, but the truth is most of this small group of people don't even live in the city and have little or no stake in the city's future. We citizens do have a stake, though, and we want to see our city grow.

There is no other project planned for Durkee Street! If this does not go through, then there will not be another chance, at least in the framework of the DRI. The State will take their money back and move it to a more deserving location. This will also harm our relationship with Albany, and future monies will be less available for Plattsburgh. That valuable piece of property with so much potential will remain a parking lot.

On the other hand, if the Prime project is approved and built, it will be just the beginning for downtown Plattsburgh. This project, when successfully completed, will spark development and improvements all over downtown and the harborside area. Developers are interested in downtown Plattsburgh, and they are eagerly waiting to see how we as a city handle the Durkee Street project. Please, let's not let this golden opportunity pass us by. Our children and grandchildren will thank us.

Michael Kelly
Plattsburgh City Councilor - Ward 2
44 City Hall Place
Plattsburgh, NY 12901

518-561-0072

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:13 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 6:08 PM
Draft To: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Mr. Ronald Nolland, Chairman, City of Plattsburgh Zoning Board of Appeals
James Abdellah, Chairperson of Plattsburgh Planning Board

RE: Request to cancel April 2020 Zoning Board of Appeals meeting & Planning Board meetings due to nationwide state of emergency Corona pandemic

April 4, 2020

TO WHOM IT MAY CONCERN:

I have read the April 3, 2020 letter from Mayor's office which is on CITY OF PLATTSBURGH BUILDING INSPECTOR OFFICE COMMUNITY DEVELOPMENT OFFICE's letter head. The responses to the complaints made by several Plattsburgh residents do NOT dispute the fact that city officials insist to hold public meetings without full face-to-face participation from all concerned citizens. Since the Mayor has stated that it is NOT his decision but rather the Chairpersons of the Zoning Board and Planning Board's choice to conduct all upcoming meetings *"remotely via videoconferencing software,"* without public attendance, I ask that Ron Nolland and James Abdellah postpone scheduled meetings. Though *"All board meetings will be livestreamed on the City's YouTube channel for contemporaneous viewing by the public and transcriptions of all board meetings held remotely will be made available to the public,"* it does NOT enable public participation as these meetings are taking place.

Many residents do not have reliable Internet service nor computer access at this time. Institutions throughout the nation have experienced security breaches using *Zoom* and other methods of video conferencing to conduct meetings. I like many residents due NOT have the computer capability or access to listen or view them. In fact, those residents who have watched common council meetings had difficulty understanding comments made during meetings and could not view on line. Contrary to the comments made in April 3, 2020 response letter to the public's outcry over holding any ZBA and PB meetings in April conducting NON-ESSENTIAL meetings does NOT comply with *Governor's Executive Orders and current guidance from the NYS Committee on Open Government,* **because Prime's future development is NOT ESSENTIAL to the safety and health of our community.**

As a longtime resident of Plattsburgh, I have always believed that ZBA and PB members work hard to ensure that the public is able to personally attend and participate during all meetings. I am shocked to discover that the Zoning Board of Appeals and Planning Board special meetings are still scheduled for April 6 & 7, 2020 and that the regular meetings are to also take place on April 20 and 27, 2020 respectively.

It is clear that the agenda for April 6 & 7, 2020 meetings are to approve the new boundaries for the Durkee Street parking lot. It is egregious to hold such meetings without full participation from adjacent property owners and stake holders in downtown. Every downtown business person and property owner whom I have spoken to were unaware that these meetings were scheduled and have NOT had ample time to comment. It is incredulous for the Mayor to state that the public commented on all issues for future ZBA & PB meetings now scheduled on April 6 & 7, 2020 in February 2020, stating April 6 & 7 meetings are to replace March 2020 meetings. Since March 2020 meetings were cancelled NO ONE was able to comment.

Any comments made in February 2020 were based on old information. It is ludicrous to even suggest that discussions made in past meetings are the only and final comments to be made by everyone impacted by Prime's project. If that is the case then there should be no reason for any member of the Prime team to attend any future meeting or to provide any further information to either board. Many people due to unforeseen circumstances were unable to attend or comment in the past and welcome the opportunity to fully participate in future meetings.

I thought we lived in a democracy that clearly gives provision for face to face public participation in every meeting. Past comments on any issue are not held in time. It should be noted that every meeting that I have attended regarding Prime's Plattsburgh project has failed to provide complete and accurate information as to all aspects of the Durkee Street project. As someone who has attended many ZBA and PB meetings new information is always provided during the course of any meeting, which is why it is imperative and OUR RIGHT as residents of Plattsburgh to be able to be present to comment during every phase of this project. Furthermore, given the impact such a decision would have on our community and downtown businesses any decisions made on this matter without full participation and personal attendance would be highly suspect. The April 6 & 7, 2020 scheduled meetings are WITHOUT due notice & ability for concerned citizens to attend in person. I like many city residents have been consumed with struggling to keep my business solvent and family members safe from the Corona Virus pandemic.

I am writing to you to plead with you to please postpone ZBA & PB meetings dealing with Prime Development until city residents and other interested parties can attend all meetings in person and fully participate. As chairperson of the Landlord/Tenant committee my colleagues and I have agreed to postpone all meetings until Covid 19 no longer poses a health and economic risk to our community and both our Governor and President have lifted the state of emergency and our local businesses can resume to normal operations. All non-essential businesses have been ordered to close and everyone is struggling to survive. New York State has asked that all NON-EMERGENCY public meetings be postponed until the public can participate in person safely. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

It is the responsibility of both the Zoning and Planning boards to ensure that every resident in Plattsburgh be able to fully participate in all meetings held by ZBA & PB. Zoning and Planning Boards throughout NYS, such as Saratoga, Watertown, and Binghamton have postponed all meetings until further notice due to Covid 19. In reading the Mayor's memorandum pertaining to the manner in which the ZBA and PB meetings are to be conducted, it is clear that the *public is excluded* from participating during these scheduled meetings. Not only is public comment prohibited during any meeting, but it is questionable if either board will accept written comments from city residents prior to ZBA or PB making any decision. I quote, "Please note that, in order to minimize the risk of virus transmission and until further notice, the meetings of both boards will be conducted solely via videoconference. Meetings will not be held at City Hall, access to which is presently restricted…members of the public may watch the meetings live via the City's YouTube channel, the public will **NOT** be permitted to attend board meetings

via Zoom. Public comments will **NOT** be received by either ZBA or PB board during meetings. Written comments on the application **may, at the discretion of the board**, be accepted until 12:00 p.m. on the date one week following the close of the public hearing."

Given the fact that the future development of Durkee Street parking lot has such a significant impact on the economic welfare of Plattsburgh, county and surrounding communities it is not only poor planning and unjust to hold any meetings pertaining to the development of the Durkee Street lot without full public participation, but any meetings pertaining to Prime's project should NOT take place because it is NOT deemed necessary to safeguard the health or welfare of our community under the guidance issued on March 12, 2020 by NYCOM.

I remind both ZBA and PB members that Prime's project must be granted a *SPECIAL USE PERMIT*, which requires that Prime's proposed use and plan be in "harmony" with all zoning ordinances and local laws and to ensure that granting a SUP to PRIME will NOT adversely affect adjacent properties and neighborhoods. It is not only unreasonable but highly unprincipled to hold any meetings pertaining to Prime without in person public participation and comments. Even more disheartening is to think that members of either board would make any decisions without public input throughout every stage of this process.

Everyone throughout our country is faced with the uncertainty of both our physical well-being and financial health. City officials would be better served to work together to assist local businesses and property owners to weather this economic storm rather than planning any future development at this time. Given the fact that NYS was in a deficit prior to this pandemic and estimates that the state will lose billions of dollars from Corona Virus it is not only unwise but foolish to believe that NYS will have sufficient funds to pay for any grants or revitalization of any downtown in NYS. All businesses throughout NYS and US are facing the loss of jobs, tenants and landlords alike are struggling to pay rent or buy essential items to live.

I implore city officials, Zoning and Planning Board chairpersons and members to act in good faith. I once again, PLEAD with everyone to postpone all future meetings regarding Prime Development until our city, state and country is no longer faced with the ongoing threat of this pandemic and all concerned citizens can safely attend all meetings in person.

Sincerely,

Carol J. Klepper

Carol J. Klepper

17 Couch Street, Plattsburgh, NY 12901

Plattsburgh

CENTER FOR EARTH AND ENVIRONMENTAL SCIENCE
132 Hudson Hall

101 Broad Street
Plattsburgh, NY 12901-2681
Tel: (518) 564-2028
(877) 554-1041
Fax: (518) 564-5267

STATE UNIVERSITY OF NEW YORK

To the City of Plattsburgh Planning and Zoning Boards,

I hold two decades of professional planning experience throughout the United States, have served on the City Planning Board since 2012, teach planning at SUNY Plattsburgh, and hold a Master's Degree and PhD in planning from the University of Vermont and Virginia Tech.

As a planning and zoning board, the question before you is not one of setbacks, lot lines, parking spaces or design standards. It is about the holistic nature of community, capacity of local residents to build our future and determine our destiny, and the positive reinforcing feedback loop that is created when local social, cultural, material and financial assets are aligned. The DRI funding provides the pathway to build on these assets and align these resources- yet the current proposal for the Durkee PUD gums the works with an irreversible misallocation of resources that disrupts, rather than supports, ongoing local efforts.

One line of the Prime proposal in particular demonstrates the failure of the Durkee Lot to synergize with Plattsburgh's assets and needs. On page 8 of the project narrative (section C.1. General Architecture) the proposal states that the development at Durkee will be "oriented toward the river." In reality the project's main facade faces Durkee and Bridge streets, and the river sees brick walls and a parking lot. If the project were to creatively reflect Plattsburgh's character and strengths it would have more open, public and event space to draw residents and tourists downtown; it would provide activities for all ages and families; it would provide flexible space to evolve with community interests; it would provide diverse opportunities for interacting, recreating, spending and earning; and it would compliment Plattsburgh's natural, cultural and historical strengths.

You will hear from other planning professionals that downtown living space is needed to revitalize the downtown core. I don't disagree with this assessment in principle. The DRI, however, is funding

the renovation and addition of downtown housing options and we should give these initiatives a chance to succeed before adding competition. Furthermore, there are possibilities for repurposing existing buildings as unique living spaces in the downtown core, such as the Key Bank building, that should be explored before launching duplicate construction projects. In uncertain situations such as this, conservative and incremental planning that avoids a large outlay of irreversible resources is the most prudent approach. There may be a time for a large PUD project in the City of Plattsburgh, but the calculus of risk and reward doesn't compute on Durkee at this moment.

In the community planning arena, there are two main theories of economic development: *exogenous development* and *endogenous development.* Exogenous development relies on bringing new, large scale projects such as industrial parks, shopping malls, sports complexes and large mixed-use residential/commercial projects to a community. Municipalities often offer big tax breaks to attract these projects because the upfront costs are high and long-term finances are suspect. In reality, experience shows us that these projects tend to provide short term infusions of cash and jobs that don't have much staying power.

Endogenous development strategies lay the groundwork for locals to cultivate economic activity based on local knowledge, needs, interests and resources. Think business incubators, farmers markets, town festivals, outdoor recreation opportunities, parks and greenspace. These projects get local residents moving and interacting. They build relationships and connections to place that have staying power. Endogenous development provides the audience, clientele and users first, and provides the scaffolding for local community members with long-term commitments to place and people to build the stuff they want and need. Plattsburgh has been doing this for decades. The Saranac River, our multiple waterfronts and the Strand are outstanding local assets that residents across generations love and use. Building infrastructure to access and compliment these resources has little risk and enormous rewards.

Many elements of the DRI, such as funding to upgrade existing apartments, streetscape improvements, improved parks and parking are excellent initiatives and I believe they will, in concert with one another, meet their intended objectives. Yet he Durkee Street Planned Unit Development, as currently proposed, misses its mark.

Sincerely,

Curt Gervich, PhD.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

April 6 & 7 zoning and planning board meetings

3 messages

boothins <boothins@primelink1.net> Fri, Apr 3, 2020 at 11:09 AM
To: McMahonJ@cityofplattsburgh-ny.gov, ronnolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, Marbuts@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

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Alan B Booth

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boothins <boothins@primelink1.net> Fri, Apr 3, 2020 at 12:32 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ronnolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, Marbuts@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

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Booth Insurance Agency
20 Brinkerhoff Street
PO Box 990
Plattsburgh, NY 12901
Phone: (518)561-3290
Fax: (518)561-1203

Marbut, Shelise <MarbutS@cityofplattsburgh-ny.gov> Fri, Apr 3, 2020 at 2:14 PM
To: boothins <boothins@primelink1.net>, "McMahon, Joe" <McMahonJ@cityofplattsburgh-ny.gov>, "ronnolland@gmail.com" <ronnolland@gmail.com>, "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>, "Tamer, Malana" <TamerM@cityofplattsburgh-ny.gov>, "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Good afternoon,

Thank you for contacting the City of Plattsburgh Planning Board regarding the upcoming meeting schedule.

Based on comments received by some members of the public, it appears there may exist some misunderstandings regarding the upcoming meetings. Attached, please find responses providing clarification. Additionally, please also find attached a list of all upcoming April board and committee meetings for the City. This information has been made available on the ZBA and Planning Board webpages on the City of Plattsburgh website, as well.

We hope this provides clarification regarding your concerns.

Best wishes,

Shelise Marbut
Senior Account Clerk
Planning Board Secretary

Community Development Office
41 City Hall Place

Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.536.7520

From: boothins <boothins@primelink1.net>
Sent: Friday, April 03, 2020 12:32 PM
To: McMahon, Joe; ronnolland@gmail.com; Beebie, Lisa; Tamer, Malana; Marbut, Shelise; cityinfo@plattsburghcitygov.com
Subject: Re: April 6 & 7 zoning and planning board meetings
[Quoted text hidden]

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2 attachments

2020_04_02 City Board Meeting Schedule.pdf
101K

2020_04_03 City Reponse to Comments on Special Board Meetings.pdf
141K

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Cancel ZBA and Planning Board meetings until COVID 19 Crisis is over

2 messages

Deborah Yokum <debyokum@gmail.com> Fri, Apr 3, 2020 at 9:54 AM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

To the City of Plattsburgh Zoning Board of Appeals and the City of Plattsburgh Planning Board:

We, the board of The North Country Food Co-op, are writing to urge you to discontinue all meetings, except for those that deal with emergency issues, as ordered by the Governor, until the COVID 19 state of emergency has been lifted. We note that the ZBAs and Planning Boards in cities across New York State are doing so, and Plattsburgh should do so too. We are specifically concerned that very important decisions regarding the Prime Plattsburgh Durkee Street project will be made in a manner that will preclude genuine public comment. Emailed comments before and after a meeting that will be largely inaudible (based on recent Common Council meetings) do not afford true public input. This matter is too important to proceed without proper public feedback.

In addition, we are facing a world-wide crisis, the results of which we cannot predict. We can assume, though, that it will have long-lasting economic consequences. In the meantime, we are all struggling in our personal and professional lives and worrying about our personal safety and whether our businesses will survive this. Having to respond to and keep track of the city's meetings about something that is already threatening our business and not being able to do it in person just adds to this very difficult situation.

We realize you are all voluntarily serving on the ZBA and Planning Board and we are grateful for that. We believe you should not be pressured into meeting and making these very important decisions at a time when we are all facing a global public health and economic crisis. You, as board members, have the authority to cancel these meetings and we ask that you do so.

Sincerely,

Deborah Yokum, President
Board of Directors

Ryan Demers
General Manager

North Country Food Co-op
25 Bridge Street
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 11:54 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Stop Non-Essential Meetings!

1 message

terrycb12901 <terrycb12901@yahoo.com> Thu, Apr 2, 2020 at 10:41 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com, Barbelli@cityofplattsburgh-ny.gov, kellym@cityofplattsburgh-ny.gov, gibbse@cityofplattsburgh-ny.gov, DeDominicasPa@cityofplattsburgh-ny.gov, mcfarlinp@cityofplattsburgh-ny.gov, moorej@cityofplattsburgh-ny.gov

I urge you to postpone any zoning board or planning board meeting dealing with the Prime project, or ANY non-essential project that's bee submitted! These are PUBLIC meetings and holding any such meeting will exclusively exclude the public!T

You must postpont the April 6th ZBA meeting and the April 7th Planning Board meetings as non-essential meetings in accordance with the “PAUSE NEW YORK” Executive Order by the Governor.

Municipalities around the state are postponing Zoning Board and Planning Board meetings until at least the end of April while in the midst of this pandemic!

The public has a right to attend these meetings and to be heard! To exclude them from attending and voicing concerns, and even their agreement, is worse than wrong and unfair, it's reprehensible.

Terry Broderick

Sent from my Verizon, Samsung Galaxy smartphone

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Prime Public Hearing

2 messages

Jennifer Meschinelli <meschinj75@gmail.com> Thu, Apr 2, 2020 at 7:47 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>, "mcmahonj@cityofplattsburgh-ny.gov" <mcmahonj@cityofplattsburgh-ny.gov>, "ron.nolland@gmail.com" <ron.nolland@gmail.com>

On March 22, Governor Cuomo passed an executive order called PAUSE NEW YORK according to which all non-essential public meetings must be POSTPONED or CANCELLED. Period.

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Due to the numerous concerns this project has raised with city citizens, I urge you to postpone any meetings concerning the Prime project until after the pandemic has passed enough for gatherings to continue. This is NOT an essential project!

Jennifer Meschinelli

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:09 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

April 6th Meeting?

2 messages

Marc Gendron <mfgendron@icloud.com> Wed, Apr 1, 2020 at 3:54 PM
To: cityinfo@plattsburghcitygov.com

Dear Sir,

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Thank You,

Marc Gendron

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:02 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Durkee Street project must be delayed

2 messages

John Seiden <johnseiden7@icloud.com> Thu, Apr 2, 2020 at 4:25 PM
To: cityinfo@plattsburghcitygov.com

Hi I hope this email finds you well. As you might know I used to be on the zoning board for almost 20years I was also on several downtown commissions for the redevelopment of downtown. I was appointed by Governor Cuomo to be on the DRI committee Was also on the city of Plattsburgh revolving loan committee fund I have developed over 17 properties in Plattsburgh most of them in downtown Plattsburgh. There's a right way to develop and a wrong way to develop! What's going on currently in the city of Plattsburgh is bordering on criminal with Colin Read and his shenanigans of trying to jam this Durkee Street project down the citizenry throat. There's a pandemic happening everything has been shut down he puts in place of curfew. What's the matter with this guy, his ego is out of control. The importance of the citizens being able to participate in the planning board meetings and zoning board meetings are crucial. I hope you can convince him to have a shred of decency and integrity to put these meetings off until an appropriate time that the pandemic is under control and the citizens of Plattsburgh can participate in an open meeting. Hey Mayor Read "Open"meeting law means open! Not sneaking around while everyone is on lockdown , there may be a legal foundation to try to sneak this crap through but it's wrong. Hey Mayor Read put your ego away there's no time for it and it's UNAMERICAN!
John S.Seiden

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 8:12 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Committee Members

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 1:36 PM
To: cityinfo@plattsburghcitygov.com

This is to inform you of my approval and support of the Prime DRI Project.
Margaret deGrandpre'
Pleasant Street
Plattsburgh, NY

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 11:09 AM
To: cityinfo@plattsburghcitygov.com

I support the DRI plan

Sent from Peggy's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board comment

1 message

Richard Spindler <rich.spindler@gmail.com> Sun, Apr 5, 2020 at 6:03 PM
To: cityinfo@plattsburghcitygov.com

Hello,

I would like to comment on the Durkee Lot Development. First, for the City of Plattsburgh to prosper, it is imperative to encourage a variety of people to live downtown, including and especially working professionals. They will provide an economic stimulus to the city that is sorely needed for the downtown. Second, it seems very late in the process of the DRI. After all of the public input given, I cannot imagine the city going back to a blank drawing board on this. Third, I think the complaints about parking are baseless. People that are complaining about parking should live in a larger city and experience real parking issues. Besides, we need to get people out of their cars and walking more anyhow.

I'm sure there are probably inevitable conflicts that arise with such developments. They always do and you will never make everyone happy. Thank you.

Sincerely,
Richard Spindler

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board comment

1 message

sun85@aol.com <sun85@aol.com> Mon, Apr 6, 2020 at 11:59 AM
Reply-To: sun85@aol.com
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

To Whom It May Concern:

I'd like to express my support for the long-anticipated Durkee Street redevelopment project. While I believe it is wise to take a measured approach in order to achieve the best outcome for everyone who will be affected, I look forward to the revitalized downtown that will result from the plans currently in place. As a long-time user of the Farmer's Market, I look forward to its new, expanded location by the lake. The vendors' enthusiasm for the new space makes it all the more appealing for customers to follow them there.

It appears that much of the new design for Durkee Street will improve use of existing space, including some features that have been underused, like the green space currently used for the walkway from Margaret to Durkee. My hope is that the influx of residents downtown will result in increased traffic for the existing variety of businesses in that locale, and perhaps a few new ones.

Thank you and best of luck as you move forward.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

April 6 & 7 zoning and planning board meetings

3 messages

boothins <boothins@primelink1.net> Fri, Apr 3, 2020 at 11:09 AM
To: McMahonJ@cityofplattsburgh-ny.gov, ronnolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, Marbuts@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

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Booth Insurance Agency
20 Brinkerhoff Street
PO Box 990
Plattsburgh, NY 12901
Phone: (518)561-3290
Fax: (518)561-1203

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Shelise Marbut
Senior Account Clerk
Planning Board Secretary

Community Development Office
41 City Hall Place

Plattsburgh, NY 12901
www.cityofplattsburgh-ny.gov
(ph) 518.536.7520

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Subject: Re: April 6 & 7 zoning and planning board meetings
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James Abdellah, Chairperson of Plattsburgh Planning Board

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Many residents do not have reliable Internet service nor computer access at this time. Institutions throughout the nation have experienced security breaches using *Zoom* and other methods of video conferencing to conduct meetings. I like many residents due NOT have the computer capability or access to listen or view them. In fact, those residents who have watched common council meetings had difficulty understanding comments made during meetings and could not view on line. Contrary to the comments made in April 3, 2020 response letter to the public's outcry over holding any ZBA and PB meetings in April conducting NON-ESSENTIAL meetings does NOT comply with *Governor's Executive Orders and current guidance from the NYS Committee on Open Government,* **because Prime's future development is NOT ESSENTIAL to the safety and health of our community.**

As a longtime resident of Plattsburgh, I have always believed that ZBA and PB members work hard to ensure that the public is able to personally attend and participate during all meetings. I am shocked to discover that the Zoning Board of Appeals and Planning Board special meetings are still scheduled for April 6 & 7, 2020 and that the regular meetings are to also take place on April 20 and 27, 2020 respectively.

It is clear that the agenda for April 6 & 7, 2020 meetings are to approve the new boundaries for the Durkee Street parking lot. It is egregious to hold such meetings without full participation from adjacent property owners and stake holders in downtown. Every downtown business person and property owner whom I have spoken to were unaware that these meetings were scheduled and have NOT had ample time to comment. It is incredulous for the Mayor to state that the public commented on all issues for future ZBA & PB meetings now scheduled on April 6 & 7, 2020 in February 2020, stating April 6 & 7 meetings are to replace March 2020 meetings. Since March 2020 meetings were cancelled NO ONE was able to comment.

Any comments made in February 2020 were based on old information. It is ludicrous to even suggest that discussions made in past meetings are the only and final comments to be made by everyone impacted by Prime's project. If that is the case then there should be no reason for any member of the Prime team to attend any future meeting or to provide any further information to either board. Many people due to unforeseen circumstances were unable to attend or comment in the past and welcome the opportunity to fully participate in future meetings.

I thought we lived in a democracy that clearly gives provision for face to face public participation in every meeting. Past comments on any issue are not held in time. It should be noted that every meeting that I have attended regarding Prime's Plattsburgh project has failed to provide complete and accurate information as to all aspects of the Durkee Street project. As someone who has attended many ZBA and PB meetings new information is always provided during the course of any meeting, which is why it is imperative and OUR RIGHT as residents of Plattsburgh to be able to be present to comment during every phase of this project. Furthermore, given the impact such a decision would have on our community and downtown businesses any decisions made on this matter without full participation and personal attendance would be highly suspect. The April 6 & 7, 2020 scheduled meetings are WITHOUT due notice & ability for concerned citizens to attend in person. I like many city residents have been consumed with struggling to keep my business solvent and family members safe from the Corona Virus pandemic.

I am writing to you to plead with you to please postpone ZBA & PB meetings dealing with Prime Development until city residents and other interested parties can attend all meetings in person and fully participate. As chairperson of the Landlord/Tenant committee my colleagues and I have agreed to postpone all meetings until Covid 19 no longer poses a health and economic risk to our community and both our Governor and President have lifted the state of emergency and our local businesses can resume to normal operations. All non-essential businesses have been ordered to close and everyone is struggling to survive. New York State has asked that all NON-EMERGENCY public meetings be postponed until the public can participate in person safely. It is both irresponsible and unethical to hold any ZBA or PB meetings without all city residents and stakeholders being able to comment on Prime's project, especially those who own property adjacent to the Durkee Street Parking lot.

It is the responsibility of both the Zoning and Planning boards to ensure that every resident in Plattsburgh be able to fully participate in all meetings held by ZBA & PB. Zoning and Planning Boards throughout NYS, such as Saratoga, Watertown, and Binghamton have postponed all meetings until further notice due to Covid 19. In reading the Mayor's memorandum pertaining to the manner in which the ZBA and PB meetings are to be conducted, it is clear that the *public is excluded* from participating during these scheduled meetings. Not only is public comment prohibited during any meeting, but it is questionable if either board will accept written comments from city residents prior to ZBA or PB making any decision. I quote, "Please note that, in order to minimize the risk of virus transmission and until further notice, the meetings of both boards will be conducted solely via videoconference. Meetings will not be held at City Hall, access to which is presently restricted…members of the public may watch the meetings live via the City's YouTube channel, the public will **NOT** be permitted to attend board meetings

via Zoom. Public comments will **NOT** be received by either ZBA or PB board during meetings. Written comments on the application **may, at the discretion of the board**, be accepted until 12:00 p.m. on the date one week following the close of the public hearing."

Given the fact that the future development of Durkee Street parking lot has such a significant impact on the economic welfare of Plattsburgh, county and surrounding communities it is not only poor planning and unjust to hold any meetings pertaining to the development of the Durkee Street lot without full public participation, but any meetings pertaining to Prime's project should NOT take place because it is NOT deemed necessary to safeguard the health or welfare of our community under the guidance issued on March 12, 2020 by NYCOM.

I remind both ZBA and PB members that Prime's project must be granted a *SPECIAL USE PERMIT*, which requires that Prime's proposed use and plan be in "harmony" with all zoning ordinances and local laws and to ensure that granting a SUP to PRIME will NOT adversely affect adjacent properties and neighborhoods. It is not only unreasonable but highly unprincipled to hold any meetings pertaining to Prime without in person public participation and comments. Even more disheartening is to think that members of either board would make any decisions without public input throughout every stage of this process.

Everyone throughout our country is faced with the uncertainty of both our physical well-being and financial health. City officials would be better served to work together to assist local businesses and property owners to weather this economic storm rather than planning any future development at this time. Given the fact that NYS was in a deficit prior to this pandemic and estimates that the state will lose billions of dollars from Corona Virus it is not only unwise but foolish to believe that NYS will have sufficient funds to pay for any grants or revitalization of any downtown in NYS. All businesses throughout NYS and US are facing the loss of jobs, tenants and landlords alike are struggling to pay rent or buy essential items to live.

I implore city officials, Zoning and Planning Board chairpersons and members to act in good faith. I once again, PLEAD with everyone to postpone all future meetings regarding Prime Development until our city, state and country is no longer faced with the ongoing threat of this pandemic and all concerned citizens can safely attend all meetings in person.

Sincerely,

Carol J. Klepper

Carol J. Klepper

17 Couch Street, Plattsburgh, NY 12901

Plattsburgh

CENTER FOR EARTH AND ENVIRONMENTAL SCIENCE
132 Hudson Hall

101 Broad Street
Plattsburgh, NY 12901-2681
Tel: (518) 564-2028
(877) 554-1041
Fax: (518) 564-5267

STATE UNIVERSITY OF NEW YORK

To the City of Plattsburgh Planning and Zoning Boards,

I hold two decades of professional planning experience throughout the United States, have served on the City Planning Board since 2012, teach planning at SUNY Plattsburgh, and hold a Master's Degree and PhD in planning from the University of Vermont and Virginia Tech.

As a planning and zoning board, the question before you is not one of setbacks, lot lines, parking spaces or design standards. It is about the holistic nature of community, capacity of local residents to build our future and determine our destiny, and the positive reinforcing feedback loop that is created when local social, cultural, material and financial assets are aligned. The DRI funding provides the pathway to build on these assets and align these resources- yet the current proposal for the Durkee PUD gums the works with an irreversible misallocation of resources that disrupts, rather than supports, ongoing local efforts.

One line of the Prime proposal in particular demonstrates the failure of the Durkee Lot to synergize with Plattsburgh's assets and needs. On page 8 of the project narrative (section C.1. General Architecture) the proposal states that the development at Durkee will be "oriented toward the river." In reality the project's main facade faces Durkee and Bridge streets, and the river sees brick walls and a parking lot. If the project were to creatively reflect Plattsburgh's character and strengths it would have more open, public and event space to draw residents and tourists downtown; it would provide activities for all ages and families; it would provide flexible space to evolve with community interests; it would provide diverse opportunities for interacting, recreating, spending and earning; and it would compliment Plattsburgh's natural, cultural and historical strengths.

You will hear from other planning professionals that downtown living space is needed to revitalize the downtown core. I don't disagree with this assessment in principle. The DRI, however, is funding

the renovation and addition of downtown housing options and we should give these initiatives a chance to succeed before adding competition. Furthermore, there are possibilities for repurposing existing buildings as unique living spaces in the downtown core, such as the Key Bank building, that should be explored before launching duplicate construction projects. In uncertain situations such as this, conservative and incremental planning that avoids a large outlay of irreversible resources is the most prudent approach. There may be a time for a large PUD project in the City of Plattsburgh, but the calculus of risk and reward doesn't compute on Durkee at this moment.

In the community planning arena, there are two main theories of economic development: *exogenous development* and *endogenous development.* Exogenous development relies on bringing new, large scale projects such as industrial parks, shopping malls, sports complexes and large mixed-use residential/commercial projects to a community. Municipalities often offer big tax breaks to attract these projects because the upfront costs are high and long-term finances are suspect. In reality, experience shows us that these projects tend to provide short term infusions of cash and jobs that don't have much staying power.

Endogenous development strategies lay the groundwork for locals to cultivate economic activity based on local knowledge, needs, interests and resources. Think business incubators, farmers markets, town festivals, outdoor recreation opportunities, parks and greenspace. These projects get local residents moving and interacting. They build relationships and connections to place that have staying power. Endogenous development provides the audience, clientele and users first, and provides the scaffolding for local community members with long-term commitments to place and people to build the stuff they want and need. Plattsburgh has been doing this for decades. The Saranac River, our multiple waterfronts and the Strand are outstanding local assets that residents across generations love and use. Building infrastructure to access and compliment these resources has little risk and enormous rewards.

Many elements of the DRI, such as funding to upgrade existing apartments, streetscape improvements, improved parks and parking are excellent initiatives and I believe they will, in concert with one another, meet their intended objectives. Yet he Durkee Street Planned Unit Development, as currently proposed, misses its mark.

Sincerely,

Curt Gervich, PhD.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Cancel ZBA and Planning Board meetings until COVID 19 Crisis is over

2 messages

Deborah Yokum <debyokum@gmail.com> Fri, Apr 3, 2020 at 9:54 AM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

To the City of Plattsburgh Zoning Board of Appeals and the City of Plattsburgh Planning Board:

We, the board of The North Country Food Co-op, are writing to urge you to discontinue all meetings, except for those that deal with emergency issues, as ordered by the Governor, until the COVID 19 state of emergency has been lifted. We note that the ZBAs and Planning Boards in cities across New York State are doing so, and Plattsburgh should do so too. We are specifically concerned that very important decisions regarding the Prime Plattsburgh Durkee Street project will be made in a manner that will preclude genuine public comment. Emailed comments before and after a meeting that will be largely inaudible (based on recent Common Council meetings) do not afford true public input. This matter is too important to proceed without proper public feedback.

In addition, we are facing a world-wide crisis, the results of which we cannot predict. We can assume, though, that it will have long-lasting economic consequences. In the meantime, we are all struggling in our personal and professional lives and worrying about our personal safety and whether our businesses will survive this. Having to respond to and keep track of the city's meetings about something that is already threatening our business and not being able to do it in person just adds to this very difficult situation.

We realize you are all voluntarily serving on the ZBA and Planning Board and we are grateful for that. We believe you should not be pressured into meeting and making these very important decisions at a time when we are all facing a global public health and economic crisis. You, as board members, have the authority to cancel these meetings and we ask that you do so.

Sincerely,

Deborah Yokum, President
Board of Directors

Ryan Demers
General Manager

North Country Food Co-op
25 Bridge Street
Plattsburgh, NY 12901

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 11:54 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

City resident request during COVID 19 and PAUSE NEWYORK

2 messages

Libby Yokum <adklotus@gmail.com> Wed, Apr 1, 2020 at 4:52 PM
To: ron.nolland@gmail.com, McMahonJ@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, beebiel@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

To City Departments,

I wanted to politely ask you to postpone Zoning and Planning Board meetings dealing with the Prime/ Durkee St/ DRI projects without public in-person participation. However, what I really want to do is to yell- How the heck is it possible during this horrific pandemic, with downtown businesses being partially or totally closed and terribly financially stressed, with residents unable to pay rent (or cover medical expenses or even buy food), with landlords wondering how they will pay city taxes without their income, and I could go on... How can you even consider NOT canceling these meetings in accordance with the "Pause New York" Executive Order?

Televised meetings are not a workable solution for non-urgent business during COVID 19. The public cannot hear clearly or be involved which is totally unacceptable. Some concerned residents don't even have access.

The underlying question is what is the big hurry to have these meetings and rushed decision making before we even know the outcome of this crisis? We have no idea if the current businesses and apartment owners can even survive this pandemic? Will financial assistance be needed to just keep what we have afloat? Isn't is the City's job to see that residents and businesses are a priority.

Again, please postpone the Zoning Board April 6th and the Planning Board April 7th meetings dealing with the Prime/ Durkee St/ DRI projects without public in-person participation until we get to the end of this current crisis.

Thank you,

Elizabeth (Libby) Yokum

7 Point View Terrace

Plattsburgh NY 12901

C- 518 570-9570

H-518 310-1678

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:02 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Frank G. Zappala

Attorney at Law

142 Margaret Street
P.O. Box 2886
Plattsburgh, NY 12901
fgzappala@hotmail.com

Telephone
(518) 566-7211

*Facsimile
(518) 566-7214
*not for service

To: The Plattsburgh Zoning Board of Appeals
The Plattsburgh Planning Board

From: Frank Zappala

Date: April 6, 2020

The proposed Durkee Street project has two lanes of angled parking. Angled parking is dangerous. Attached is a memo sent to the City dated January 28, 2019. This document confirms that angled parking is dangerous.

If the present project is approved with angled parking the Zoning Board and the Planning Board are putting the citizens of Plattsburgh at risk.

From: Bibbins, Ken (DOT)
Sent: Monday, January 28, 2019 1:12 PM
To: Bessette, Michael <BessetteM@cityofplattsburgh-ny.gov>
Cc: Basil, Valmekie (DOT); Ricalton, Al (DOT); Kokkoris, Steve (DOT); Docteur, Aaron (DOT); Ortlieb, Craig H. (DOT);

Subject: Angled Parking Proposal, Bridge Street/US Route 9

Hello again Mike,

I've been in contact with a number of folks in the Department's Main Office, to try to establish all of the information that the City needs in order to make an informed decision about potential changes to Bridge Street/US Route 9/NY Bicycle Route 9.

There are two main questions on the table here:

The first question is relative to jurisdiction. It does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking without severely impacting its lane widths.

The second question is relative to the likely impacts that angled parking would have on traffic safety. It is well established, by multiple studies, that angled parking causes an increase in accidents. This is due to a number of reasons, including the need for a backing maneuver that is made where the operator of the parked vehicle must back into traffic when exiting the parking space, while their visibility is impaired by adjacent vehicles. This maneuver is particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one. There is also an increase in accidents due to the stop-go nature of drivers searching for an open space, which is more difficult with angled parking because the empty spaces are harder to see. There are some locations in our country where back-in angled parking has been used because that provides somewhat improved visibility when exiting the parking space. That improvement would only exist if there was sufficient space to accommodate the angled parking and it would not address the difficulty with spotting empty parking spaces far enough upstream to avoid a quick stop.

I can tell you that, based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.

Kenneth M. Bibbins, P.E.
Regional Traffic Engineer
New York State Department of Transportation, Region 7
317 Washington Street, Watertown, NY 13601
(315)785-2321|ken.bibbins@dot.ny.gov
www.dot.ny.gov

NEW YORK STATE OF OPPORTUNITY. | Department of Transportation

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Prime Public Hearing

2 messages

Jennifer Meschinelli <meschinj75@gmail.com> Thu, Apr 2, 2020 at 7:47 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>, "mcmahonj@cityofplattsburgh-ny.gov" <mcmahonj@cityofplattsburgh-ny.gov>, "ron.nolland@gmail.com" <ron.nolland@gmail.com>

On March 22, Governor Cuomo passed an executive order called PAUSE NEW YORK according to which all non-essential public meetings must be POSTPONED or CANCELLED. Period.

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Due to the numerous concerns this project has raised with city citizens, I urge you to postpone any meetings concerning the Prime project until after the pandemic has passed enough for gatherings to continue. This is NOT an essential project!

Jennifer Meschinelli

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:09 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Durkee Street project must be delayed

2 messages

John Seiden <johnseiden7@icloud.com> Thu, Apr 2, 2020 at 4:25 PM
To: cityinfo@plattsburghcitygov.com

Hi I hope this email finds you well. As you might know I used to be on the zoning board for almost 20years I was also on several downtown commissions for the redevelopment of downtown. I was appointed by Governor Cuomo to be on the DRI committee Was also on the city of Plattsburgh revolving loan committee fund I have developed over 17 properties in Plattsburgh most of them in downtown Plattsburgh. There's a right way to develop and a wrong way to develop! What's going on currently in the city of Plattsburgh is bordering on criminal with Colin Read and his shenanigans of trying to jam this Durkee Street project down the citizenry throat. There's a pandemic happening everything has been shut down he puts in place of curfew. What's the matter with this guy, his ego is out of control. The importance of the citizens being able to participate in the planning board meetings and zoning board meetings are crucial. I hope you can convince him to have a shred of decency and integrity to put these meetings off until an appropriate time that the pandemic is under control and the citizens of Plattsburgh can participate in an open meeting. Hey Mayor Read "Open"meeting law means open! Not sneaking around while everyone is on lockdown , there may be a legal foundation to try to sneak this crap through but it's wrong. Hey Mayor Read put your ego away there's no time for it and it's UNAMERICAN!
John S.Seiden

Sent from my iPhone

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 8:12 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

PLEASE POSTPONE!!!!

3 messages

Jonathan <jons202@charter.net> Wed, Apr 1, 2020 at 3:03 PM
To: cityinfo@plattsburghcitygov.com

Moving the hearing from the 20th to the 6th is unfair and self serving.

Postponement is the only appropriate action at this time. The public is all consumed with protecting themselves, their families and livelihoods.

Please postpone any and all actions in the matter of Prime Properties. Its the right thing to do.

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Thank you,
Jonathan Schneiderman
Downtown business owner for 16 years.

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:01 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 10, 2020 at 1:09 PM
To: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Prime Development project

2 messages

June Foley <konda.foley@gmail.com> Sun, Mar 29, 2020 at 3:27 PM
To: cityinfo@plattsburghcitygov.com

I would like to express my strong objections to the Downtown Development plans and to the process outlined for Zoom meetings with limited public comment outlined by the mayor.

I have attended 2 meetings on this topic and read such material as I found online. My objections are as follows:
1. Plans for parking are inadequate. Prime company presentations change the number of projected spaces in every presentation, but none of the projections are adequate.
2. The relocation of the farmer's market is inadequate. The new location does not have running water (so we know for sure no employees have washed their hands! Notice that in all public health information hand washing is better than sanitizers) and will occasionally be subjected to sewage smell, both of which are frankly disgusting for a place that sells food.
3. The green space is inadequate, even scary, considering what it would be like to walk between the river and a 5 story building at night.
4. There is no evidence that we need more commercial space in downtown Plattsburgh. The project runs the risk of just bringing more vacant space and the problems associated with such space to our downtown.
5. I object in the strongest possible terms to the granting of large tax breaks over a 20 year period to a private corporation. The costs associated with the building will of course exceed the payment in lieu of taxes, otherwise, why the heck are my taxes what they are? Prime will not be paying it's fair share, and thus will be a weight around the necks of current tax payers. What Evidence is there that the building will be worth anything at all at the end of the 20 years?
6. I have attended 2 public meetings at which many people spoke against this project and no one spoke for it. This process is contributing to the alienation people feel from our government which ultimately fuels the current federal administration.

PLEASE consider supporting a truly open and democratic process.

June Foley

Sent from my iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Mar 30, 2020 at 8:54 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

Message from 324-CITY
[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Postpone meetings due to covid-19 pandemic

1 message

Dr. Kate Mahoney-Myers <DrKateMahoney@hotmail.com> Thu, Apr 2, 2020 at 1:11 PM
To: "McMahonJ@cityofplattsburgh-ny.gov" <McMahonJ@cityofplattsburgh-ny.gov>, "ron.nolland@gmail.com" <ron.nolland@gmail.com>, "beebiel@cityofplattsburgh-ny.gov" <beebiel@cityofplattsburgh-ny.gov>, "TamerM@cityofplattsburgh-ny.gov" <TamerM@cityofplattsburgh-ny.gov>, "MarbutS@cityofplattsburgh-ny.gov" <MarbutS@cityofplattsburgh-ny.gov>, "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

On March 22, Governor Cuomo passed an executive order called PAUSE NEW YORK according to which all non-essential public meetings must be POSTPONED or CANCELLED. Period.

Please postpone all zoning board or planning board meetings that are related or relevant to the downtown DRI /Prime project immediately. The Covid19 pandemic has brought business and families to their knees. Loved ones are ill. Finances are in ruin. There is no reasonable expectation of public participation at this point especially considering the Mayor himself has issued a state of emergency order in the City if Plattsburgh and also has implemented an 8pm curfew. If these meetings continue, it is a clear and blatant attempt to “never let a good crisis go to waste” and impede any in-person participation by the public. The livestream online is enormously subpar, as no one can reasonably hear anything that is being said and many people lack the technological means to participate.

The April 6th ZBA meeting and the April 7th Planning Board meetings are clearly non-essential meetings in accordance with the “PAUSE NEW YORK” Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board, Planning Board and multiple meetings directly because of the current pandemic. In light of the current downtown fiasco, Plattsburgh surely ought to as well.

Sincerely,
Kate Mahoney-Myers
owner of Living Well Chiropractic
10 Brinkerhoff St.
Plattsburgh, NY 12901

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Public Comment for April 6 Zoning Board and April 7 Planning Baord

2 messages

Brown, Rodney <Rodney.Brown@clintoncountygov.com> Mon, Apr 6, 2020 at 10:49 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>
Cc: "Henry, Mark" <Mark.Henry@clintoncountygov.com>

Please provide copies of the attached letter to both the City Zoning Board of Appeals and City Planning Board for their respective meetings on April 6th and 7th. On behalf of Legislator Henry, I ask that the letter be formally recorded as public comment for both meetings, and if possible, be read at the meetings. Thank you.

Rodney L. Brown, Deputy Administrator

Clinton County Legislature

137 Margaret Street – Suite 208

Plattsburgh, NY 12901

Tel. 518-565-4709

Email: Rodney.Brown@clintoncountygov.com

City DRI Letter Henry 4-6-20.pdf
68K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:35 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

City DRI Letter Henry 4-6-20.pdf
68K

Mark R. Henry
Clinton County Legislator, Area 3
6 Church Street
Chazy, NY 12921
Phone: (518) 578-4359 (cell)
mhenry2@twcny.rr.com

April 6, 2020

TO: City of Plattsburgh Zoning Board of Appeals; and
City of Plattsburgh Planning Board

Dear Board Members:

I have recently received information that your respective Boards will be voting on various actions related to the Prime Companies Mixed Use Residential/Commercial project proposed for the Durkee Street Parking Lot, and partially funded by the Downtown Revitalization Imitative (DRI) grant.

By this letter, I express my wholehearted and unconditional support for this project. In many ways the City of Plattsburgh is the lifeblood of Clinton County. A strong downtown will lift up the entire County. I truly believe that stagnant downtowns result in a slow deterioration of the economic, cultural and emotional vigor of a City. Alternatively, a downtown that continues to grow and adapt will remain vital and energize a community.

The downtown for the City of Plattsburgh, in my opinion, needs the invigoration of downtown residents that will result from the Prime Companies' proposed project. The project will bring renewed life to the day-to-day flow of activities downtown, including most importantly business and recreational activities. While some have decried the supposed negative impacts of this project, focusing on the loss of parking, I believe the City of Plattsburgh has taken the steps necessary to provide alternative parking opportunities to prevent any negative impacts. This project has so much promise for the City of Plattsburgh and County of Clinton. I urge you to focus on all the positive impacts that would result from this project, and take the steps necessary to approve the project and usher in a renewed era of optimism and economic growth for the City.

The views expressed in this letter are mine alone, and I do not speak for the Clinton County Legislature as a whole. While the short notice involved does not permit the Legislature to deliberate and provide a collective response, I will encourage my colleagues to provide their own statements as time allows. I wish you the best of luck in guiding the City of Plattsburgh during these trying times.

With best regards,

Mark R. Henry
County Legislator

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

April 6th Meeting?

2 messages

Marc Gendron <mfgendron@icloud.com> Wed, Apr 1, 2020 at 3:54 PM
To: cityinfo@plattsburghcitygov.com

Dear Sir,

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Thank You,

Marc Gendron

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:02 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board (April 6th) and Planning Board (April 7th)

2 messages

Paul DeDominicas <pdedomin@yahoo.com> Mon, Apr 6, 2020 at 10:29 AM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Good evening,

To the Zoning and Planning Boards of the City of Plattsburgh, I am writing this to you as a resident of the City and not as a City Councilor. First, thank you for the work that you do as it is challenging in the best of times. On top of that, everyone is now faced with the added stress of the COVID-19 Pandemic unsure of how it will affect Plattsburgh in the short and long term.

I understand that each Board has a decision to make regarding the Prime development project at Durkee St. I am asking for a pause for this project. The project was developed before the unprecedented response to the COVID-19 pandemic. In a short time, NYS and national economies have slowed considerably. Unemployment is up and is predicted to get worse before it gets better. Locally, many downtown businesses are shuttered with no clear idea of when they will reopen again. While we can model outcomes, we cannot know for sure the impact that the COVID-19 response will ultimately have locally.

Again, I am not asking you to vote against the project at this time. I am asking that you delay any vote to see how the pause in the economy affects local business and city revenues and to allow a better understanding of the situation as it develops. I think that there should be a discussion regarding the viability of a large development downtown after we have a better idea of the local impact or, at the very least, a discussion that the plan may need to change to reflect our new reality. Most people believe that even when we are able to start to return to work, it will be some time before anything is "business as usual".

Thank you for your time,

Paul DeDominicas
Trafalgar Drive
Plattsburgh NY 12901

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:31 AM
To: mcmahonj@cityofplattsburgh-ny.gov, Matthew <MillerMa@cityofplattsburgh-ny.gov>
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020 - 1 - Letter from Attorney Matt Fuller

4 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 9:54 AM

To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, "Parrotte, Sylvia" <parrottes@cityofplattsburgh-ny.gov>
Cc: editor@studleyprinting.com, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

PCC_ZBA Ltr 432020.pdf
2119K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:19 AM
To: mcmahonj@cityofplattsburgh-ny.gov

---------- Forwarded message ---------
From: **Plattsburgh Citizens Coalition** <plattsburghcitizencoalition@gmail.com>
Date: Mon, Apr 6, 2020 at 9:55 AM
Subject: Zoning Board of Appeals Comment 4/6/2020 - 1 - Letter from Attorney Matt Fuller
To: <cityinfo@plattsburghcitygov.com>, McMahon, Joe <mcmahonj@cityofplattsburgh-ny.gov>, <beebiel@cityofplattsburgh-ny.gov>, Parrotte, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: <editor@studleyprinting.com>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, <estigliani@freepressmedia.com>, <news@northcountrynow.com>, <newstips@mynbc5.com>, <rrockstroh@mychamplainvalley.com>, <nate@suncommunitynews.com>, <jlotemplio@pressrepublican.com>, Josh <Josh.Mitchell@hearst.com>, <pbradley@wamc.org>, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

PCC_ZBA Ltr 432020.pdf
2119K

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 4:30 PM

To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, "Parrotte, Sylvia" <parrottes@cityofplattsburgh-ny.gov>, ron.nolland@gmail.com
Cc: "Cc:" <editor@studleyprinting.com>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

Dear Zoning Board Members:

The purpose of this communication is to respectfully request that each and every public comment received is read aloud in its entirety at tonight's Board meeting.

People are concerned that, given the short notice and project complexity, public written comments will not be thoroughly read by Board members and contemplated within the context of the public meeting.

The City's program of rushing these special meetings with minimal notice to both Boards and to the public left little time for the public to write or for Board members to read public comments. With only days notice to compose written comment and having them due at noon the day of the meeting, it effectively diminishes and, in fact, all but eliminates public involvement. It also puts an unfair burden on Board members. And that's before even mentioning the severe strain and stress that each of us is under given this global emergency.

Therefore, in order to mitigate this injustice, we would ask that each and every public comment is read aloud in its entirety at the Zoning Board meeting tonight. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatent attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling large ones is a brazen and out of touch slap in the face to the community. Reading of the public comments won't change those facts. But it will at least ensure that all Board members thoroughly review comments and will show respect for the public and for the comments received although on a significantly diminished stage.

Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. Whether to vote.

Again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Tue, Apr 7, 2020 at 8:46 AM
To: mcmahonj@cityofplattsburgh-ny.gov

---------- Forwarded message ---------
From: **Plattsburgh Citizens Coalition** <plattsburghcitizencoalition@gmail.com>
[Quoted text hidden]
[Quoted text hidden]

MEYER, FULLER & STOCKWELL
PLLC ATTORNEYS AT LAW

LAKE GEORGE TITLE AGENCY

April 3, 2020

City of Plattsburgh Zoning Board of Appeals
c/o Ron Nolland, Chairman
City of Plattsburgh Planning Board
c/o Jim Abdallah, Chairman
City Hall
41 City Hall Place
Plattsburgh, New York 12901

Re: Prime Plattsburgh, LLC Special Use Permit Application

Dear Mr. Nolland, Mr. Abdallah, ZBA and Planning Board members:

Our firm is been retained by the Plattsburgh Citizens Coalition, Inc., a not for profit coalition and its members, of concerned citizens, property owners, and business owners in the City of Plattsburgh relative to the City's proposed development plans with Prime Plattsburgh, LLC. We understand that a ZBA public hearing has been noticed for the Prime Plattsburgh, LLC application for April 6, 2020. We also understand that applications are pending before the Planning Board. We offer the following comments:

1. Open Meetings Law: We note that given the Covid-19 outbreak, Governor Cuomo on March 13, 2020 issued Executive Order 202.1 which, in part, suspended Article 7 of the Public Officers Law, commonly known as the Open Meetings Law. This Executive Order has subsequently been extended and modified through to and including Executive Order 202.13 (as of March 30, 2020). However, what neither Article 7 of the Public Officers Law, nor Governor Cuomo's do, is address public hearings.

It is our belief that the ZBA is holding this public hearing solely under the guidance provided after Governor Cuomo's Executive Order 202.1 which permitted meetings to be held without

public attendance. That order, however, did not address public hearings. Public hearings continue to require active public input, that is, input during the actual meeting either through mechanisms such as "Zoom" or other similar participation level remote meetings. The procedure adopted by the City of Plattsburgh does not satisfy this law.

In addition, the City's procedure appears to ignore Executive Order 202.10 (March 23, 2020, copy attached) which states clearly "Non-essential gatherings of any size for any reason (e.g. parties, celebrations or other social events) are canceled or postponed at this time." With due respect, and particularly given the level of public interest in this project, this project is under no definition "essential". Indeed, it covers literally none of the essential categories covered by New York State Empire State Development at https://esd.ny.gov/guidance-executive-order-2026. [Last accessed 4-1-2020]

What is the reality, however, is that this scheduling of this hearing during this COvid-19 pandemic is a blatant attempt to push a controversial project through with as little public participation as possible. Indeed, it is quite clear that the City's public hearing procedures were perhaps adopted with this exact project in mind.

The ZBA and Planning Board are NOT obligated to follow the City's adopted hearing protocol. The ZBA and Planning Board are well within their respective powers to table this matter until Governor Cuomo lifts the pending prohibition against in person meetings. This matter is the largest project in recent history in the City of Plattsburgh. For this to be rushed through when the public is actually prohibited from appearing in person, for a project that is clearly not essential, is in and of itself an abuse of discretion and irrational. We ask the ZBA and Planning Board to table this matter until the pending prohibition against in person meetings is lifted.

As an update, subsequent to the draft of this letter, we received the correspondence issued by the City by email from the "Mayor's Office" of April 3, 2020 at 12:10pm. Notwithstanding that letter, and the Q&A attached thereto, government meetings are and should be limited to matters that are essential, no different than "essential businesses" are limited to those portions of business that are essential. **The fact is that this Durkee Street project is not essential**. That is

the entire point missed by the meeting guidance, the meeting procedures, and the statement issued by the Mayor's office of this day. Not every government function is essential. Were this a project for a hospital, or a health care center, or a production facility for PPE, the facts would be different, and a reviewing this project would be warranted.

2. Applicant: The applicant is not the "City of Plattsburgh" as noted on the applications. In reviewing the "Development Agreement" between the City of Plattsburgh and Prime Plattsburgh, LLC dated March 29, 2019 (hereinafter the "Agreement"), the pending applications before the ZBA and Planning Board are flawed as a matter of law. A copy of this Agreement is enclosed.

Pursuant to Section 4 of the Agreement titled "Permitting", Prime is the applicant, not the City of Plattsburgh. See Section 4(a)- "*Prime and its agents shall prepare and submit all necessary municipal, state and federal permit applications required for the approval of the Durkee Development and shall present such applications to the applicable governmental authorities*." Indeed, the SEQRA EAF form in the ZBA's materials note Prime Plattsburgh, LLC as the applicant, not the City. Prime has submitted no such application.

Moreover, not cited in any application materials is the authority or ability of the City of Plattsburgh as a municipal entity to even make this application. In this regard, we believe that City staff time used in pursuing an application that by written agreement is required to be submitted by a private business entity is actually an unconstitutional gift of public resources. While there are contractual obligations that a city may enter into, this Agreement specifically states that Prime, not the City, is to be completing and submitting the applications for this project. Thus, taxpayer dollars cannot be spent as they are now.

Lastly, on this point, the ZBA and Planning Board have to ask: How can the ZBA or Planning Board possibly receive unbiased support from the very community development and code enforcement staff that is bringing this application? Pursuant to General City Law §81-a, and indeed City of Plattsburgh Zoning Law §360-56[C]: "*Assistance to the Boards. Such Boards shall have the authority to call upon any department, agency or employee of the City for such assistance as shall be deemed necessary and as shall be authorized by the legislative body. Such*

department, agency or employee may be reimbursed for any expenses incurred as a result of such assistance." You cannot possibly rely on that assistance of those providing the assistance are the applicant!

The City of Plattsburgh cannot be the applicant as note above, and this needs to be remedied.

3. Waterfront development: We are enclosing our letter to the Common Council of September 9, 2019. To date, this letter has not been answered. However, this same legal issue presents itself to the ZBA and Planning Board. As proposed, the project application will include the alienation of waterfront property. We point you to the full content of our letter as if fully set forth herein. The ZBA and Planning Board are without power to approve any project that would alienate waterfront property.

4. SEQRA: The EAF submitted by the City is shockingly incomplete for a project of this magnitude. Little to no thought or consideration was put into this document. The following questions were not even answered in Part I of the EAF: C.1., C.2.c, C.3.c., D.1.c., D.1.d., D.1.e (incomplete), D.1.h., D.2.a., D.2.b., D.2.e. (incomplete), D.2.f., D.2.g., D.2.h., D.2.i., D.2.j., D.2.o., D.2.p., D.2.q., D.2.s., D.2.t., E.1.b. (incomplete), E.1.c. E.1.e., E.1.f., E.1.g., E.1.h. (incomplete), E.2.h (incorrect- the project site does include a river), E.2.q., and E.3.b..

In addition, we note the City's response at EAF question D.D.2.e.ii.: The City notes that this project will discharge to the Saranac River. The legality of this discharge needs to be researched. We do not believe that the City can legally create a point source discharge from this new project directly to the Saranac River.

Lastly, the underlying facts upon which the SEQRA findings has changed. Indeed, just this week it was reported that a record 6.6 million Americans filed for unemployment. The recession created by the Covid-19 pandemic cannot be ignored, and the underlying need for this project as well as the finances upon which it is based must be reviewed. In short, no board of the City can ignore the economic realities of the current environment.

5. Conflict: We believe the City's corporation counsel has a conflict of interest. The Corporation Counsel's allegiance is to the Common Council. The ZBA's and Planning Board's obligations are to review the pending PUD, site plan, subdivision, special use permit and variance applications. Thus, where questions of law are before the ZBA and Planning Board, or indeed even procedure, the ZBA and Planning Board cannot reasonably rely on the advice of counsel that is beholding to the Common Council, as again, corporation counsel's goal is to further the interests of the Common Council. Indeed, this letter raises significant, valid legal issues that the ZBA and Planning Board needs to address on their own- not in reliance on the Common Council. To the extent that you have legal questions on this matter, you need your own attorney.

Thank you.

Sincerely,

Matthew F. Fuller, Esq.
mfuller@meyerfuller.com

cc: Plattsburgh Citizens Coalition, Inc.

DEVELOPMENT AGREEMENT

This Development Agreement (the "Agreement") is by and between the **CITY OF PLATTSBURGH**, a New York municipal corporation located in Clinton County, New York (the "City") and **PRIME PLATTSBURGH, LLC,** a New York limited liability company with a place of business in Cohoes, New York ("Prime"), and is made and entered into as of the date of execution by the last party to execute this Agreement (the "Effective Date").

Background

1. Prime is a development company with experience and expertise in the design, development and management of mixed-use development projects.

2. The City is the owner of the so-called "Durkee Street Property". This site consists of two separate properties: 40 Bridge Street and 22 Durkee Street. Combined, the footprint of these properties totals approximately 4.3 acres. A portion of the Durkee Street Property is a leased parcel of approximately 1.3 acres on the southern end of the property (the "Leased Parcel"). This leased site contains a three-story office building and a two-level parking structure. It is leased by Investors Corporation of Vermont ("ICV") and shall not be part of the mixed-use development project. The intent of the City is to merge the 40 Bridge Street with the parcel located at 22 Durkee Street and subdivide the Leased Parcel as well as any lands located to the South of Broad Street which may be associated with the 22 Durkee Street property (the "Merger and Subdivision"). Upon completion of these steps, there shall remain an approximately 3.4-acre parcel bordered to the South by the Leased Parcel, to the North by Bridge Street, to the West by Durkee Street, and to the East by the Saranac River (the "Project Site").

3. New York State ("NYS") awarded the City $10 million in grant funding through Governor Andrew Cuomo's Downtown Revitalization Initiative ("DRI") to implement catalytic investment projects in downtown Plattsburgh as part of a longer-term strategy to attract additional public and private investment for revitalization. The Durkee Street redevelopment project is the centerpiece of Plattsburgh's DRI revitalization effort and NYS allocated $4.3 million towards its implementation that can be used as funding for infrastructure improvements, construction, and gap financing.

4. The City DRI's associated Streetscape Improvements and Riverfront Access projects will complement and support redevelopment of the Project Site, which may include improvements on Durkee and Bridge Streets as well as riverfront improvements bordering the Project Site (collectively, "the City's Other DRI Projects").

5. The City issued a Request for Proposals on October 17, 2018 ("RFP"), for a mixed-use development on the Project Site. Prime submitted a proposal in response to the RFP to develop, finance, construct and manage a mixed-use development to be built on the Project Site that is to be purchased from the City.

6. The City and Prime (collectively, the "Parties") memorialized their understandings with regard to the Project Site via a Letter of Intent dated February 22, 2019, incorporated herein and attached hereto as Exhibit "B" (the "Letter of Intent").

7. Prime intends to develop and construct a mixed-use development on the Project Site consisting of 2 buildings which will include approximately 127 +/- market rate apartments including furnished corporate apartments by ExecuStay, approximately 13,515 square feet of commercial space (retail, restaurants and/or office), approximately 7,883 square feet for Farmers' Market/civic space/

community space; approximately 233 parking spaces; and public access to the Saranac River waterfront (the "Durkee Development"). The City and Prime acknowledge and agree that the plans, including the configuration and size of the buildings, are conceptual and, to achieve the goals of each party as set forth herein, may be amended as design and permitting progress in accordance with the terms and conditions of this Agreement.

7. The City supports the Durkee Development. In order to complete the Durkee Development, the 40 Bridge Street parcel will need to be merged with the 22 Durkee Street parcel, the ICV leased parcel and other lands to the south of Broad Street will need to be subdivided from the resulting parcel, and easement rights for utilities and public access will need to be retained by the City. In addition, there will be public parking on the Project Site.

8. The City, as referenced in this document, is defined as follows:

(a) The City Common Council ("City"). The City of Plattsburgh, as the legal entity of the municipality shall be responsible for approval of the Plans, financing, and this Development Agreement and terms and conditions associated with it as outlined below. This shall also include City staff assisting the City Common Council in this capacity.

(b) The City's review boards ("City Boards"): The Planning Board and Zoning Board of Appeals, are independent bodies that will make their own evaluations of the Durkee Development and Project Site under applicable zoning requirements and the terms and conditions of this Agreement shall not be binding on these boards.

9. Prime and the City wish to formulate the necessary terms to proceed with the design, permitting, financing, construction, ownership and management of the Durkee Development.

10. Prime and the City enter into this Agreement to describe the framework for the Parties to proceed with the Durkee Development.

NOW, THEREFORE,

In consideration of the promises and the mutual covenants and agreements herein set forth, and in reliance on the representations and warranties contained herein, the Parties hereby agree as follows:

Section 1. **Prime's Due Diligence.** Prime shall have 40 days from date of execution of the Letter of Intent to complete its general due diligence of the Project Site (the "Due Diligence Period"). Due diligence will be the responsibility and at the expense of Prime and includes, without limitation, the following potential analysis:

- Review of existing City Boards, City, and NYS permitting history and analysis, and needed City, City Boards, and NYS permitting requirements,
- Review of environmental and brownfield restrictions and analysis,
- Title research and examination,
- Engineering analysis,
- Traffic analysis,
- Utility analysis,
- Geotechnical and soil boring analysis, and
- Other items as determined that need to be considered for the development of the site.

To aid in Prime's Due Diligence, the City will promptly provide Prime with any and all environmental documentation and requirements between the City and the NYS Department of Environmental Conservation on complying with the Site Management Plan in place for the Project Site and the environmental easement on the Project Site in the possession or control of the City. The City agrees to work with Prime as needed for amending NYS documents related to the Site Management Plan as may be necessary for change of use, transfer of certificate of completion, and ownership in connection with the Durkee Development. Prime understands that initial brownfield remediation work has been completed on the Property. If following any sale of the Project Site additional contamination is found during construction and further remediation is needed, such remediation shall be the responsibility of Prime. The City shall engage in reasonable efforts to assist Prime with securing potential NYS funding for this work should the need for it arise.

Prime shall provide the City with necessary information for determining utility allocation needs and connections for the Durkee Development. The City will provide Prime copies of title research, an ALTA survey completed in November of 2018, and utility easements on the Project Site. Prime's title research shall identify items that may be of issue and shall work with the City to resolve them during the Due Diligence Period.

The above Due Diligence Period, which is Prime's responsibility, shall be completed within forty (40) days after the execution of the Letter of Intent. Notwithstanding the foregoing, Prime may extend the Due Diligence Period for an additional thirty (30) days upon written notice to the City, delivered to the City no later than the close of business on the fortieth (40th) day of the initial Due Diligence Period, provided that Prime uses its best efforts to complete its due diligence within the initial forty (40) day period.

During the Due Diligence Period, the City and Prime agree to communicate regularly and express their mutual goodwill to coordinate and resolve potential obstacles.

In the event that either the City or Prime determine, for any reason, during the Due Diligence Period, that they do not wish to proceed with the Durkee Development, a written notice of termination shall be delivered to the other party no later than the close of business on the last day of the Due Diligence Period, as same may be extended. Upon such written notice, this Agreement shall terminate with each party having no further obligation or liability to the other, except such obligations and liabilities that expressly survive the termination or expiration of this Agreement.

Section 2. **Access, Prime's Responsibilities, Prime's Indemnity**

(a) From the date of the Letter of Intent through the expiration of the Due Diligence Period, Prime and its authorized agents or representatives shall be entitled to enter upon the Project Site during normal business hours upon advance notice to the City and make such reasonable, minimally invasive investigations, studies and tests including, without limitation, surveys, environmental surveys, geotechnical borings, and engineering studies as Prime deems necessary or advisable, provided, however, that, except as set forth below, Prime shall not be permitted to conduct subsurface environmental testing without City's prior consent, which consent shall not be unreasonably withheld, conditioned or delayed. The Parties acknowledge that it is anticipated that Prime will conduct geotechnical studies and ground penetrating radar studies at the Project Site, which shall include subsurface activities. Prior to conducting such subsurface activities, Prime will provide the City with the scope of such activities for the City's review and approval. The Project Site currently provides public parking in the City so Prime will use reasonable efforts to minimize any anticipated disruption of parking spaces or access.

(b) Prime agrees that in conducting any inspections, investigations or tests of the Project Site, Prime and its agents and representatives shall: (i) not unreasonably interfere with the operation and maintenance of the Project Site; (ii) not unreasonably disturb the tenants or occupants of adjacent properties; (iii) not damage any part of the Project Site or any personal property owned or held by

the City or any tenant or third party; (iv) not injure or otherwise cause bodily harm to the City or its respective guests, agents, invitees, contractors and employees or any tenant or their guests or invitees; (v) maintain comprehensive general liability insurance in terms and amounts reasonably acceptable to the City covering any accident arising in connection with the presence of Prime, its agents and representatives on the Project Site, and deliver a certificate of insurance verifying such coverage to the City prior to entry upon the Project Site; (vi) promptly pay when due the costs of all tests, investigations and examinations done with regard to the Project Site; (vii) not permit any liens to attach to the Project Site by reason of the exercise of Prime's rights hereunder; and (viii) fully restore the Project Site to the condition in which the same was found before any such inspection or tests were undertaken.

(c) Prime covenants and agrees to restore any damage to the Project Site resulting from the conduct of any such inspections, tests, surveys and/or studies and to save and hold the City and its successors and assigns harmless from any claim, damage, cost or expense, including reasonable attorneys' fees, for any damage to the Project Site or the property of third persons and/or adjacent property of third parties or for any personal injuries arising in whole or in part from any inspections, tests, surveys and/or studies performed by Prime or Prime's agents, employees or invitees on the Property. In no event shall the foregoing be construed to render Prime liable in connection with the presence or existence of any hazardous materials or environmental contaminants that exist on or beneath the Property and which were discovered through Prime's inspections, tests, surveys and/or studies except to the extent that any such hazardous materials or environmental contaminants were brought onto the Project Site and released by Prime or its agents. Prime's obligations hereunder shall survive the termination of this Agreement for any reason

(d) Prime shall share with the City all plans, surveys, site plans, building elevations, landscaping and lighting plans, traffic studies, engineering drawings, and all other plans, permits, applications, soil borings and tests, environmental site assessments, reports, and similar materials and products currently existing or generated for, by or on behalf of Prime in connection with the development of the Property during the term of this Agreement ("Work Product"). Prime shall provide copies and review its Work Product and proposed permit applications with the City before Prime submits them to any permit authority for the City's consent which shall not be unreasonably withheld or delayed. In the event that Prime fails to close, all Work Products, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, shall be assigned to and shall become the property of the City. The City shall provide to Prime, within five (5) days of the Effective Date, all permits, applications, environmental site assessments, reports, and similar materials and products currently existing or generated for, by or on behalf of the City in connection with the development of the Property, or which the City otherwise has in its possession, or are in the possession of the City's agents or consultants and of which the City has actual knowledge.

(e) Prime shall be solely responsible in its sole discretion for selecting the members of its development team including the architect, attorneys, general contractor, property manager, funding sources, consultants and other participants, and coordinating between them.

Section 3. **Pre-Permitting and Design**. In the event neither party provides the written notice of termination provided for in Section 2 above, the Parties shall promptly proceed with the next phase of development of the Durkee Development, the "Pre-Permitting and Design Phase" which shall consist of a ninety (90) day period commencing within fifteen (15) days following the end of the Due Diligence Period, as it may be extended. During the Pre-Permitting and Design Phase, Prime and the City will conduct the following:

(a) Design Process. Prime has engaged the services of Mackenzie Architects to complete the conceptual plan of the Durkee Development. Prime and its agents shall be responsible for preparing the preliminary design plans for the Durkee Development and Project Site, including hiring the

necessary architectural, landscape, engineering and related consultants needed to develop the plans for the permitting of the Durkee Development (the "Plans"). The Plans shall be in sufficient detail to be submitted in connection with the permit proceedings referenced below in the Permit Phase. Prime shall coordinate and communicate with the City regarding conceptual plans so as to foster and encourage City input. The City shall have access to the preliminary designs for the Plans. The City's approval of the Plans is also required, which shall not be unreasonably withheld, conditioned or delayed. The City shall notify Prime in writing of its approval or non-approval (together with detailed reasons as to such non-approval) of the Plans within fourteen (14) days of the City's receipt of the Plans.

(b) The Parties also incorporate by reference the Vision and Project Requirements as set forth in the Appendix A to the Letter of Intent, which is attached hereto as Exhibit "B".

(c) The Parties agree to incorporate energy efficient measures and green infrastructure that could work towards a LEED certification for the Durkee Development provided that such efforts and recommendations can be accommodated in a cost effective manner as determined and agreed to by the Parties.

(d) The City has engaged the services of Saratoga Associates to design the City's Other DRI Projects. Prime and City agree to work cooperatively on the Plans for the Durkee Development and the design of the City's Other DRI Projects with the objective of well-coordinated designs that benefit each.

(e) Farmers' Market. Prior to April 30, 2019, the City will make a determination regarding the viability of a farmers' market on the Project Site. In the event the City determines the farmers' market will remain on the Project Site, the Plans shall incorporate the farmers' market in a manner mutually agreeable to the Parties. In the event a farmers' market will not remain on the Project Site, as determined by the City, then the Parties will propose an alternative public amenity, public parking, or community-oriented project to be incorporated into the design of the Durkee Development to meet the City's DRI goals as outlined in the Letter of Intent. In the event the City determines that a farmers' market on the Project Site is not viable, the Parties agree to work together to relocate the existing Plattsburgh Farmers' and Crafters' Market structure off the Project Site.

(f) Merger and Subdivision. The Plans shall include all documentation reasonably required to merge the 40 Bridge Street parcel with 22 Durkee Street parcel, and then subdivide the ICV leased parcel as well as any lands to the South of Broad Street. The parcels described above are indicated on the Robert M. Sutherland P.C. ALTA SURVEY Plan for the City of Plattsburgh dated 10/16/16 and certified on 11/02/2018, herein attached at Exhibit C.

(g) Public Parking. Prime shall generate an initial draft parking plan for the Project Site and proximate public parking areas which shall be distributed to the City. The proximate public parking areas shall include any parking areas on Bridge Street and Durkee Street to be constructed as part of the City's Other DRI Projects. The plan shall detail the number of public parking spaces, the management system for these spaces, and shall also detail parking lot maintenance and liability. The portion of the parking plan which directly encumbers the Project Site shall be approved by the City, which approval shall not be unreasonably withheld, conditioned or delayed. The Parties shall execute a mutually satisfactory project site parking agreement (the "Project Site Parking Agreement"). There shall be, at a minimum, 30 parking spaces designated exclusively for the public's use on the Project Site.

(h) Public Access Easements. An essential component of the Durkee Development is public access to the Saranac River waterfront. The Plans shall identify those areas identified by the City that it shall retain for public access easements over and across the Project Site and along the Saranac River.

Alternatively, by mutual agreement of the Parties, the Plans may show the property being subdivided in such as manner as shall result in the City retaining ownership of one or more of the areas that provide such public access.

(i) Utility Easements. The Durkee Development may require the relocation of the existing utility easements that encumber the Project Site. The City will work with Prime to identify and grant utility easements on the Project Site, and the Plans shall show any such easements.

(j) Project Schedule. The Parties have created a schedule for the Durkee Development (the "Project Schedule"), a copy of which is attached as Exhibit "A", that sets forth the Parties' best estimate of dates to accomplish the list of tasks delineated within said schedule, with the understanding that some dates may need to be reasonably modified during subsequent phases based on the results of the Parties' reports and investigations. In no event shall the dates set forth in the Project Schedule be considered Times is of the Essence.

(k) City Common Council Approvals. In order to proceed to the Permit Phase (as defined below), the City Common Council shall approve the Plans generated during the Pre-Permitting and Design Phase, which approval shall not be unreasonably withheld, conditioned or delayed. Any objection the City Common Council may have to the proposed design based on standards set forth in the City of Plattsburgh, New York Request for Proposals, Section IV. Vision and Project Requirements attached to the Executed Letter of Intent in Appendix A shall not be deemed unreasonable. The City shall notify Prime in writing of the approval or non-approval of the Plans by the City's Common Council (together with detailed reasons as to such non-approval) of the Plans within fourteen (14) days of the City's receipt of the Plans. In the event of non-approval of the Plans by the City's Common Council, Prime may re-submit modified Plans.

On or before the end of the Pre-Permitting and Design Phase, Prime and the City shall promptly meet to review the Project Budget (outlined in Section 5 Financing below), Project Schedule, Plans, and findings, recommendations and reports referenced above to determine whether to proceed to the next phase of development.

In the event that either the City or Prime determine, for any reason, after their review of all such data and information that they do not wish to proceed with the development of the Project, a written notice of termination shall be delivered to the other party, and upon such written notice, this Agreement shall terminate with each party having no further obligation or liability to the other except as specifically set forth on the Payment Schedule and all of Prime's Work Product, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, collected during the Pre-Permitting and Design Phase shall be assigned to, and shall become the property of the City. The decision as to whether or not to proceed to the next phase shall be made within fifteen (15) days after the end of the Pre-Permitting and Design Phase, as it may be extended.

Section 4. **Permitting** In the event neither party provides the above referenced written notice of termination as provided for in Section 3, the Parties shall promptly proceed with the next phase of development, the "Permit Phase," which shall consist of a ninety (90) day period and which shall include the following steps:

(a) Permit Applications and Process. Prime and its agents shall prepare and submit all necessary municipal, state and federal permit applications required for the approval of the Durkee Development and shall present such applications to the applicable governmental authorities. In the event that the City's Other DRI Projects require permit approvals, those permit applications shall be prepared, submitted and pursued by the City in conjunction with the Durkee Development. Each party's responsibility for the cost and expense for the engineering work and permit costs shall be set forth on the Payment Schedule. Both the City and Prime shall actively participate

during the Permit Phase and shall execute permit applications and attend informational meetings, pre-permitting meetings and public hearings, as requested. During the Permit Phase, each party shall review and approve any material permit conditions with respect to the design of the Durkee Development that would substantially or adversely affect the construction, development, cost and operation of the Project, as contemplated by this Agreement. The Parties shall undertake such reasonable efforts to ensure permits are obtained in accordance with the target dates set forth on the Project Schedule.

Prime understands that the City Boards are independent bodies that will make their own evaluations of the Durkee Development and Project Site under applicable zoning requirements and that the terms and conditions of this Agreement shall not be binding on these boards.

(b) Planned Unit Development Approval. Simultaneously with the Merger and Subdivision, Prime, with assistance from the City, will use reasonable efforts to obtain an amended Planned Unit Development ("PUD") approval for the Durkee Development on the Project Site per the process described by the City of Plattsburgh Zoning Code.

(c) SEQRA Approval. As part of the City permitting, the Parties will need to obtain SEQRA approval. The Parties agree to work together on preparing and submitting the needed applications to obtain SEQRA approval.

(d) State and Federal Approvals. Prime shall be responsible for obtaining all needed state and federal approvals for the Durkee Development. The City shall be responsible for obtaining all needed state and federal approvals for the City's Other DRI Projects. The Parties agree to work collaboratively as needed for obtaining these approvals.

Section 5. **Financing**

(a) Preliminary Financial Review. Prime shall provide updated financials, to the extent same exist, and operating proforma to City for review and approval during the Due Diligence phase.

(b) Financing. Within forty-five (45) days of receiving all final, non-appealable permits for the Durkee Development (the "Financing Phase"), Prime shall prepare, submit and use its best efforts to obtain the necessary financing for the entire Durkee Development. This shall include monies provided by NYS and awarded to the City as part of the City's DRI grant in an estimated amount of Four Million Dollars ($4,000,000.00) subject to NYS contractual obligations, private financing, and/or other sources. Prime will make all decisions on matters relating to the financing of the Durkee Development, including financial modeling and structuring, analysis of available financial incentives, and the identification and selection of, and all communications and negotiations with, financing sources. Prime will coordinate directly with NYS for the use and acquisition of DRI funds which will be used to leverage Prime's $26M investment. Prime will communicate regularly with the City with respect to the allocation, use and acquisition of DRI funds. The City will review all financing sources and associated commitments. If satisfied with the amount and format of the financing, the City shall provide Prime with a written approval of the financing plan, which approval shall not be unreasonably withheld, conditioned or delayed. The City shall use its commercially reasonable efforts to cooperate with Prime in its efforts to obtain the financing for the Durkee Development.

(c) Real Estate Taxes/PILOT. It is the expectation of the Parties that Prime shall be responsible for payment of real estate taxes for the Durkee Development once the Project Site is conveyed to Prime. Prime intends to pursue a PILOT agreement with Clinton County Industrial Development Agency and the other taxing jurisdictions, including the City and the City of

Plattsburgh School District (the "PILOT Agreement"). Prime will apply for the PILOT Agreement during the Due Diligence Phase.

(d) Project Budget. Except as otherwise set forth herein, it is the Parties' intention that each party will pay for its own costs for the permitting, engineering, design and construction of their respective projects: the Durkee Development by Prime, and the Other DRI Projects by the City. Each party shall prepare its own budget during this phase (including any expectation of reimbursement of costs from the other party and the reasons for such reimbursement). The Parties shall work together to ensure that each project budget is as final as possible given the information available to the Parties during the Pre-Permitting and Design Phase, with the understanding that as the Durkee Development evolves, each budget may require adjustments and modifications. The Parties agree during each phase to periodically review together each party's budget, making any necessary adjustments.

(e) Payment Schedule. The Parties agree during this phase to finalize a schedule (the "Payment Schedule") that sets forth the Parties' best estimate of each party's responsibility for the costs and expenses for their respective projects based on each party's Project Budget, together with a schedule of when such payments will be due. This Payment Schedule will be subject to the Financing Phase as set forth above. It is anticipated that Prime will coordinate and engage directly with NYS regarding its use of the DRI funds. However, due to the inter-related nature of the City's Other DRI Projects, the Parties will also benefit from a Payment Schedule which clearly delineates each Parties' responsibilities for the related projects.

Section 6. **Conditions Precedent to Closing.** The Parties hereby agree to the following conditions, which must be established and satisfied prior to the Closing Date as defined in the Project Schedule:

(a) **City's Closing Conditions**. The City's obligation to close shall be subject to the satisfaction of the following conditions (the "City's Closing Conditions"): (i) Prime being in a position to initiate the Durkee Development on the Property with a start date for construction as defined in the Project Schedule (ii) the City and Prime entering into the Project Site Parking Agreement, (iii) Prime obtaining construction financing for the Durkee Development at commercially reasonable terms after good faith, diligent efforts to obtain said financing, with closing on the construction financing to occur contemporaneously with the Closing under this Agreement; (iv) Prime and the City come to agreement on items in the Pre-Permitting and Design Section above including, but not limited to, incorporation of energy efficient measures and green infrastructure as noted above, incorporation of a farmers' market or an alternate public amenity, public access easements, and utility easements; and (v) Prime obtaining all permits and approvals necessary to construct and operate the Durkee Development.

In the event City's Closing Conditions have not been satisfied on or before the Closing Date, City may, in City's sole discretion elect to: (i) terminate this Agreement by providing written notice of termination to Prime on or before the Closing Date in which case all rights and obligations of the Parties to this Agreement shall cease and terminate, except those that expressly survive the termination or expiration of this Agreement; or (ii) may waive the satisfaction of one or more of City's Closing Conditions and proceed with the sale contemplated by this Agreement.

(b) **Prime's Closing Conditions**. Prime's obligation to close shall be subject to the satisfaction of the following conditions ("Prime's Closing Conditions"): (i) Prime being in a position to initiate the Durkee Development on the Property with a start date for construction as defined in the Project Schedule, (ii) the City and Prime entering into the Project Site Parking Agreement; (iii) the City providing all of the easements described in Section 1 above; (iv) Prime obtaining all necessary financing for the Durkee Development at commercially reasonable terms after good faith, diligent efforts to obtain said financing, with closing on the construction financing to occur

contemporaneously with the Closing under this Agreement; (v) Prime obtaining a PILOT Agreement and other financial assistance from the County of Clinton Industrial Development Agency and other taxing jurisdictions, including the City and the City of Plattsburgh School District, (vi) Prime obtaining a title commitment from a national title insurance company of Prime's choice for the Project Site insuring fee simple title to the Project Site and showing the title to the Project Site to be free and clear of all liens, restrictions, charges, encumbrances, easements, covenants, conditions and other matters affecting title, with the exception of any existing NYS environmental easements, City utility easements, public access easements, and, except for those acceptable to Prime, in its sole and absolute discretion. Any title issues of record as of the end of the Due Diligence period to which Prime has not objected to by the end of the Due Diligence period are considered acceptable to Prime and are waived; (vii) the City having performed all of its obligations hereunder, and (viii) Prime obtaining all permits and approvals necessary to construct and operate the Durkee Development issued without conditions to which the City reasonably objects, and such permits, approvals and consents having become final and unappealable.

In the event Prime's Closing Conditions have not been satisfied on or before the Closing Date, Prime may, in Prime's sole discretion elect to: (i) terminate this Agreement by providing written notice of termination to City on or before the Closing Date in which case all rights and obligations of the Parties to this Agreement shall cease and terminate, except those that expressly survive the termination or expiration of this Agreement; or (ii) may waive the satisfaction of one or more of Prime's Closing Conditions and proceed with the sale contemplated by this Agreement.

Section 7. **Closing**

Purchase and Sale Phase. Within thirty (30) days of Prime obtaining all permits and approvals in final unappealable form the City's review and approval of Prime's financing plan, and the satisfaction of Prime's Closing Conditions, the Parties shall enter into a Purchase and Sale Agreement for the Project Site in a form drafted no later than April 30, 2019 (the "Purchase and Sale Agreement"). The Purchase and Sale Agreement shall include the customary terms and cost allocations for a sale of commercial property in Clinton County. The purchase price (the "Purchase Price") for the Property shall be one dollar U.S. ($1.00), the obligations contained herein, including the obligation to construct and operate the mixed-use development, and other good and valuable consideration.

Within thirty (30) days of the Parties obtaining needed municipal, NYS and federal permits for the Durkee Development and the City's Other DRI Projects, the Parties shall complete a closing. The prospective deed from the City to Prime shall include the City's retention of easements for utilities and public access. The specific easement descriptions will be provided by the City to Prime for its review and approval (and the approval of Prime's lender) and, following such approval, will be recorded in the Clinton County Clerk's Office

Section 8. **Pre-Construction Phase**. Within forty five (45) days of the Closing and as defined in the Project Schedule, Prime shall promptly proceed to the Pre-Construction and Construction Phase, which shall include the following responsibilities:

(a) City's Pre-Construction Obligations.

(i) During the Pre-Construction Phase, the City shall communicate and cooperate with Prime and its agents as Prime completes the bidding process for the contractors and subcontractors.

(b) Prime's Pre-Construction Obligations.

(i) Prime has established with the NYS Department of Labor that Prime's use of DRI funds shall not subject the Durkee Development to prevailing wage laws, but Prime will be required to use best efforts to fulfill NYS Minority and Women Owned Business Enterprise (MWBE) requirements during the bidding process for contractors and subcontractors.

(ii) Once the bidding process has been completed, Prime shall enter into a construction contract per the Plans.

(iii) The principals of Prime agree to deliver for the City's benefit a completion guaranty in a form to be negotiated and agreed upon no later than April 30, 2019 (the "Completion Guaranty"), whereby the principals for Prime guaranty Prime's obligations to construct and complete the Durkee Development in accordance with the Plans. The Completion Guaranty shall be subject to the review and approval of Prime's lender(s).

Upon completion of the Pre-Construction Phase the Parties shall proceed to the Construction Phase in accordance with Section 9 below.

Section 9. **Construction Phase**. During the Construction Phase, the Parties shall have the following responsibilities and obligations:

(a) City's Construction Obligations:

(i) Absent a written agreement with Prime to the contrary, pay all costs, expenses and fees incurred in connection with the construction of the City's Other DRI Projects.

(b) Prime's Construction Obligations:

(i) Pay all costs, expenses and fees incurred in connection with the construction of the Durkee Development.

(ii) Supervise the construction of the Durkee Development to ensure compliance with all laws and obtain all final permits and certificates of occupancy for the Durkee Development.

(iii) Ensure that the insurance requirements set forth on Exhibit D, attached hereto, are met.

The Parties acknowledge and agree that subject to construction sequencing constraints, it is the Parties' intent that the construction of the Durkee Development and the City's Other DRI Projects shall occur simultaneously, and that all reasonable efforts shall be made by both Parties to ensure that each project is substantially complete at relatively the same time.

Each party shall have the right to reasonably review and inspect the other's project during construction to ensure compliance with the Plans and approved permits.

Following substantial completion of the Durkee Development, Prime, or an equally qualified management company, shall manage the Durkee Development while same is owned by Prime.

Section 10. **Joint Obligations of the Parties**. During the term of this Agreement, the City and Prime agree as follows:

(a) To cooperate and communicate with each other on a regular basis including arranging joint meetings to address issues set forth in this Agreement and to discuss any change orders so as to permit the orderly and efficient construction and development of the Durkee Development.

(b) To perform their activities as to the Project Site in a commercially reasonable manner.

(c) To act in a manner designed to cause the Durkee Development to be placed in service by September 1, 2021 when the Certificate of Occupancy is issued as noted in the Schedule in Exhibit A.

(d) To indemnify and hold harmless the other from and against any and all costs, expenses, damages and liabilities arising out of or in connection with: (i) breach by such party of its obligations under this Agreement; and (ii) any negligent or willful activities of the party with respect to the Durkee Development, except to the extent attributable to the fault or neglect of non-indemnifying party.

Section 11. **Term**. The term of this Agreement (the "Term") shall commence on the Effective Date and, unless earlier terminated pursuant to the provisions of Section 1, 3, 13(i) (below), shall terminate on the date that the Durkee Development is substantially complete. As used herein, the Durkee Development will be deemed to be "substantially complete" when: (a) certificates of occupancy have been issued for the Durkee Development by the City; (b) a certificate of substantial completion has been issued by the architect for the Durkee Development; (c) the physical construction of the Durkee Development is complete, subject only to a minor punch list of completion items; and (d) all legal documents by and between the City and Prime finalized with regard to the use and operation of the Durkee Development.

Section 12. **Ongoing Role of the Parties**. During the Term:

(a) The City shall not encumber the Project Site with any liens or mortgages and shall not convey any easements or related interests to third parties except as contemplated in this Agreement, or enter into any leases for the Project Site, except for the leases contemplated in this Agreement, without Prime's prior written consent, not to be unreasonably withheld.

(b) The Parties shall cooperate to execute legal documents required for the Durkee Development, such as easements, licenses or other legal interests needed for the success of the Durkee Development.

(c) The Parties shall provide assistance to each other to support the success of the Durkee Development including supporting and attending permit proceedings and pre-development meetings with neighborhood groups.

Section 13. **Default/Termination**. At any time during the term of this Agreement, if either party is in default, the non-defaulting party shall be entitled to the following remedies.

(a) Except as set forth above, if either party shall fail to commence their work in accordance with the provisions of this Agreement; fail to prosecute their work to the completion thereof in a diligent, efficient, workmanlike, skillful and careful manner and in strict accordance with the Plans and the terms and conditions of the federal, state and municipal permits for the Project (including without limitation in conformance with the City's code standards and other applicable standards); fail to perform any of its obligations under this Agreement or the Plans; file a voluntary case under bankruptcy laws; be adjudged bankrupt; or fail to make prompt payments as outlined in the Payment Schedule, the non-defaulting party shall have the right, if the defaulting party shall not cure such default within thirty (30) days written notice thereof (provided, however, that if such default is not susceptible of cure, given commercially reasonable

diligence on the part of the defaulting party within such thirty (30) day period and the defaulting party during such thirty (30) day period commences curing such default and continues with diligence and continuity to cure such default, the defaulting party shall have such additional time, as shall be reasonable under the circumstances, within which to cure such default) to terminate this Agreement.

The above-described rights and remedies set forth in this Agreement are cumulative and in addition to any other rights and remedies at law or in equity. Additionally, in the event of a default by Prime, the City shall be entitled to all of Prime's Work Product, except for architectural and conceptual plans that are proprietary to Prime or Prime's architect, for the Durkee Development which shall be assigned to and become the property of the City. Neither party, however, shall be liable to the other for any consequential or indirect damages.

(b) Notwithstanding the terms of Subsection 13(i), this Agreement may be terminated under the terms set forth above in Sections 1 and 3.

Section 14. **Dispute Resolution**. The development of the Project will involve a number of future decisions among the Parties and will require ongoing cooperation and fair dealing. If a dispute arises out of or relates to this Agreement or its breach (a "Dispute"), the Parties shall endeavor to settle the Dispute first through direct discussions. In the event that such Dispute cannot be resolved within thirty (30) days after written notice to the other party thereof specifying the subject of the Dispute, the Parties hereby expressly agree to mediate the matter before an impartial mediator before proceeding with arbitration or litigation. The costs of mediation shall be shared equally between the Parties. In the event both Parties do not agree to proceed with arbitration, then either party shall have the right to have the Dispute adjudicated in court in Clinton County, New York, in which case the court shall have the authority to award costs and reasonable attorneys' fees to the substantially prevailing party.

Section 15. **Independent Contractor**. Each party is an independent actor and entity, and nothing in this Agreement shall be deemed to make either party an agent or partner of the other, or to give either party the right to bind the other in any way.

Section 16. **Force Majeure**. In the event that either party shall be delayed, hindered in or prevented from the performance of any act required hereunder, by reason of strikes, lock-outs, labor troubles, inability to procure materials, failure of power, restrictive state or federal governmental laws or regulations, riots, insurrection, war, terrorism, or other reason beyond its reasonable control (including the act, failure to act or default of the other party), then performance of such act shall be excused for the period of the delay and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay.

Section 17. **Waiver**. The failure of either party to insist on strict performance of any of the provisions of this Agreement or to exercise any right it grants will not be construed as a relinquishment of any right or a waiver of any provision of this Agreement. No waiver of any provision or right shall be valid unless it is in writing and signed by a duly authorized representative of the party granting the waiver.

Section 18. **No Assignment**. Neither party may assign or convey this Agreement or its obligations hereunder without the other's prior written consent, except that Prime may assign this Agreement to a newly formed entity either having the same members/majority owners as Prime.

Section 19. **Governing Law**. This Agreement shall be governed and construed in accordance with the laws of the state of New York.

Section 20. **Notices**. Any notices to be given pursuant to this Agreement shall be sufficient if given by a writing deposited in the United States mails, certified mail or registered mail, return receipt requested, postage prepaid, by commercial courier, provided the courier's regular business is delivery service and provided further that it guarantees delivery to the addressee by the end of the next business day following the courier's receipt from the sender, by facsimile or by email (provided that the electronic process used is reasonably secure and not easily susceptible to manipulation) addressed as follows:

If to the City:
City of Plattsburgh
Attn: Office of Community Development,
City Hall, 41 City Hall Place
Plattsburgh, NY 12901
Telephone No.: (518) 536-7510
Telecopier No.: (518) 561-7367
MillerMa@cityofplattsburgh-ny.gov

With a copy to:
Dean C. Schneller, Esq.
Law Offices of Dean C. Schneller
121 Bridge Street
Plattsburgh, NY 12901
Telephone No.: (518) 647-8877
Telecopier No.: (518) 647-8316
Dean@schnellerlaw.com

If to Prime:
Prime Plattsburgh, LLC
c/o Prime Companies
Attn: Dean Devito
621 Columbia Street
Cohoes NY 12047
Telephone No.: (518) 785-9000
ddevito@CBCPrime.net

With a copy to:
Whiteman Osterman & Hanna LLP
One Commerce Plaza
Albany, New York 12260
Attn: Randall S. Beach, Esq.
Telephone No.: (518) 487-7740
Telecopier No.: (518) 487-7777
rbeach@woh.com

or to such other person, address or number as the party entitled to such notice or communication shall have specified by notice to the other party given in accordance with the provisions of this Section 8. Any such notice or other communication shall be deemed given: (i) if mailed, three days after being deposited in the mail, properly addressed and with postage prepaid; (ii) if sent by courier, the next day after being deposited with the courier, properly addressed and with prepaid; (iii) if sent by telecopy, when transmission has been electronically confirmed; and (iv) if sent by email, upon receipt of a read-receipt or other acknowledgment of receipt by the recipient.

Section 21. **Representations and Warranties.** As of the date hereof and as of the Closing Date, the City represents, warrants and covenants to Prime that:

(a) There are no contracts, agreements, undertakings or otherwise which would be binding on Prime or the Project Site from and after the closing other than those disclosed or of record.

(b) Except as has been disclosed to Prime, the City has not received any notice, nor is the City aware, of any violation of any ordinance, regulation, law, statute, rule, insurance requirement, or restriction relating to the Project Site.

(c) There are no attachments, executions, assignments for the benefit of creditors, or voluntary or involuntary proceedings in bankruptcy or under any applicable debtor relief laws or any other litigation contemplated by or pending or threatened against the City or the Project Site.

(d) No other signatures or approvals are required to make this Agreement fully enforceable by Prime with respect to the City or the Project Site.

(e) There is no pending or threatened condemnation or similar proceeding or assessment affecting the Project Site or any part thereof, nor to the knowledge of the City is any such proceeding or assessment contemplated by any governmental authority.

(f) There is no existing lease or service, management, maintenance, repair, employment, construction or other contract or agreement currently affecting the Project Property.

The City hereby indemnifies and holds harmless Prime from and against any and all loss, expense (including, without limitation, reasonable attorney fees), penalty fees, liability, cost, claim, demand, action, cause of action and suit arising out of or in any way related to any breach of any representation or warranty of Seller in Section 21 of this Agreement.

Section 22. **Counterparts**. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument.

Section 23. **Further Assurances**. The Parties agree to execute, acknowledge, if necessary, and deliver such documents, certificates or other instruments and take such other actions as may be reasonably required from time to time to carry out the intents and purposes of this Agreement.

Section 24. **Waiver of Rule of Construction**. The Parties waive the benefit of any rule that this Agreement is to be construed against one party or the other.

Section 25. **Severability**. If a court of competent jurisdiction determines that any portion of this Agreement is illegal, unenforceable or invalid, then that portion shall be considered to be removed from this Agreement, the remainder shall remain in full force and effect, and the Parties shall cooperate to modify the Agreement to cause it to conform to the original language of the Agreement to the extent consistent with the finding of the court.

Section 26. **Entire Agreement**. This Agreement constitutes the entire agreement between the Parties relating to its subject matter, and supersedes all prior representations, understandings and agreements, written or oral, express or implied. The Agreement can be modified only by written agreement executed by authorized representatives of each party.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Parties, as evidenced by the signature of their Duly Authorized Agents, do hereby execute this Agreement this 29th day of March, 2019.

IN PRESENCE OF:

Witness

CITY OF PLATTSBURGH

By: _____
Colin Read, Mayor

IN PRESENCE OF:

Witness

PRIME PLATTSBURGH, LLC

By: _____ - Member
Duly Authorized Agent

STATE OF NEW YORK
COUNTY OF CLINTON

On this 29 day of March, 2019, personally appeared COLIN READ, to me known to be the person who executed the foregoing instrument, and he/she acknowledged this instrument, by him/her signed, to be his/her free act and deed and the free act and deed as the Mayor of the City of Plattsburgh.

STATE OF NEW YORK
COUNTY OF Albany

SYLVIA PARROTTE
Notary Public, State of New York
No. 01PA6304470
Qualified in Clinton County
Commission Expires May 27, 2022

On this 1 day of April, 2019, personally appeared _____, to me known to be the person who executed the foregoing instrument, and he/she acknowledged this instrument, by him/her signed, to be his/her free act and deed and the free act and deed as the duly authorized member of Prime Plattsburgh, LLC.

DANIELLE KOONCE
Notary Public - State of New York
NO. 01KO6229404
Qualified in Albany County
My Commission Expires 10/22

Exhibit "A"

Project Schedule

Durkee Development - Schedule
Development Agreement Exhibit "A"

The Parties shall develop a schedule for the proposed project that anticipates construction of needed utility realignments and adjustments for the proposed project based on the following outline. This schedule assumes no extensions.

February 21, 2019	Execution of the Letter of Intent.
March 31, 2019	Prime's Completion of Due Diligence Work.
April 1, 2019	Execution of the Development Agreement.
April 30, 2019	Draft Purchase and Sale Agreement; Negotiated Completion Guaranty complete.
May 21, 2019	City approves Prime's proposed Project conceptual design prior to obtaining permits.
November 30, 2019	Prime obtains needed municipal, NYS and federal permits for proposed project. City obtains needed municipal, NYS and federal permits for the other DRI projects.
December 30, 2019	Closing on sale of property.
January 30, 2020	Prime to break ground on construction of proposed project.
May 1, 2020	City to break ground on construction of other DRI projects.
September 1, 2021	Prime to complete building 1 of proposed project, Certificate of Occupancy issued.
February 28, 2022	Prime to complete building 2 of proposed project, Certificate of Occupancy issued.

Exhibit "B"

Executed Letter of Intent

Letter of Intent
By and Between the City of Plattsburgh, New York and Prime Companies, LLC.

February 21, 2019

This non-binding Letter of Intent (LOI) sets forth the basic terms, conditions and process upon which Purchaser and Seller will enter into a Development Agreement for the Property described below.

Background

New York State (NYS) awarded the City of Plattsburgh $10 million in grant funding through Governor Andrew Cuomo's Downtown Revitalization Initiative (DRI) to implement 10 catalytic investment projects in downtown Plattsburgh as part of a longer-term strategy to attract additional public and private investment for revitalization. The Durkee Street Site (Project Site) is the centerpiece of Plattsburgh's DRI revitalization effort and NYS allocated $4.3 million towards its implementation that could include public infrastructure and gap financing. The DRI's Streetscape Improvements and Riverfront Access projects will complement and support the Project Site redevelopment, which will include improvements on Durkee and Bridge Streets, and Saranac River riverfront improvements bordering the Project site.

The City of Plattsburgh, New York (the "City") issued a Request for Proposals on October 17, 2018 ("RFP"), for a mixed-use development on several City owned parcels of land approximately 3.4 acres in size located on Durkee Street and bordering the Saranac River in downtown Plattsburgh. Prime Companies, LLC ("Prime Companies") submitted a proposal in response to the RFP to develop, finance, construct and manage a mixed-use development to be built on the Project Site that is to be purchased from the City. The City's Common Council subsequently authorized negotiation of both a LOI and a Development Agreement ("DA") based on Prime Companies' proposal.

The City and Prime Companies (collectively, the "Parties") wish to memorialize their understandings with regard to the Project in this LOI, which shall also form the basis for the drafting of a DA.

Seller: The City of Plattsburgh, New York

Purchaser: An entity to be formed through Prime Companies, LLC.

Property: The Project Site consists of two separate properties: 40 Bridge Street and 22 Durkee Street and is approximately 4.38 acres combined. A portion of this is a leased parcel of approximately 1.3 acres on the southern end of the Project Site that contains a three-story office building and a two-level parking structure (the "Leased Property"), which is not part of the Property. Access to the Property is from Durkee Street and Bridge Street. Seller shall be responsible for the subdivision of the Leased Property from the Property and the merger of 40 Bridge Street and 22 Durkee Street, both of which may be part of the permitting for the Project.

Purchase Price: The purchase price (the "Purchase Price") for the Property shall be one dollar U.S. ($1.00), the obligations contained herein, including the obligation to construct and operate the mixed-use development, and other good and valuable consideration. The Purchase Price shall be paid at Closing.

Project Development: Purchaser intends to develop and construct a mixed-use development consisting of 2 buildings consisting of approximately 127 +/- market rate apartments (exact number of units TBD) including furnished corporate apartments by ExecuStay, approximately 13,515 square feet of commercial space (retail, restaurants and/or office), approximately 7,883 square feet for Farmers' Market/civic space; approximately 233 parking spaces; and public access to the Saranac River waterfront. Seller and Purchaser acknowledge and agree that the plans, including the configuration and size of the buildings, are conceptual and, to achieve the goals of each party, may be amended as design and permitting progress. The proposed Project may be phased with building 1 to start construction first and building 2 to begin construction approximately 6 months later.

DRI Funding: Seller has $4 million remaining of their DRI awarded funding to be used towards a public – private partnership to support public infrastructure investments and provide vertical development gap financing to incentivize development on the Project Site. Purchaser and Seller, in consultation with NYS Empire State Development (ESD), shall work to determine how best to allocate the DRI funds to this Project. The final determination of the use of the DRI funding for the Project will be outlined in the DA.

Seller and Purchaser shall work with ESD and the NYS Department of State (DOS) to determine which specific elements will be covered by other DRI funded projects bordering the Project Site: Streetscape Improvements for Durkee and Bridge Streets, and Riverfront Access for the Saranac River ("Seller's other DRI projects"). The final determination of the specifics of the work to be covered by the other DRI funded projects will be outlined in the DA.

Due Diligence: Purchaser shall have 40 days from the date both Parties have executed this LOI for completing general due diligence of the Property. Due diligence will include, but not be limited to,

- Existing City and NYS permitting history and analysis, and needed City and NYS permitting requirements,
- Environmental studies and brownfield restrictions and analysis,
- Title research and examination,
- Engineering analysis,
- Traffic analysis,
- Utility analysis,
- Geotechnical and soil boring analysis, and
- Other items as determined that, in Purchaser's sole discretion, need to be considered for the development of the site.

Purchaser may extend the due diligence for an additional thirty (30) days upon written notice to Seller, delivered to Seller no later than the close of business on the fortieth (40th) day of the initial due diligence period, provided that Purchaser uses its best efforts to complete its due diligence within the initial forty (40) day period.

Seller will provide Purchaser with any and all environmental documentation pertaining to the Property and requirements between the City and the NYS Department of Environmental Conservation on complying with the Site Management Plan and the environmental easement on the Project Site. Seller agrees to work with Purchaser as needed for amending NYS documents related to the Site Management Plan as may be necessary, for change of use, transfer of certificate of completion, and ownership. Purchaser understands that initial brownfield remediation work has been completed on the Property. If during construction, additional contamination is found and further remediation is needed, it shall be the responsibility of the Purchaser. The Seller will assist the Purchaser in efforts to secure potential NYS funding for this work.

The Purchaser shall provide the Seller with necessary information for determining utility allocation needs and connections for the proposed project. The Seller will provide the Purchaser needed information for utility easements on the Property as outlined in the Schedule below.

Seller will provide Purchaser with title research prepared by the City's attorney and an ALTA survey completed in October 2018.

Open Issues: The following open issues will involve negotiations between the Purchaser and Seller prior to execution of the DA.

Farmer's Market / Public Amenities: The Seller will work with the Purchaser to determine whether the Farmer's Market remains within the Purchaser's proposed project, and if so, how it will be physically laid out, designed and operated prior to beginning construction. Seller shall determine the logistics of the Farmer's Market utilizing space within the proposed project prior to execution of the DA. The Seller shall work with the Purchaser to determine what will be the public amenities proposed for the Property and how they will be managed.

Public Parking: Purchaser will work with the Seller to determine the specific number of parking spaces to be available for public use. When agreement on the number of parking spaces is reached, the Seller and Purchaser shall draft a parking agreement that will be referenced in the DA.

Public Access: Purchaser shall provide public access to the Saranac River riverfront through the Property. Purchaser will work with the Seller on the locations and management/ maintenance of the public access.

Coordination with Streetscape and Riverfront Access Projects: Both parties acknowledge that Seller's other DRI projects need to progress during the same timeframe as the Purchaser's proposed project. Purchaser shall coordinate with Seller on design drawings and construction schedules for the Purchaser's proposed project and the Seller's other DRI projects to begin concurrently.

Purchaser shall be responsible for construction of the Purchaser's proposed project. It is currently contemplated that Purchaser may also construct Seller's other DRI projects under terms to be negotiated. In which event, Seller and Purchaser agree to negotiate a construction agreement addressing reimbursement for construction costs associated with Seller's other DRI projects, construction management, and oversight prior to commencing construction for the Purchaser's proposed project and the Seller's other DRI projects.

Permitting: Purchaser understands and acknowledges that the City as a permitting authority is separate and distinct from the City as Seller of the real estate. Seller makes no representation to Purchaser with respect to compliance of the proposed project with any applicable regulations, including, but not limited to, local zoning ordinances. Except as otherwise set forth herein, Purchaser will be required to apply for and obtain all permits that would be

required regardless of the City being the Seller. Purchaser and Seller shall work cooperatively throughout the design and permit process and make changes as needed. Purchaser shall receive design approval from the City as Seller of the real estate prior to applying for any permits, which approval shall not be unreasonably withheld, conditioned or delayed. Any objection the City may have to the proposed design based on standards set forth in the City of Plattsburgh, New York Request for Proposals, Section IV. Vision and Project Requirements attached in Appendix A shall not be deemed unreasonable.

The parties agree that it may be most efficient to seek permits for the Purchaser's project and the Seller's other DRI projects as a single permit process. Purchaser may assume lead responsibility for all permitting, with Seller's cooperation and support as necessary and appropriate. Seller is responsible for providing designs and any design changes for the Seller's other DRI projects to Purchaser in a timely manner to facilitate permitting. It is anticipated that the proposed project will apply for approvals as a Planned Unit Development (PUD) and subdivision as a single permit process. It is currently contemplated that the PUD will be configured as follows:

- the former Highway Oil site will be merged by the Seller with the larger Durkee parking lot.
- the parking lot south of Broad Street will be subdivided by the Seller such that it may be part of the PUD.
- The portion of the site currently leased to ICV will be a separate lot, through subdivision obtained by Seller, which may be within the PUD.
- Boundary adjustments with the abutting public rights-of-way will be made as needed to keep the streets, associated parking and sidewalks within the public rights-of-way.
- Subject to further review by the parties, the area with public riverfront improvements may also be subdivided with ownership being retained by the Seller.

Purchaser's Financing: Purchaser shall be responsible for obtaining all necessary public and/or private financing for the Purchaser's proposed project. This will include the DRI funding and may include a PILOT agreement and other public support.

Purchaser's Financial Obligations: As part of Purchaser's and Seller's negotiation for a definitive DA, the parties agree to Purchaser's financial obligations to Seller as follows:

a. Purchaser's costs – provided Purchaser's proposed project has been found through due diligence to be suitable, in Purchaser's sole discretion, for Purchaser's intended purposes on financial terms typical for the industry, and has not been denied necessary permits,

Purchaser agrees to use best efforts to obtain necessary funding to cover the costs associated with the proposed project.

b. Purchaser's construction of its project – Purchaser shall be responsible for construction of Purchaser's proposed project.

Purchaser's Contingencies: Purchaser's obligation to purchase the Property and construct the proposed project will be contingent upon satisfaction of the following contingencies prior to closing:

a. Funding: Purchaser securing necessary funding for the proposed project, which is to include the DRI funding as negotiated above.

b. Purchaser's Permits and Approvals: Purchaser obtaining all necessary, final and non-appealable City, NYS, and federal permits and approvals for the Purchaser's proposed project and, if applicable, the Seller's other DRI projects in final form not subject to appeal, containing terms and conditions reasonably acceptable to Seller and Purchaser.

c. Seller's Permits and Approvals: Seller obtaining final, non-appealable subdivision and merger approvals as may be combined in a single permit process with the Purchaser's Permits it is responsible for in accordance with this LOI.

d. Developer Agreement: Purchaser shall have executed a DA with Seller to purchase the Property, construct buildings and site improvements for Purchaser and Seller's use, provide public amenities and a public access easement to the Saranac River riverfront, provide a negotiated number of public parking spaces, provide needed easements for public utility access, and, if warranted, lease a portion of one building to Seller for operation of a farmer's market

e. Due Diligence: Purchaser's satisfaction, in Purchaser's sole discretion, with its due diligence studies conducted in accordance with the terms of this LOI. Failure to object by the end of the Due Diligence period shall constitute satisfaction with this contingency.

Seller's Contingencies: Seller's obligation to sell the Property will be contingent upon satisfaction of the following contingencies prior to closing:

a. Developer Agreement: Seller shall have executed a DA with the Purchaser to purchase the Property, construct buildings and site improvements for Purchaser and Seller's use, provide public amenities and a public access easement to the Saranac River riverfront, provide a negotiated number of public parking spaces, provide needed easements for public utility access, and, if warranted, lease a portion of one building to Seller for operation of a farmer's market.

b. Purchaser's Funding: Reasonable evidence of full funding commitments for the Purchaser to purchase the Property and pay for the construction of all phases of the proposed project.

c. Permits and Approvals: Purchaser has obtained all required federal, NYS, and municipal permits and approvals for Purchaser's proposed project and, if applicable, Seller's other DRI projects.

Closing: Closing to take place within 30 days of the following: obtaining all permits and approvals in final unappealable form and Purchaser obtaining all necessary financing.

Schedule: The Parties shall develop a schedule for the proposed project that anticipates construction of needed utility realignments and adjustments for the proposed project based on the following outline.

February 21, 2019	Execution of the Letter of Intent.
March 31, 2019	Purchaser's Completion of Due Diligence Work.
April 1, 2019	Execution of the DA.
June 1, 2019	Seller of real estate approves proposed Project design prior to obtaining permits.
October 31, 2019	Purchaser obtained needed municipal, NYS and federal permits for proposed project. Seller obtained needed municipal, NYS and federal permits for the other DRI projects.
November 30, 2019	Closing on sale of property.
December 1, 2019	Purchaser to break ground on construction of proposed project.

May 1, 2020	Seller to break ground on construction of other DRI projects.
May 31, 2021	Purchaser to complete building 1 of proposed project.
December 31, 2021	Purchaser to complete building 2 of proposed project.

Reversionary Rights: If Purchaser fails to commence construction within 30 days of closing or fails to make substantial construction progress for any period exceeding 2 weeks, as such breach will be set forth in the DA, all right, title, and interest in the Property would revert back to the Seller. The foregoing shall not apply in the event Purchaser is delayed or hindered in or prevented from the performance of any work because of strikes, lockouts, labor troubles, inability to procure material, failure of power, unreasonably restrictive governmental laws or regulations, riots, insurrection, war, acts of terror, any reason not in the control of Purchaser or other reason of a like nature not the fault of Purchaser.

Development Agreement: Within 14 days of full execution of this LOI, Seller shall provide a first draft of DA to Purchaser. The Parties agree to negotiate and enter into a final, executed DA no later than April 1, 2019. In the event that the Parties have not reached agreement and executed a DA by this date, this LOI shall be of no further force and effect, and the Parties shall be free to pursue other options for the Project Site.

Non-Binding: The provisions of this LOI do not constitute a binding agreement between the Parties, but instead are intended to set forth the Parties' understanding of the basic terms, conditions and process upon which a binding, definitive DA will be based. Purchaser shall not be obligated to purchase, and Seller shall not be obligated to sell the Property until the Parties have executed a binding, definitive DA. Notwithstanding these limitations, this LOI is a sincere expression of the Parties' intent to proceed. This LOI is contingent upon the approval of the City's Common Council, which approval the City shall diligently pursue.

The Parties do hereby set their signatures and seals to the Joint Letter of Intent on this 22nd day of February 2019.

Prime Companies, LLC

By: _____

Title: Member

Name: Ivan Cantu

City of Plattsburgh

By: _____

Title: Mayor

Name: Feb. 22, 2019 / Colin Read

Letter of Intent
By and Between the City of Plattsburgh, New York and Prime Companies, LLC.
February 21, 2019

APPENDIX A

I. VISION AND PROJECT REQUIREMENTS

- **New Buildings and Site Development:** The proposed development must consist of multi-story buildings that have mixed-uses. The City envisions residential, office, and retail uses for the Project Site. It should provide for public access to nearby amenities and should have community green space. The City's goals for the project include:
  - Include market rate residential development, Class A office space, and retail space,
  - Capitalize on local and regional initiatives focusing on food, agriculture, arts, history and tourism,
  - Serve multiple community functions,
  - Provide for physical/visual connections to Westelcom Park (across Durkee Street), the Saranac River riverfront, and the regional waterfront trail extensions, and
  - Provide community green space.

  The City will consider uses other than what has been identified above.

  The primary goal is to realize buildings and uses on the site that fit in well with the diverse urban fabric, maintain the historical look and feel of the downtown area, add to the increasing vibrancy of downtown, are economically feasible, and help contribute to a stable tax base.

  Design and Configuration:
  - The buildings and site shall be constructed of quality materials and design. The design of the buildings shall require approval of the City.

  - Maximizing lot coverage and placing the buildings in a manner that enhances pedestrian access and visual appeal from the street is highly encouraged.

  - The proposed site and building layout shall be handicap accessible, barrier free and customer oriented, providing easy pedestrian access.

- The buildings/spaces shall be designed and fit up in accordance with general standards for the use being provided and shall meet all applicable code requirements as specified and currently adopted by federal, NYS and local municipal authorities and permit grantors having jurisdiction.

- The City requires multiple stories for the buildings taking advantage of streetscape proximity and riverfront views.

- Developers are encouraged to incorporate the existing farmers' market structure into their proposals and develop it for three-season use. This could involve leaving the existing structure in its current location, relocating it to a different location on the site, or constructing a new three-season structure. The DRI funds could potentially be used for this work and could also be combined with other uses. If the developer is not able to include the farmer's market structure in their proposed plan, they should explain why.

Parking

Parking for the uses being proposed shall be provided on site as much as is reasonably possible. The proposed developer must address its parking needs on and off site for its build out. The City will cooperate with the developer in addressing parking requirements. Parking should be provided on site for residential units and commercial/office space. If a parking structure is part of the proposed development, the City may be interested in additional spaces for public use. The City will consider all proposed options. If the developer proposes a phased development, it is possible to use a portion of the existing parking lot for meeting parking needs while development is ongoing. The developer should consider parking under the buildings if feasible.

The City is working on a downtown parking plan that will include on street and off-street parking which they will be implementing over the next six months. The City is in the process of buying real property to develop into a municipal lot that will help accommodate the loss of parking from redevelopment of the Durkee parking lot. A managed parking system for the downtown area is also in the process of being implemented.

As mentioned above, the Streetscape Project is considering adding angled parking along Durkee and Bridge Streets bordering the site, which could be available for use by the development on the Project Site.

The City will work with the selected developer to identify other adjoining and nearby City-owned parking spaces/lots that may provide some of the parking for the proposed project through a development agreement to be executed between the selected developer and the City. The selected developer shall provide a calculation of the number of parking spaces that will be required to meet the needs of the uses being proposed and such number of parking spaces shall require approval of the City's Planning Board.

For additional information regarding parking, the current Code of the City of Plattsburgh may be found at the following website: http://www.cityofplattsburgh.com/DocumentCenter/View/1213/City-of-Plattsburgh-Code
The section of the Code applicable to parking begins on Page 534 (25301) and ends of Page 556 (25321).

Exhibit "C"

Alta Survey Plan

Plan entitled "ALTA SURVEY Showing Certain Lands of The City of Plattsburgh, Clinton County, State of New York" prepared by Robert M. Sullivan, P.C. dated October 16, 2016 and certified November 2, 2018.

Map Notes:

1. Unauthorized alteration or addition to a survey map bearing a Licensed Land Surveyor's seal is a violation of section 7209, sub-division 2 of the New York State Education Law.
2. Only copies from the original of this survey marked with an original of the Land Surveyor's embossed seal shall be considered valid true copies. (mylar prints shall be stamped with the surveyor's ink seal with an original signature)
3. Certifications indicated hereon signify that this survey was prepared in accordance with the existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. Said certifications shall run only to the person for whom the survey is prepared and on his behalf the title company, governmental agency, and lending institution listed hereon, and to the assignees of the lending institution. Certifications are not transferable to additional institutions or subsequent owners.
4. Copyright 2018, Robert M. Sutherland, P.C. All rights reserved.
5. The location of sub-surface improvements are approximate and compiled from field location and mapping provided by the respective utility companies. The contractor shall confirm the location of all utilities prior to the commencement of excavation.
6. Subject to any findings of an accurate abstract of title or those discoverable by inspection.
7. All easements and right-of-ways of record as indicated in Title Insurance Commitment No. 15-Con1612-ORT, issued by Old Republic National Title Insurance Company with an effective date of November 17, 2006, or easements and right-of-ways that are discoverable by inspection, are indicated hereon.
8. Subject to any and all right of ways and easements of record, if any.
9. North arrow and bearings based on grid north NAD 83 New York East zone 18.
10. Vertical datum based on NAVD 1988.
11. All distances shown hereon are ground distances.
12. Riparian rights, if any, have not been established as a result of this survey.
13. Building offsets, as shown on this map, are not to be used for construction purposes.
14. Missing property corners were not set as a result of this survey.

Reference Maps:

1. "Map of Lands of City of Plattsburgh 44-48 Margaret Street, Plattsburgh," prepared by Joseph A. Martina, L.S. dated September 30, 1974 and filed in the Clinton County Clerk's Office in Book 6 Page 67.
2. "Survey Map Showing Parcels of Land(Parcels A-J) owned by City of Plattsburgh Proposed to be conveyed to City Plaza Associates," prepared by Jolly and Russo Land Surveyors dated September 25, 1989 and filed in Clinton County Clerk's Office in Book 18 Page 71.
3. "Boundary Survey Portion of Lands of The City of Plattsburgh," prepared by C.T. Male Associates, P.C. dated October 8, 2004 and on file in the office of Robert M. Sutherland, P.C.
4. "Map Showing Plattsburgh Gateway-Phase 1 Site Plan," prepared by Robert M. Sutherland, P.C. dated May 12, 2006.

Reference Deeds:

1. City Plaza Associates to City of Plattsburgh by deed dated February 27, 2003 and recorded on Instrument # 2003-152840 on March 12, 2003 in the Clinton County Clerk's Office.
2. Lease to ICV-NY, LLC to City of Plattsburgh by deed dated May 26, 2006 and recorded as Instrument # 2006-200533 on November 17, 2006 in the Clinton County Clerk's Office.
3. Richard A. Marks to City of Plattsburgh by deed dated July 9, 2014 and recorded on Instrument # 2014-265603 on July 09, 2014 in the Clinton County Clerk's Office.

Scale: 1 Inch = 40 Feet

Legend:

- 5/8" Iron rod w/ RMS survey cap (to be set)
- Found property evidence (as described)
- Computed corner
- Fire Hydrant
- Sanitary manhole
- Drainage manhole
- Catch basin round
- Catch basin square
- Telephone pedestal
- Cable pedestal
- Water Valve
- Water shutoff
- Light pole
- Utility pole
- Sign
- Bollard
- Monitoring well
- Gas marker
- Gas meter
- Gas valve
- Electric meter
- Deciduous tree
- Coniferous tree
- Waterline
- Sanitary line
- Storm line
- Underground electric
- Underground telephone
- Underground gas
- Property line
- Adjoiner property line

No.	Revision/Issue	Date

Title Commitment Information:

No.	RECORDING REFERENCE	DESCRIPTION	STATUS ON PLAT
[illegible]	[illegible]	[illegible]	UNABLE TO PLOT
	[illegible]	[illegible]	UNABLE TO PLOT
	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	UNABLE TO PLOT
10	[illegible]	[illegible]	UNABLE TO PLOT
11	[illegible]	[illegible]	UNABLE TO PLOT
[illegible]	[illegible]	[illegible]	UNABLE TO PLOT
[illegible]	[illegible]	[illegible]	UNABLE TO PLOT

REFERENCE: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY FILE NO. 15-CON1612-ORT

Certification:

I hereby certify to the parties of interest listed below that this survey was prepared from deeds and maps of record and from an accurate survey performed during September and October of 2018.

The City of Plattsburgh
Old Republic Nation Title Insurance Company

Jeffrey F. Burns, L.S.
N.Y.S. License #050702

11/02/2018
Date

Tax Map Reference:

Section 207.20 - Block 7 - Lot 14 & Lot 15
City of Plattsburgh
County of Clinton

RMS
ENGINEERS • PLANNERS • SURVEYORS
SOIL & MATERIAL TESTING
RMSPC.COM

Project Name & Address
ALTA SURVEY
Showing Certain Lands of
The City Of Plattsburgh
City of Plattsburgh
Clinton County — State of New York

Project #	Sheet
16164	SURVEY 1
Date: 10/16/16	
Scale: 1" = 40'	
Drawn: DJG	Checked: J.F.B.

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Exhibit "D"

INSURANCE AND INDEMNIFICATION REQUIREMENTS

A. Architect

During design and construction, the architect and all other design professionals shall carry professional liability assurance (E&O insurance) covering claims arising out of negligent errors or omissions in rendering or failure to render professional services, in any amount not less than $1.0 million each claim and $1.0 million annually aggregated. Coverage shall include liability arising out of a contract. If such insurance is on a claims made bases, Architect shall maintain liability coverage for not less than five years following the date of substantial completion of the Durkee Development.

B. General Contractor/Construction Manager

During construction, the GC/CM shall carry:

"All risk" Builders Risk Insurance with a limit of liability of 100% of completed value of the project, to include the interests of Prime's and the City's respective mortgagee, contractors and subcontractors involved in the project.

Workers Compensation insurance in accordance with New York State statutory requirements and Employers' Liability insurance in the amount not less than $1.0 million each occurrence, $1.0 million annual aggregate.

Owners and Contractors Protective Liability for the Durkee Development protecting the interests of the City and general contractor/construction manager, $1.0 million per occurrence.

Commercial General Liability Insurance including Bodily Injury and Property Damage Liability, Independent Contractors Liability, Contractual Liability, Product Liability and Completed Operations Liability in an amount not less than $5.0 million combined single limit, per occurrence, and $5.0 million aggregated to this Project, naming the City and Prime as additional insureds.

Commercial Automobile Liability Insurance in an amount not less than $1.0 million per occurrence for bodily injury and property damage liability arising out of the operation and use of owned, hired, and non-owned vehicles and naming the City and Prime as additional insureds.

Performance Bond and Labor & Materials Payment Bond. At the option of Prime, the general contractor shall provide performance and payment bonds. If required by Prime or Prime's lender, such bonds shall be in amount equal to 100% of the contract sum or an amount to be determined based on its lender's requirements.

C. Proof of Insurance

Companies authorized to do business in the State of New York and rated no less than "A-" by the latest edition of Best's Insurance Guide, published by Alfred M. Best Co. or equivalent, shall issue all insurance policies. Certificates of Insurance shall be furnished prior to the award of the contract. Certificates shall clearly indicate the coverage type, insurance amount, and additional insured status as noted above. The Certificates must provide that in the event of any material change or cancellation of the policies, each party will be given thirty (30) days' notice thereof. Each party will review the insurance coverage every 3 years and each party will update its coverage over the term of the ground lease (in the event the legal structure is for a ground lease), or over the term of the mortgage (in the event the legal structure is for a fee title conveyance) as required by the City as an operating expense.

MEYER, FULLER & STOCKWELL
PLLC ATTORNEYS AT LAW

LAKE GEORGE TITLE AGENCY

September 5, 2019

City of Plattsburgh Common Council
c/o Hon. Colin L. Read
City Hall
41 City Hall Place
Plattsburgh, New York 12901

Re: City of Plattsburgh Downtown Area Improvement Projects Draft Generic Environmental Impact Statement (DGEIS) Draft Scoping Document Comments

Dear Mayor Read and City of Plattsburgh Common Council:

Our firm is been retained by the Plattsburgh Citizens Coalition, Inc., a not for profit coalition and its members, of concerned citizens, property owners, and business owners in the City of Plattsburgh relative to the City's proposed development plans with Prime Plattsburgh, LLC. In reviewing the "Development Agreement" between the City of Plattsburgh and Prime Plattsburgh, LLC dated March 29, 2019 (hereinafter the "Agreement"), we believe this Agreement is a nullity. The City of Plattsburgh is without power to convey the waterfront property, or any portion of it, identified in the Agreement broadly as "40 Bridge Street and 22 Durkee Street" (hereinafter the "Properties").

The Properties that are subject to the Agreement are identified by Tax Map Parcels 207.20-1-14 and 207.20-1-15. Both of these parcels lie along the Saranac River, and therefore constitute, by law, "water front" properties. The City may not legally convey these Properties.

Pursuant to New York General City Law §20(2), a city is empowered to: "***To take, purchase, hold and lease real…property within…the limits of the city;…, and to sell and convey the same, but the rights of a city in and to its water front,…streets,…avenues, parks, and all other public places, are hereby declared to be inalienable, except in the cases provided for by subdivision seven of this section***." ***Emphasis added***. In this instance, New York General City Law §20(7) included in the foregoing exception does not apply as there connection to any of the exceptions contained therein.

There is no question that this river front property, which includes the entirety of the Properties, constitutes "water front" as set forth in New York General City Law §20(2). See for example,

Gladsky v. City of Glen Cove, 164 A.D.2d 567, 2nd Dept. 1991 for a thorough discussion of this issue now posed to the City of Plattsburgh.

- As in this instance, the City of Glen Cove attempted to convey a portion of property that included "frontage on Glen Cove Creed". Id. at 567.
- The question of whether or not the property in Glen Cove, as with the property along the Saranac River here, had ever been "used, acquired or dedicated" to public purpose is irrelevant. "*While other forms of City-owned property may be converted to public use and thereby be rendered inalienable under the statute,* ***waterfront property has been expressly declared to be inalienable, regardless of the manner in which the property is used****. Although we recognize that the statutory restriction against the alienation of certain municipal property emanates, to a large extent, from the "public trust" doctrine (see, Matter of Lake George Steamboat Co. v. Blais, 30 N.Y.2d 48, 330 N.Y.S.2d 336, 281 N.E.2d 147; Brooklyn Park Commrs. v. Armstrong, 45 N.Y. 234, supra; Matter of Central Parkway, 140 Misc. 727, 729–730, 251 N.Y.S. 577; Gewirtz v. City of Long Beach, 69 Misc.2d 763, 330 N.Y.S.2d 495, aff'd 45 A.D.2d 841, 358 N.Y.S.2d 957) the Legislature did not see fit to include a public-use limitation in the statute, and we decline to engraft such a limitation in a statute which is otherwise clear and unequivocal on its face*." Id. at 571. ***Emphasis added***. Thus, in this instance, we need not delve into whether or not the City ever "dedicated" this property to protection under the public trust doctrine. New York General City Law §20(2) preempts that decision or action.'
- The exceptions of New York General City Law §20(7) do not include alienation of water front property. See again, Gladsky: "*Nor does General City Law § 20(7), upon which the plaintiff relies, compel a contrary result. This subdivision creates a "discontinuance" exception to the statute's blanket prohibition against the alienability of public property by empowering a municipality to "lay out, establish, construct, maintain and operate markets, parks, playgrounds and public places, and upon the discontinuance thereof to sell and convey the same" (emphasis supplied).* ***Notably absent from the enumeration of the type of property which may be freely sold by a municipality upon the discontinuance of its public use is waterfront property. The reason for this absence is clear—waterfront property, as we have noted, is entitled to special protection by virtue of its geographical location rather than by virtue of its use****. Unlike a public playground, which may cease to be a playground if its use is altered,* ***waterfront property is intrinsically unique****.* ***That the discontinuance exception does not, and should not, apply to waterfront property becomes all the more compelling given the significant ecological, scenic, and aesthetic qualities inherent in it.***" ***Emphasis added***.

In addition, it is also noted that the parking lot here may very well also be protected by the public trust doctrine, in addition to the issues surrounding New York General City Law §20(2) above. See generally 10 East Realty, LLC v. Incorporated Village of Valley Stream, 49 A.D.3d 764, Second Department 2008, as well as the related 10 East Realty cases at 17 A.D.3d 474, 49 A.D.3d 770. Although the Second Department found in the case of the village in 10 East Realty that the public trust doctrine was not violated by the conveyance of a parking lot there, here, we have a bit of a different scenario. In the City of Plattsburgh, this parking lot, and indeed other similar parking lots within the downtown parking district, are held for the benefit of that parking district. Taxpayers are charged a special tax for the maintenance, repair and upkeep of those parking lots, evidencing an intention by the City of Plattsburgh to hold those public parking

spaces in public trust for this district. That is, the City cannot, absent legislative approval, remove the benefit that it has charged the City's parking district. Thus, no parking property may be alienated without addressing the underlying special taxing district.

The continuing wrong evidenced by the Agreement in violation of New York General City Law §20(2) must be reversed. The City of Plattsburgh does not possess the legal authority to enter into the Agreement.

Thank you.

Sincerely,

Matthew F. Fuller, Esq.
mfuller@meyerfuller.com

cc: Plattsburgh Citizens Coalition, Inc.

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Planning Board Comment 4/7/2020 - 2 - Professional Review fees

1 message

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 11:56 AM

To: Sylvia <parrottes@cityofplattsburgh-ny.gov>, cityinfo@plattsburghcitygov.com, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

Dear Zoning Board and Planning Board Members:

.

Once again, thank you for your service and especially on this complex project and especially when our entire community and globe is stressed by this historic world pandemic. It's a stressful and difficult time for all of us.

Your job is a difficult one month to month, but a particularly difficult one for a project as complex as the DRI. Your job is made even far more difficult due to the fact that the staff that you normally rely on for guidance is the applicant. However, it doesn't have to be that way and, in fact, shouldn't be that way. Section 360-61 of the City Code provides you the help that you are entitled to, but have not yet exercised. You should have your own attorney and your own technical staff to assist you with these decisions. The The Corporation Counsel's allegiance is to the Common Council. The Planning Board and Zoning Board cannot reasonably rely on advice of counsel that is beholding to the Common Council. There are several examples in which the existing conflicts are problematic. The Corporation Council actually advised you at the May 2019 Board meetings to segment the SEQR process to avoid doing a GEIS as is required by law. Of course, we know now that was bad advice and put your decision in peril. He also advised Planning Board Chairman James Abdallah to vote on the DRI SEQR resolution despite his clear conflict of interest. We know now that this too was bad advice which put the Board's decision at that time in peril. Fortunately, those decisions were later reversed when the City reluctantly committed to a GEIS. The City Planner actually opined that the proposed building will not have an adverse impact on the neighborhood; not the staff's position to lead a Board to a conclusion, much less make the conclusion for them. The Community Development Director advised you that "the Common Council is handling the GEIS", when in fact, as an involved agency, you are REQUIRED to prepare your own Findings Statement on the GEIS. Oddly, the Findings Statement is not even included on your agenda. We're sure that they would like very much for you to rubber stamp the Council's Findings Statement. These folks are all beholding to the co-applicant; the Common Council; they are NOT on your team. You need and deserve your own independent adviser selected by your Board, not by the City. The City Attorney is, without question, a superior attorney and if he were representing your Board, then he would no doubt do an excellent job. But he's not. And as has been pointed out, he has a conflict. Think of how odd it makes your Board look to have the applicant's attorney seated at your table and giving you advice!

Regardless of how anyone feels about the Prime Development Project, every Planning or Zoning Board wants to take pride in their process and decisions. You want to know that you are properly and thoroughly evaluating technical issues. You want to know that you are following proper procedure. And ultimately you want to know that your process will not be challenged in the court of law and if it is that your decisions will be defensible. And at a time like this where

there is massive public opposition, you want to be at your best. Now add to all of that the current public health crisis and the questions with respect to whether eliminating the public from public meetings is even legal. For that, you need and deserve your own independent counsel and engineer. And you are entitled to it by City Code, which, by the way, was just updated in 2017. This is not unusual. The Town of Plattsburgh, as an example, has historically always had legal counsel to the Zoning Board and Planning Board that is separate and independent from the Town Board's legal counsel. Many, if not most, boards do the same.

Here is the relevant code section:

§ 360-61**Professional review fees.**

[Added 12-14-2017 by L.L. No. 8-2017]

A.

Reimbursement of professional review fees.

(1)

In addition to the provisions provided under the terms of Chapter **300**, Subdivision of Land ("Subdivision Regulations"), and this chapter of the City of Plattsburgh Code ("Zoning Code"), the Common Council, the Planning Board and the Zoning Board of Appeals, in the review of any application presented to it, may refer such application, or part of an application, to such planner, engineer, environmental expert, attorney or other professional as such Council or Board shall deem reasonably necessary to enable it to review such application as required by law.

(2)

Fees charged by such professionals shall be in accord with fees usually charged for such services in the Clinton County region or pursuant to an existing contractual agreement between the City and such professional. The Board or Council shall limit such fees as are reasonable in amount and necessarily incurred by the City in connection with a review of an application. For purposes of this section, a fee is reasonable in amount if it bears a reasonable relationship to the expense of the development or the average charge by such an expert to the City or others for services performed in connection with the review of a project similar to that involved in the land use application. All proper charges shall be paid by the City upon submission of a City voucher and in compliance with the City's procurement policy. The applicant shall reimburse the City for the costs of such professional review services upon receipt of a copy of the voucher or, at the discretion of the reviewing Council or Board, in accordance with this chapter. The payment of such fees shall be required in addition to any and all other fees or performance bonds required by this or any other section of this chapter or any other City law or regulation.

B.

Escrow accounts.

(1)
In addition to other mechanisms provided under any other City law or regulation, at the time of submission of any application, or during the review process, the reviewing Council or Board may require the establishment of an escrow account from which withdrawals shall be made to reimburse the City for the cost of professional review services. The applicant shall then provide funds to the City for deposit into such account in an amount to be determined by the reviewing board based on its evaluation of the nature and complexity of the application. The applicant shall be provided with copies of any City voucher for such services as they are submitted to the City. If the applicant objects to the amount to be placed into escrow, the applicant may request that the Council or Board review the projected amount to be placed in escrow.

(2)
Where the City Council, Planning Board or Zoning Board of Appeals establishes an escrow account for an application, such reviewing board shall not be required to consider that application until the deposit required under this chapter has been made.

(3)
A building permit or certificate of occupancy shall not be issued unless all professional review fees charged in connection with the applicant's project have been reimbursed to the City.

(4)
After all pertinent charges have been paid, the City shall refund to the applicant any funds remaining on deposit.

There are a lot of questions, but to name just a few:

* you've heard a lot about city wide parking. it's a major change. The city claims there's adequate parking. Members of the public have shown flaws and errors in the numbers. You are tasked with reading lengthy documents and lengthy public opposition letters and comments. Are you able to evaluate with certainty which claim is accurate?
* The NYSDOT Regional Traffic engineer went on record to say that the angled parking is dangerous. The applicant claims it isn't. How are you to decide?
* The City is claiming that the Planning and Zoning Board are essential government meetings that can't be postponed. They claim that eliminating the public from public meetings is legal. Is that a defensible position?

To the extent that you have legal and technical questions on this matter, you need your own attorney. Yes, it may take a little time to get the expert objective technical and legal advise that you deserve and that you are entitled to, but in the end that will take far less time and have far less risk than making bad decisions, decisions that are based on bad advice, decisions that are based on misinformation and decisions that are not defensible and will result in lengthy legal battles. Measure twice, cut once!

The Plattsburgh Citizens Coalition and all those we've spoken to welcome a thorough, objective expert review of this project because we know the proposed plan as presented to be critically and fatally flawed and ultimately will have an

adverse short term and long term impact on the neighborhood, the community and even the region. We believe any truly objective review will draw the same conclusion. This project, to date, has not been able to receive that kind of unbiased intelligent analysis from the Common Council and we are hopeful that will happen at each of the Board reviews. Whatever you may decide, at least you can hopefully say you as a Board were thorough, evaluated ALL of the information in detail and made good solid defensible decisions based on the best advice and information at your disposal.

You are entitled to this assistance. It is the norm for Planning & Zoning Boards across the State and across the land. Don't ask for it, demand it!

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comments 4/6/2020 - 2 - Professional review

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Mon, Apr 6, 2020 at 11:44 AM

To: cityinfo@plattsburghcitygov.com, Joe <mcmahonj@cityofplattsburgh-ny.gov>, beebiel@cityofplattsburgh-ny.gov, Sylvia <parrottes@cityofplattsburgh-ny.gov>
Cc: Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, Josh <Josh.Mitchell@hearst.com>, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>

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.

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[Added 12-14-2017 by L.L. No. 8-2017]

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To the extent that you have legal and technical questions on this matter, you need your own attorney. Yes, it may take a little time to get the expert objective technical and legal advise that you deserve and that you are entitled to, but in the end that will take far less time and have far less risk than making bad decisions, decisions that are based on bad advice, decisions that are based on misinformation and decisions that are not defensible and will result in lengthy legal battles. Measure twice, cut once!

The Plattsburgh Citizens Coalition and all those we've spoken to welcome a thorough, objective expert review of this project because we know the proposed plan as presented to be critically and fatally flawed and ultimately will have an adverse short term and long term impact on the neighborhood, the community and even the region. We believe any truly objective review will draw the same conclusion. This project, to date, has not been able to receive that kind of unbiased intelligent analysis from the Common Council and we are hopeful that will happen at each of the Board reviews. Whatever you may decide, at least you can hopefully say you as a Board were thorough, evaluated ALL of the information in detail and made good solid defensible decisions based on the best advice and information at your disposal.

You are entitled to this assistance. It is the norm for Planning & Zoning Boards across the State and across the land. Don't ask for it, demand it!

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:18 PM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Fwd: Planning Board Comment 4/7/2020 - 3 - Reading of Public comment during meetings

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Tue, Apr 7, 2020 at 12:45 PM

To: cityinfo@plattsburghcitygov.com, Sylvia <parrottes@cityofplattsburgh-ny.gov>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

Dear Planning Board Members:

The purpose of this communication is to respectfully request that each and every public comment received is read aloud in its entirety at tonight's Board meeting.

People are concerned that, given the short notice and project complexity, public written comments will not be thoroughly read by Board members and contemplated within the context of the public meeting.

The City's program of rushing these special meetings with minimal notice to both Boards and to the public left little time for the public to write or for Board members to read public comments. With only days notice to compose written comment and having them due at noon the day of the meeting, it effectively diminishes and, in fact, all but eliminates public involvement. It also puts an unfair burden on Board members. And that's before even mentioning the severe strain and stress that each of us is under given this global emergency.

Therefore, in order to mitigate this injustice, we would ask that each and every public comment is read aloud in its entirety at the Planning Board meeting tonight. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatant attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling a large one is a brazen and out of touch slap in the face to the community. Reading of the public comments won't change those facts. But it will at least ensure that all Board members thoroughly review comments and will show respect for the public and for the comments received although on a significantly diminished stage.

Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. Whether to vote.

Once again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Wed, Apr 8, 2020 at 7:14 AM

To: mcmahonj@cityofplattsburgh-ny.gov

Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Re: Planning Board Comment 4/7/2020 - 4 - -TO ALLOW PUBLIC SIGN-UP LIST TO SPEAK AT PLANNING BOARD MEETINGS (AND REQUEST TO LEAVE THAT SIGN-UP LIST OPEN THROUGHOUT THE MEETING)

2 messages

Plattsburgh Citizens Coalition <plattsburghcitizencoalition@gmail.com> Tue, Apr 7, 2020 at 1:03 PM

To: cityinfo@plattsburghcitygov.com, Sylvia <parrottes@cityofplattsburgh-ny.gov>, WIRY Radio <wiry@wiry.com>, Amanda Dagley <amanda@wnbz.com>, estigliani@freepressmedia.com, news@northcountrynow.com, newstips@mynbc5.com, rrockstroh@mychamplainvalley.com, nate@suncommunitynews.com, jlotemplio@pressrepublican.com, pbradley@wamc.org, McKenzie Delisle <mdelisle@pressrepublican.com>, Emily Russell <emily@ncpr.org>, rick@fesetterealty.com, Loretta Rietsema <lrietsema@gmail.com>, Jim Abdallah <jaa@aedapc.com>, Maurica <maurica@aecocpas.com>, derek.rosenbaum@gmail.com, Reginald Carter <reg_carter@sbcglobal.net>, cgerv001@plattsburgh.edu

> Dear Planning Board Members:
>
> All non-essential government meetings, including this Planning Board meeting, should be postponed. The Planning Board has the authority to do that. The hasty scheduling of this non-essential meeting during the COvid-19 pandemic is a blatant attempt by City leadership to push a controversial project through with as little public participation as possible. The lack of reconsideration of the DRI at this time of historic economic crisis when the Mayor and Council should be thinking about saving small businesses, not bankrolling a large one is a brazen and out of touch slap in the face to the community.
>
> However, if you insist on conducting a virtual meeting, then we would respectfully request and suggest that you create and keep open a sign-up list of people who would like to speak at the meeting. The list should remain open until the meeting begins and even during the meeting. This approach most closely resembles the past practice in which people are free to raise their hand during the meeting if they feel so inclined to make a comment. Remember that often people are shy about public speaking. But sometimes something that they learn a meeting or something that is said may inspire that person to raise their hand and ask to be heard. That same practice should be continued in a virtual meeting, or you can't say that your doing everything in your power to create a continuum of the Plattsburgh Planning Board meetings
>
> Remember, we have a half-century of precedence of Plattsburgh Planning & Zoning that includes public participation which is being disrupted tonight. Your decision whether or not to discard that half-century long tradition will be an historic one. You (the Board members) are free to do whatever you think is the right thing. You are in control of virtually every aspect of your meeting; whether to meet, whether to postpone, whether to conduct public meetings without the public. How long to allow people to speak. Whether to vote.
>
> Once again, thank you for your service.

City Info <cityinfo@plattsburghcitygov.com> Wed, Apr 8, 2020 at 7:18 AM

To: mcmahonj@cityofplattsburgh-ny.gov, "Read, Colin" <ReadC@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Suspend meetings

2 messages

Shawna Mefferd Kelty <shkelty@gmail.com> Mon, Apr 6, 2020 at 12:02 PM
To: cityinfo@plattsburghcitygov.com

I am urging the Mayor and the ZBA and the Common Council to stop taking advantage of the state of emergency and to conduct only the essential business of the City. Colin Read should stop putting the Prime Project before the residents of the City of Plattsburgh.

Thank you,
Shawna Mefferd Kelty
--
Shawna Mefferd Kelty, PhD
she | *her* | *hers*
RYT 200, PRYT
Associate Professor of Theatre
101 Broad St, 124 Myers
SUNY Plattsburgh
Plattsburgh, NY 12901
(518) 564-2480

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:34 PM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Dri project

2 messages

s king <moalem56@yahoo.com> Mon, Apr 6, 2020 at 11:31 AM
To: Cityinfo@plattsburghcitygov.com

Given the current pandemic health situation, it is complete irresponsible for the City to hold any meeting, especially one as important as this project with its impact on our city. I also question the legality of holding such meetings with the inability for public input.

The City, if it allows this and other meeting like it to proceed, is being dishonest, and secretive and does the citizenry a great disservice.

NOT MEETINGS FOR DRI until the emergency passes and public meetings can be held properly

Steve graf
8 lynde
Plattsburgh

Envoye de mon iPad Pro

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:07 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Stop Non-Essential Meetings!

1 message

terrycb12901 <terrycb12901@yahoo.com> Thu, Apr 2, 2020 at 10:41 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com, Barbelli@cityofplattsburgh-ny.gov, kellym@cityofplattsburgh-ny.gov, gibbse@cityofplattsburgh-ny.gov, DeDominicasPa@cityofplattsburgh-ny.gov, mcfarlinp@cityofplattsburgh-ny.gov, moorej@cityofplattsburgh-ny.gov

I urge you to postpone any zoning board or planning board meeting dealing with the Prime project, or ANY non-essential project that's bee submitted! These are PUBLIC meetings and holding any such meeting will exclusively exclude the public!T

You must postpont the April 6th ZBA meeting and the April 7th Planning Board meetings as non-essential meetings in accordance with the “PAUSE NEW YORK” Executive Order by the Governor.

Municipalities around the state are postponing Zoning Board and Planning Board meetings until at least the end of April while in the midst of this pandemic!

The public has a right to attend these meetings and to be heard! To exclude them from attending and voicing concerns, and even their agreement, is worse than wrong and unfair, it's reprehensible.

Terry Broderick

Sent from my Verizon, Samsung Galaxy smartphone

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board

1 message

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:40 PM
To: cityinfo@plattsburghcitygov.com

I fully support the City of Plattsburgh DRI project.

Sent from Art's iPad

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

DRI Project

2 messages

Art Degrandpre <adegrandpre2483@icloud.com> Sun, Apr 5, 2020 at 5:38 PM
To: cityinfo@plattsburghcitygov.com

Please let it be known that you have my full support for the DRI project. Plattsburgh can no longer afford to have a stagnant downtown!

Sent from Art's iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:38 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020

2 messages

Dani G <danirae11683@gmail.com> Mon, Apr 6, 2020 at 2:57 AM
To: cityinfo@plattsburghcitygov.com, "McMahon, Joe" <mcmahonj@cityofplattsburgh-ny.gov>, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, Tamerm@cityofplattsburgh-ny.gov, Marbuts@cityofplattsburgh-ny.gov

City of Plattsburgh Zoning Board of Appeals,

I am writing to express my concern with the continuation of Zoning Board meetings, as well as concerns regarding the application by Prime Plattsburgh requesting a Special Use Permit for their project at the current Durkee Street Municipal Parking Lot.

Considering the Governor's PAUSE New York order which was issued in response to the Coronavirus outbreak, I encourage the Board to postpone any meetings which are not of an urgent matter. The Prime project can hardly be considered "essential", and if it has, please inform the public of such determination. Unless the board intends to vote this application down decisively, moving forward with such meetings to consider such non-essential issues, at a time when the public is not allowed to attend in person to observe and make public comment, will open any decisions made up to legal challenge in the future. I urge you to postpone any meetings that are not of critical concern to the health and well being of members of this community.

Please also accept the following comments in regards to the Prime application for Special Use permit, should the board decide to move forward with its determination:

In accordance with section 360-31 of the city code regarding special use permits, I believe the Zoning Board of Appeals simply CANNOT approve this application as submitted. Approval for such a permit requires that the proposed development must safeguard public health, convenience, and preserve the general character of the neighborhood. It is clear that this project is far too large for the space, and does not satisfy ANY of the criteria by which this application must be measured.

The sheer mass of this structure will dwarf the surrounding buildings of the downtown area. The DGEIS failed to produce an inventory of existing buildings and land within the designated downtown district as was requested; however, I would venture to guess that the proposed structure is close to five times the largest building that currently exists downtown, and at least ten times larger than the average building in our HISTORIC downtown district. The footprint of the building appears to occupy somewhere around 20% of the entire downtown area. We have a small, quaint, downtown which will simply be swallowed up by Prime if this is permitted to move forward. It is imperative that the nature and historic character of our downtown be preserved, as it is one of the ONLY assets we currently possess as a city. The use of differing exterior treatments will fool no one, and this structure will overpower our entire downtown, and stick out like a sore thumb.

The surrounding open space is also severely lacking, and the project provides NO meaningful public amenities as was supposed to be required per the RFP for developers. While the Durkee Street Lot's primary use is a parking lot, it has many secondary uses within the community, and provides an open space with vista views of the Saranac River, as well as gathering space for public events and festivities. Past precedent of this can be seen through the City's public permitting records, in which hundreds of events over the years have applied for and received approval for permits allowing such activities in this space. The project as proposed offers no meaningful public space, and effectively blocks nearly all view of one of our most treasured resources, the Saranac River. By creating such an uninviting environment along the river, this project will effectively squander this resource and all funding being poured into the development of the Saranac River Trail as well.

It is also concerning that parts of the building will have residential units on the first floor. This is not conducive to a downtown urban experience. All residential units should start on the second or third floors.

The parking issues are also of concern. The building simply does not provide adequate parking for its uses per the city code. The developer mentions that they are providing their own formula for their own parking needs based on a

model that works in another location for them. This is unacceptable. They tout this other project as being an acceptable model because it is completely isolated and not in any core city area, and they have no need for any additional parking. However, this is not an equivalent model precisely BECAUSE of the fact that this example is not in an urban downtown environment. The developer should be required to satisfy the city code. It is also concerning that, at the same time the developer wants to provide less parking than required, the city is as also coming up short on replacing the public parking spaces that Prime is going to occupy with the footprint of their building. They should be required to replace those parking spaces as well - either on or off site - as was required of the Gateway building project. This must be equivalent long term off-street parking.

Finally, the conversion of Durkee Street to one way with diagonal parking is extremely concerning regarding the street capacity and use of this building. With 114 new households coming in and out of this new massive structure, as well as all of the businesses' employees and customers, this will result in massive congestion and dangerous situations for both pedestrians and drivers. There will also be issues with garbage. The developer proposes to locate their dumpsters for this massive structure right on Durkee Street, which appear far too small to handle the proposed capacity of this structure. So not only is the public insulted by being given a sidewalk in return for our $4.3 million investment and lucrative tax breaks which we will have to subsidize through our own taxes, but we will also have to be affronted by the refuse from the occupants of this gated community as we walk past garbage heaps on the pathway from the "arts park" to the "riverwalk". Sounds inviting, doesn't it? Insufficient dumpster capacity is also a public health issue, which will attract rodents and wild animals. Considering the proposal now includes the expectation of restaurant space for this location, there will also be an issue of smell when locating these dumpsters street-side. This plan is just terrible.

Considering that the proposed project fails at every point of consideration required by the Board, I ask that the application for SUP be rejected. However, as the board has the ability to put conditions on the developer for any SUP, I also ask that the following criteria which were laid out in the DRI Strategic Plan be provided to the developer for resubmittal of any project plans:

1) building may contain approximately 45 residential units
2) the provision of approximately 1 acre of public green space
3) the 1:1 replacement of public off street parking IN ADDITION to parking to satisfy their own needs

Thank you so much for your consideration of these comments. I also thank you for your service to this city, and hope that you will do the right thing by your community during these uncertain times.

Be well and stay healthy,

Danielle Erb

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:00 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

ZONING BOARD SPECIAL MEETING AGENDA

2 messages

sunshine19542@charter.net <sunshine19542@charter.net> Sun, Apr 5, 2020 at 4:49 PM
To: cityinfo@plattsburghcitygov.com

Dear Zoning Board:

In all the years I did minutes for the zoning board – the Special Use Permits were always explained as a "Matter of Right."

Appeal #2232 – 22 Durkee Street:

I ask that you approve the SUP for Durkee Street. Durkee Street has been dragged on long enough and needs to be approved. If ever we need a shot in the arm for development, this is the time.

I'm sorry that the Building Inspector's Office, along with the Community Development Office, and Zoning and Planning Boards have to deal with "unfounded and false accusations."

Please continue your hard work and diligence of enforcing the zoning code.

Thank you for listening to my concerns.

Denise Nephew

Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:36 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

ZBA Meeting

2 messages

Zukowski Properties <zukowskiproperties@gmail.com> Mon, Apr 6, 2020 at 4:52 PM
To: McMahonJ@cityofplattsburgh-ny.gov, ron.nolland@gmail.com, beebiel@cityofplattsburgh-ny.gov, TamerM@cityofplattsburgh-ny.gov, MarbutS@cityofplattsburgh-ny.gov, cityinfo@plattsburghcitygov.com

Hello ALL

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

We urge that you cancel the April ZBA and Planning Board meetings and all meetings, except for those that deal with emergency issues as ordered by the Governor, until the COVID 19 state of emergency has been lifted. We note that ZBA's and Planning Boards in Cities across New York State are doing so and Plattsburgh should too.

from all of us at EZ Properties !!
EZ Properties
518.563.6021
e-zproperties.com

City Info <cityinfo@plattsburghcitygov.com> Tue, Apr 7, 2020 at 8:49 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>, mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Pannimg Board Comment

2 messages

bobcatgb1@aol.com <bobcatgb1@aol.com> Mon, Apr 6, 2020 at 9:21 AM
To: cityinfo@plattsburghcitygov.com, readc@cityofplattsburgh-ny.gov, plattsburghcitizencoalition@gmail.com, mdelisle@pressrepublican.com

To: City of Plattsburgh Planning Board

With respect to the DRI Durkee St. project I am requesting the following actions:

Do not approve said project for many factors that the community has previously set forth. Attached are three documents to support this position.

1. A "letter to editor" published in the Suncommunity news dated March 24,2020. This addresses better options for said project
2. A position letter dated February 28, 2020 addressed to Prime Plattsburg LLC stating facts that are to be considered herein.
3. A "letter to editor" published in the Suncommunity news dated April 4, 2020. This addresses the financial burdens that will also affect the subject DRI project.

The City of Plattsburgh should caution against an approval in light of the current financial situation. Certainly the City does not want to be in a position similar to Burlington with the stalled "City Place" project.

In the alternative, delay a decision until the virus crisis is over and the new financial balance is established for a just decision.

Thank you for your consideration to these facts and documents that are to be entered into the record of the Prime Plattsburgh LLC application

Geoffrey B. Barker
4079 State Route 9
Plattsburgh, NY 12901
518 563-0685

Scan Docs opposing DRI 4-6-2020.pdf
1228K

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:17 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Scan Docs opposing DRI 4-6-2020.pdf
1228K

SCW Community 3/28/20

will be responded to in the order in which received. Please take the time to explore these sites and engage students in discovering the vital importance of local history and geography as a basis for understanding other places more distant in time and location.

— Robert L. Arnold, SUNY Professor Emeritus of Education ■

Plattsburgh parking

To the editor:

The best course to "increase the availability of free parking" is to cancel the Prime Plattsburgh LLC project. Back in the mid 1960s the City of Glen Cove, New York, had a city structure much like Plattsburgh. They were smart then to take the only large parking area and make a multi story parking garage to handle the then current and future parking needs of that city. The virus crisis will be settled eventually. What is of concern to all of us is the economic recovery needs.

The state was in dire financial $6 billion debt prior, with maybe $4 billion more to add. Locally we are going to be tasked to cover our "fair share". My suggestion is to anticipate loss of some of our airline service once this passes and the low cost carriers may not survive. Shut down the "International Arrivals Facility" since it serves only a few corporate and small prop aircraft and no International airline can be profitable with service here. Cut payroll and operating costs.

Cancel the planned "International Air Cargo Facility" as impractical and a waste of money. The Clinton County Legislators are aware of this but enjoy spending our limited tax monies. Airlines loaded with passengers from high density Florida to Plattsburgh/ Montreal is a major threat. So are the packed warehouses and factory facilities that continue to ignore common health concerns.

The unemployed restaurant and leisure business community workers would like to know if any staffing reductions made by the governments means with or without pay for them. And being paid for "telecommunication" from home is unfair and a waste of money. Curtail CCIDA tax relief. Schluter, for example is large enough to not need the pending PILOT relief. Cancel the Prime Plattsburgh LLC PILOT relief application.

The elected and employed public employees need to immediatedly address the loss of tax revenue we are going to experience.

— Geoffrey B. Barker, Plattsburgh ■

Thank you

To the editor:

Free the money

PR 4-1-20

TO THE EDITOR: Due to the devastation wreaked upon our city economy by the COVID-19 virus, local businesses will need all the aid and support from City Hall which they can get.

Prior to the pandemic, over 70 local business owners signed a petition against the sale and development of the public land of Durkee Street parking lot to a private downstate concern. I have attended meetings and no provision to replace city snow ban parking has even been made.

City Hall has persisted in its unrelenting pursuit of this project. One can only hope the council has no conflict of interest.

Now would be the perfect time for Mayor Read to abandon this project, to free up DRI monies for our own local existing/struggling businesses, the true purpose of the Downtown Rehabilitation Initiative.

KATHY BAUMGARTEN, TSGT USAF, Ret.
Plattsburgh

Prime Plattsburgh LLC
621 Columbia St. Extension
Cohoes, NY 12047

Dear Sir or Madam;

This letter is written with respect to your application for PILOT relief and the planned Plattsburgh Durkee Street Plattsburgh NY project.

As a resident of the area I want to express to you the following adverse factors your plan is causing for your immediate consideration:

1. The overwhelming majority of Clinton County residents do NOT want this project.
2. The project is being pushed thru with apparent bias and prejudice that will lead to protracted litigation.
3. The loss of the parking lot will have adverse effects on the dwellings and businesses in that area. In spite of what is proposed, the City and County do NOT have viable plans for parking. This will adversely affect the income Prime expects to receive and adversely affect all in the area. Prime will be held responsible for this.
4. The PILOT relief, if granted, will adversely affect the City school tax base as well as the tax base for ALL residents of Clinton County NY
5. There is recent activity that may indicate improper consideration of the PILOT awarding process, again leading to litigation. Many other adverse factors exist. Available upon request.

In light of the above adverse facts, the people of Clinton County request that Prime Plattsburgh LLC withdraw the planned Durkee Street DRI "redevelopment" proposal. Please call me anytime to discuss this request.

Sincerely,

Geoffrey B Barker

Geoffrey B. Barker
4079 Route 9
Plattsburgh, NY 12901
(518) 563-0685

February 29, 2020

Opinion

Letters

SCNCommNews
APR. 4, 2020

Taxpayer of Clinton County

To the Editor:

As a resident taxpayer of Clinton County, I am requesting a reply to how the Clinton County Legislators and Legislature is addressing the unemployment and shortfall in sales tax revenue as a result of the COVID virus.

Specifically, the Legislators are requested to address the financial shortfalls in operating budget incomes now and reassess the operating budgets.

Consider:

1. Cancel any further CCIDA PILOT relief and cancel grants to "The Development Corporation" are in order until the virus is under control and economic recovery is positive and/or the new economic reality of the North Country is known.
2. Cancel the planned "International Air Cargo Facility" as not viable. This is an irresponsible progressive waste of taxpayer money and is not economically viable for numerous reasons the Legislators are well aware of
3. Shutter the "International Arrivals Facility" until International air traffic is deemed profitable with respect to the cost structure.
4. Lease out the renovated hangers or shutter to cut operating expenses.
5. Re-access Plattsburgh International Airport lease and utility fees charged to airport vendors to include the parking facility. Brace for potential loss of airline service and revenue.
6. Redirect or cancel county "pork" budgeted items to help maintain core businesses in the area. This is not the major manufacturing jobs that Governor Cuomo overspent in his aggressive economic development programs that we are now tasked to pay for. "Cut costs and live within our means" should be your new moto.
7. Brace for tasking to pay locally for a large increase in Medicaid mandates.
8. Plan for possible unpopular increases in realty taxes and state income taxes that the residents will mostly be unable or unwilling to support.

Thank you for your anticipated attention to this request.

— Geoffrey B. Barker, Plattsburgh, N.Y. ■

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment Mon 6 APR 20

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 5, 2020 at 1:16 PM
To: cityinfo@plattsburghcitygov.com

Dear ZBA Members,

I would like to state my support for approving the SUP for the Prime DRI project. After careful review of the FGEIS documents and the McFarland & Johnson answers to the questions raised by the commenters at the public hearings it is clear to me that there are no valid reasons not to approve this SUP request. Specifically: The building design will not tower over the existing downtown structures and has been shown to be aesthetically pleasing to the eye and blending with the surrounding cityscape very well. This project is not anticipated to cause any parking issues as borne out by third party studies, not by assumptions based on speculation. I trust that you will make your determinations based on the facts at hand and not on outside pressure. This is a once in a lifetime opportunity to add a new development to our long dormant Center City. If we continue to allow these empty spaces to remain and propagate we will eventually be left with nothing downtown. In closing I would like to say that I have talked to many people during my daily walks throughout the city and the vast majority are in favor of this project and are looking forward to its construction.

Sincerely,
Jeff Moore
Oak Street, Plattsburgh

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:23 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment April 6, 2020

2 messages

Jeff Moore <jmoore1748@gmail.com> Sun, Apr 5, 2020 at 1:36 PM
To: cityinfo@plattsburghcitygov.com

I would like to share my thoughts on the Prime development of the Durkee Street lot. First, I'd like to say that I am 100% in favor of the development. The City of Plattsburgh hasn't had an opportunity of this magnitude in generations. This development along with all of the other projects will transform the center city for years to come.

I like the design of the building. I do not think it is too big. It will draw more development downtown. I have attended or watched the Zoning board meetings and listened to the public comments. Prime Plattsburgh LLC has listened and has been very receptive to the concerns and have made many substantial changes in response to these concerns. I've read the report from McFarland Johnson and thought they addressed all of the comments thoroughly and have satisfied the SUP requirements.

I will quote a Letter to the Editor from Bob Smith that echoes how I feel, "If we lose this project, I am very concerned that we will not have future grants from the state. The state has accepted this project and will not accept another. This is an opportunity that will not present itself again, at least in my lifetime, and I fear, forever. Don't let it slip by".

Please do the right thing for Plattsburgh and vote yes on the SUP and move this project forward.

Thank you,

Sue Moore
City of Plattsburgh
Resident/Taxpayer

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:26 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Meeting comments

2 messages

Kathy L. Baumgarten <foofusdotcom@aol.com> Mon, Apr 6, 2020 at 10:16 AM
To: cityinfo@plattsburghcitygov.com

Dear Sirs

These are my comments I am submitting prior to the Zoning Board meeting today. I'll be watching the youtube broadcast to see if they are acknowledged and added to the permanent record of the meeting, which will be posted on the city website.

Especially during this pandemic, it seems like all Downtown Revitalization Initiative monies should go toward helping currently existing downtown businesses, revitalizing them when this is over. Not to be used to bring in competition against them!

Mt additional objections to the Prime development are as follows:

Will affect county tourism by limiting parking (the best and cheapest support we can offer), especially for our biggest regional events- the Battle of Plattsburgh, Fourth of July and Mayor's Cup. If the Mayor intends to relocate these events, he would have said so to relieve the criticism, so we can rightly assume he intends to discontinue city support of them. Noted members of our community have dedicated their entire lives to planning and organizing these events, which are advertised nation-wide.

Pull-in parking is the most popular of handicapped accessible parking; no amount of parallel parking the city has suggested can replace it.

Speaking of parking, at NO TIME has City Hall publicly broached the topic of where snow emergency parking will be relocated to once the Durkee lot is removed. The City of Burlington allows free parking in its three parking ramps to facilitate clearing its streets. But yet Plattsburgh seeks to end it, demonstrating their utter disregard for current downtown apartment dwellers and their landlords in downtown Plattsburgh.

(In fact, I spoke with an official at Community Bank on Margaret St. At no time has the city invited any conversation about the business aspect of the bank parking lot and the Pavone lot being constructed next door. They told me that during snow, folks park in there all night. Which would be okay except that their own plow can't get in in the morning, nor can their own employees. This speaks to a greater need for snow parking than is acknowledged.) This is not some little detail the city can figure out later. Like all good emergency planning, it needs to be done well in advance. Frankly, if they break ground in summer, it will be utter mayhem during peak weather and no one will know what to do come snow. People in our area can be economically devastated by one tow ticket. Small businesses can go bankrupt from one bad week.

The edifice will block from view the Saranac River and prevent for all

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Meeting comments

2 messages

Kathy L. Baumgarten <foofusdotcom@aol.com> Mon, Apr 6, 2020 at 10:16 AM
To: cityinfo@plattsburghcitygov.com

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The edifice will block from view the Saranac River and prevent for all

future generations any enjoyment of this priceless natural wonder. Plattsburgh IS the Saranac! Visitors will ask why we are casting a shadow over it when everyone knows that water access is the best attraction a city can possibly have.

The edifice will be built within inches of the very bridge where the Battle of Plattsburgh was fought . That the bridge and its surroundings are not currently considered to be valued as they deserve in this context is irrelevant. There should be a memorial and historical interpretation center where Highway Oil was to mark this event of National import.

Over 70 local businesses signed a letter stating their opposition to this project; to date, City Hall has dismissed their concerns with utter contempt and have reached out to not even a single one. This is unconscionable and I want the Mayor and City Council to answer directly to the citizens their reasons for acting with this contempt and as if they govern in a vacuum.

The sheer size of this edifice is out of keeping with the nature of Downtown Plattsburgh, regardless of what color they paint it.

Prime has not allowed enough parking for customers, staff and tenants of its proposed development. It should not be our city's responsibility to pay for their parking. Additionally, any promises they have made about allowing public parking on their premises will be null and void as soon as they take possession. Therefore, the City's premise of adequate replacement parking for the loss of Durkee by including these "promised" parking spots is utterly false.

The County Zoning Board's conclusion that the project is thoughtless and without attraction is 100% correct and deserves your complete support. Plattsburgh is and always will be the County Seat and the people of the county park at Durkee lot whenever they come to town. The lot is always well utilized . It is the public's city space.

The Green space/ park at the parking lot as City Hall is touting it is merely a narrow sidewalk along the river and a narrow sidewalk leading to it from Durkee St. That is not a riverwalk. A Riverwalk has room for benches and gardens and features such as fountains, swings, overlooks, etc. Tourists driving by will assume the currently planned narrow walk is on private property and for all intents and purposes, it will be. Foot traffic from the apartments scurrying back and forth from the parking lot, delivery trucks, dumpsters and trash collection trucks will make the Prime's parking lot as busy and unattractive to tourists as possible. The River is already permanently blocked up on its East Shore with grandfathered buildings; this edifice will destroy ANY future hope of public enjoyment, at TAXPAYER EXPENSE!

The proposed building will exponentially increase the downtown traffic congestion rather than relieve it in any way! Imagine all the proposed buildings' tenants leaving for work during our downtown rush hour, deliveries coming in, employees and customers coming in - all crowding Bridge Street, and cars waiting for pedestrians. It will be a nightmare that could not be relieved at that point by ANY amount of action.

The proposed restructuring of the "tried and true as is" Durkee Street roadway should never have to have even been considered. The taxpayers in no way should be paying the price for a building we did not want, nor should we have to bear the unimaginable inconvenience of changing this important branch of Route 9 to one-way traffic to make any accommodations for any private concern. Nor should we later have to pay the price of turning it back to two-way after the fact, nor should we have to lose any parking places to boot. The building should have been designed to be completely self-sufficient without requiring anything from the current structure of the city parking and roads.

This development will hinder the operations of government agencies which use the Durkee Lot, and who have many handicapped patrons who are no where else accommodated for.

As others have said, there is no need for apartments and new shop space downtown. There IS a need to draw locals and visitors to the downtown and get them to stay longer. The best draw for this would be park area around the perimeter of the existing lot. Indeed, City Roads and Grounds could quite easily build more curbing, bring in dirt and stick in a few benches before the end of this month, throw in a few trees and grass seed and it would be the jewel of downtown before the first day of summer. All ready for social distancing baby buggies and joggers.

Members of the zoning board are entrusted with protecting the spaces in our city - that they are used appropriately and correctly, cost-effectively and in the best interests of those who pay for them- the taxpayers. The opposition by taxpayers to this development is unprecedented in the 30 years I have owned my home on Elm Street, seven blocks from the parking lot. I think we know how we want our city to be.

Also unprecedented is the tenacity with which city hall has pushed back against the will of the people who pay their salaries. Any other mayor would have respectfully backed down to the wishes of their electorate, as the good civil servants they are paid to be.

There is already a contact in place for waterfront development as part of the DRI. The rest of the DRI monies need to revitalize our devastated and ALREADY EXISTING downtown so it can recover from the pandemic.

Regardless of what anyone may lead you to believe, or whatever amount of pressure may be used to sway your conclusions, or who is pressuring you, it is not too late to stop this project. Remember who you really work for.

At the very least, set this devision aside until after the pandemic. What’s the hurry? They can’t work on it anyways! If it’s a good idea now, it will still be a good idea a few months down the road, right?

God Bless and Happy Easter

Sincerely,

Kathy L Baumgarten
TSGT USAF (Ret.)

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 11:28 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

April 6th Meeting?

2 messages

Marc Gendron <mfgendron@icloud.com> Wed, Apr 1, 2020 at 3:54 PM
To: cityinfo@plattsburghcitygov.com

Dear Sir,

Please postpone any zoning board or planning board meeting dealing with the Prime project without direct, in-person participation by the public. The April 6th ZBA meeting and the April 7th Planning Board meetings is a non-essential meeting in accordance with the "PAUSE NEW YORK" Executive Order by the Governor. Municipalities around the state are postponing April Zoning Board and Planning Board meetings in light of the current pandemic.

Thank You,

Marc Gendron

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 9:02 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Comment for Zoning Board Meeting scheduled for April 6, 2020

1 message

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 1:34 PM
To: cityinfo@plattsburghcitygov.com

April 6, 2020
To Zoning Board Members, this is to inform you I am in agreement with the Durkee Street Project.
Margaret deGrandpre'
Pleasant Street
Plattsburgh, NY

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board Comment

2 messages

Peggy <peggydegrandpre@yahoo.com> Mon, Apr 6, 2020 at 11:08 AM
To: cityinfo@plattsburghcitygov.com

I support the DRI
Sent from Peggy's iPad

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:04 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Message for zoning board

3 messages

Kelly, Michael <KellyM@cityofplattsburgh-ny.gov> Sat, Apr 4, 2020 at 9:16 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

Hi,

I am writing to express my wholehearted support for the Prime Durkee Street development plan. The project has been closely scrutinized by the GEIS process and has passed with flying colors. Prime Companies, for its part, is developing quality apartment units all over the capital district and will be a good corporate citizen in Plattsburgh, just like they are wherever else they have built apartments.

A handful of misguided and disgruntled citizens are opposed to the Durkee Street development project, but the truth is most of this small group of people don't even live in the city and have little or no stake in the city's future. We citizens do have a stake, though, and we want to see our city grow.

There is no other project planned for Durkee Street! If this does not go through, then there will not be another chance, at least in the framework of the DRI. The State will take their money back and move it to a more deserving location. This will also harm our relationship with Albany, and future monies will be less available for Plattsburgh. That valuable piece of property with so much potential will remain a parking lot.

On the other hand, if the Prime project is approved and built, it will be just the beginning for downtown Plattsburgh. This project, when successfully completed, will spark development and improvements all over downtown and the harborside area. Developers are interested in downtown Plattsburgh, and they are eagerly waiting to see how we as a city handle the Durkee Street project. Please, let's not let this golden opportunity pass us by. Our children and grandchildren will thank us.

Michael Kelly
Plattsburgh City Councilor - Ward 2
44 City Hall Place
Plattsburgh, NY 12901

518-561-0072

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 8:13 AM
To: Matthew <MillerMa@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 6:08 PM
Draft To: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment

1 message

Richard Spindler <rich.spindler@gmail.com> Sun, Apr 5, 2020 at 6:02 PM
To: cityinfo@plattsburghcitygov.com

Hello,

I would like to comment on the Durkee Lot Development. First, for the City of Plattsburgh to prosper, it is imperative to encourage a variety of people to live downtown, including and especially working professionals. They will provide an economic stimulus to the city that is sorely needed for the downtown. Second, it seems very late in the process of the DRI. After all of the public input given, I cannot imagine the city going back to a blank drawing board on this. Third, I think the complaints about parking are baseless. People that are complaining about parking should live in a larger city and experience real parking issues. Besides, we need to get people out of their cars and walking more anyhow.

I'm sure there are probably inevitable conflicts that arise with such developments. They always do and you will never make everyone happy. Thank you.

Sincerely,
Richard Spindler

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board comment

2 messages

sun85@aol.com <sun85@aol.com> Mon, Apr 6, 2020 at 11:57 AM
Reply-To: sun85@aol.com
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>

I'd like to express my support for the long-anticipated Durkee Street redevelopment project. While I believe it is wise to take a measured approach in order to achieve the best outcome for everyone who will be affected, I look forward to the revitalized downtown that will result from the plans currently in place. As a long-time user of the Farmer's Market, I look forward to its new, expanded location by the lake. The vendors' enthusiasm for the new space makes it all the more appealing for customers to follow them there.

It appears that much of the new design for Durkee Street will improve use of existing space, including some features that have been underused, like the green space currently used for the walkway from Margaret to Durkee. My hope is that the influx of residents downtown will result in increased traffic for the existing variety of businesses in that locale, and perhaps a few new ones.

Thank you and best of luck as you move forward.

Steve Patnode

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 12:27 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020

3 messages

Denise Tetreault <garden.lady59@outlook.com> Sat, Apr 4, 2020 at 1:07 PM
To: "cityinfo@plattsburghcitygov.com" <cityinfo@plattsburghcitygov.com>
Cc: Denise Tetreault <garden.lady59@outlook.com>

My name is Denise Tetreault and I live at 8 University Pl. in Plattsburgh New York. In the past I've had to contact Vilas Home about their staff smoking under the tree on University Place which is directly in front of my porch. I could not sit on my porch without inhaling all their cigarette smoke! The staff very quickly rectified this problem by insisting that they move closer to the building. One of my main concerns is that this edition does not allow smoking anywhere near our homes. I already cannot spend time in my backyard because people are constantly smoking on the hospital grounds near the pond pump house which is directly next to my garden. It's been very frustrating to not be able to go outside for fresh air!

Second, University Place currently is only wide enough for one car to go by at a time. It would be nice if the city would make it the proper width so that two cars could go by and would be lovely if we had some extra side parking on the road.

We hope the designers keep in mind that Vilas Home backyard is our front yard and we would appreciate if we did not have to be looking at their garbage bin or hear the loud generator or have it the gathering space for smokers.

I very much hope that you consider our concerns and appreciate you taking the time to read this.

Sincerely,

Denise F. Tetreault
8 University Place
Plattsburgh, Ny
518-593-9015

Get Outlook for iOS

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:09 AM
To: "Read, Colin" <ReadC@cityofplattsburgh-ny.gov>
Cc: "Carlin, Beth" <CarlinB@cityofplattsburgh-ny.gov>

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 10:40 AM
To: mcmahonj@cityofplattsburgh-ny.gov, "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Appeal 2198, 2199 61 Beekman St. Class B and Special use permit respectively.

2 messages

cciatedh appre <woodpiggie@verizon.net> Mon, Apr 6, 2020 at 12:34 AM
To: cityinfo@plattsburghcitygov.com

Dear members of the Zoning board of Appeals:

We are Howard and Silvia Goodman, owners of 4 University Place.

As we contemplate the scope, and operation of the project in question we find cause for alarm.

It's size, construction, proximity to our property, loss of green space and heightened level of traffic will negatively effect aesthetic enjoyment of our property and the neighborhood. Accordingly, we would anticipate a decline in property values,

For these reasons we feel that the petition as set forth should not go forward.

Thank you for considering our position.

Howard and Silvia Goodman

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:06 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020

2 messages

Kathy Livingston <Uplace44@charter.net> Sun, Apr 5, 2020 at 1:11 PM
To: cityinfo@plattsburghcitygov.com

Appeal 2198	61 Beekman St	Class B	AND
Appeal 2199	61 Beekman St	Special Use Permit	

Members of the Zoning Board of Appeals,

Zoning variances should be the exception not the rule. In order for a Zoning Board of Appeals to make a determination the Board should consider the following criteria -

1. Will an undesirable change be produced to the character of the neighborhood or a detriment to nearby properties be created by the granting of the area variance?
2. Can the benefit sought by the applicant be achieved by some method other than an area variance?
3. Is the area variance requested substantial?
4. Will the proposed variance have an adverse effect or impact on the physical or environmental conditions in the neighborhood?
5. Has the alleged difficulty been self-created?

The property is now a nonconforming use in an R-1 district. We strongly object to any development on this Historic Site.

We find it very disheartening that the applicant hasn't chosen not to be forthright in his application. Let's not make this a back room deal.

We trust the integrity of this Zoning Board of Appeals to deal with this equitably and to the satisfaction of all concerned.

Respectfully,

Mike & Kathy Livingston
2 University Place
518-563-9616

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:02 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020

2 messages

Maureen Martin <mamesq@vermontel.net> Sun, Apr 5, 2020 at 6:59 PM
To: cityinfo@plattsburghcitygov.com

Appeal 2198 **61 Beekman St Class B AND**
Appeal 2199 **61 Beekman St Special Use Permit**

Dear Members of the Zoning Board of Appeals:

I am the Trustee for the residential property located at 71 Beekman Street, Plattsburgh, New York.

I have today been informed by a neighbor that there is a Zoning Board of Appeals proceeding in play which effects my property.

I am entitled to receive direct notification from the Zoning Board of any proceedings that effect my property.

As I have not received any such legally required notice, a Zoning Board of Appeals meeting in this matter can not be legally held on 4/6/2020.

My contact information is available to the Board from the City Chamberlains's Office as I receive billing and also issue payment for all utilities and taxes assessed to the property by the City.

Further, on the issue itself, I believe that by long standing legal precedent, zoning variances should be the exception not the rule.

In order for a Zoning Board of Appeals to make a determination in this matter, the Board must consider the following criteria:

1. Will an undesirable change be produced to the character of the neighborhood or a detriment to nearby properties be created by the granting of the area variance?
2. Can the benefit sought by the applicant be achieved by some method other than an area variance?
3. Is the area variance requested substantial?
4. Will the proposed variance have an adverse effect or impact on the physical or environmental conditions in the neighborhood?
5. Has the alleged difficulty been self-created?

The subject property is now a nonconforming user in an R-1 district.

I strongly object to any development whatsoever on this Historic Site.

I find it very disturbing that the variance applicant has apparently chosen not to be forthright in it's application by failing to provide the mandated responses., and thereby making his application incomplete.

As a Trustee/property owner who will be negatively effected by the grant of a non-comforming use variance in this circumstance, I have the right to demand that the Zoning Board of Appeals deal with this situation equitably and in transparency to the satisfaction of all parties who are legally concerned with any determination that may be made.

Respectfully,

Maureen A. Martin, Esq., Trustee of the Diana M. Cron Living Trust UTD 10/16/13

Re: 71 Beekman Street, Plattsburgh, N.Y.
1-802-436-3191

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 9:05 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

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Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/6/2020 (visibility question)

3 messages

Aaron Stanley <ppraaron@gmail.com> Fri, Apr 3, 2020 at 12:48 PM
To: cityinfo@plattsburghcitygov.com

My question relates to appeal 2235 for a fence to replace a cedar shrub.

What is the setback distance of the proposed fence from South Peru Street? Will the fence be closer to the road than the current shrub foliage?

The concern is visibility when exiting our driveway.

Ultimately there are no objections from my wife and I at 257 South Peru Street provided visibility is not impacted adversely.

--
Aaron Stanley
257 S. Peru St.
(518)314-9595

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 3, 2020 at 2:24 PM
To: mcmahonj@cityofplattsburgh-ny.gov

[Quoted text hidden]

City Info <cityinfo@plattsburghcitygov.com> Mon, Apr 6, 2020 at 10:18 AM
To: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Zoning Board of Appeals Comment 4/20/2020

2 messages

Maureen Martin <mamesq@vermontel.net> Wed, Apr 15, 2020 at 12:51 PM
To: cityinfo@plattsburghcitygov.com

Appeal 2198 **61 Beekman St Class B AND**
Appeal 2199 **61 Beekman St Special Use Permit**

Dear Members of the City of Plattburgh Zoning Board of Appeals:

I am the Trustee for the residential property located at 71 Beekman Street, Plattsburgh, New York.

I have been informed by a neighbor of this property, that there is a re-scheduled Zoning Board of Appeals meeting set for 4/20/2020, which effects my property.

I am entitled to receive direct notification from the Zoning Board of any proceedings that effect my property.

I never received any such legally required notice for the previously scheduled meeting in these matters set for 4/6/2020. I sent an email letter to your office setting out my objections to the meeting and the meeting was subsequently cancelled.

Now, after notifying the Board of it's failure to provide legally sufficient notice, I have once again not received legal notice for a meeting. As such and pursuant to your own Rules, I do not believe that a Zoning Board of Appeals meeting in this matter can be legally held on 4/20/2020.

As I previously notified this Board, my contact information is freely available to the Board within the City Chamberlains's Office as I directly receive billing for all utilities and taxes assessed to the property by the City to my legal address. As Trustee, my address is also the legal address of the Trust and thereby this property.

Additionally, and arguably most significant, the Notice that I have now seen appears to be fatally flawed by it's failure to include any notice/mention of Appeal # 2199.

Further, on the issue itself, I believe that by long standing legal precedent, zoning variances should be the exception not the rule.

In order for a Zoning Board of Appeals to make a determination in this matter, the Board must consider the following criteria:

1. Will an undesirable change be produced to the character of the neighborhood or a detriment to nearby properties be created by the granting of the area variance?
2. Can the benefit sought by the applicant be achieved by some method other than an area variance?
3. Is the area variance requested substantial?
4. Will the proposed variance have an adverse effect or impact on the physical or environmental conditions in the neighborhood?
5. Has the alleged difficulty been self-created?

The subject property is currently a nonconforming user in an R-1 district.

I strongly object to any development whatsoever on this Historic Site, in this historic residential neighborhood.

I find it very disturbing that the variance applicant has apparently chosen not to be forthright in it's application by it's failure to provide mandated responses and explanations, thereby leaving the application fatally incomplete.

Given that the subject property is located in a residential neighborhood, it is hard to imagine that there will not be a devastating effect upon neighboring property values by the creation of a large commercial addition on the site. The neighborhood will be forever transformed into a business district and an historic property unrecognizably transformed into a commercial monstrosity.

Further, I understand that the current owner is already experiencing deficiencies in the payment of it's property taxes at 61 Beekman as it stands.

I also understand that the current facility continues to have vacancies thereby demonstrating the lack of need of any such expansion.

As a Trustee/property owner who will be negatively effected by the grant of a non-conforming use variance in this circumstance, I have the right to demand that the Zoning Board of Appeals deal with this situation equitably and in transparency to the satisfaction of all parties who are legally concerned with any determination that may be made.

Respectfully,

Maureen A. Martin, Esq., Trustee of the Diana M. Cron Living Trust UTD 10/16/13
Re: 71 Beekman Street, Plattsburgh, N.Y.
P.O. Box 329
Hartland. Vermont 05048
1-802-436-3191

City Info <cityinfo@plattsburghcitygov.com> Wed, Apr 15, 2020 at 1:38 PM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Gmail by Google

City Info <cityinfo@plattsburghcitygov.com>

Fw: Zoning Board of Appeals Comment 4/6/2020

2 messages

wedad eltaher <eltaherwedad@yahoo.com> Thu, Apr 16, 2020 at 4:04 PM
To: "Cityinfo@plattsburghcitygov.com" <Cityinfo@plattsburghcitygov.com>

Appeal 2198 **58 Beekman St Class B AND**

Appeal 2199 **58 Beekman St Special Use Permit**

Dear Members of the Zoning Board of Appeals:

I am the Trustee for the residential property located at 58 Beekman Street, Plattsburgh, New York.

I have today been informed by a neighbor that there is a Zoning Board of Appeals proceeding in play which effects my property.

I am entitled to receive direct notification from the Zoning Board of any proceedings that effect my property.

As I have not received any such legally required notice, a Zoning Board of Appeals meeting in this matter can not be legally held on 4/6/2020.

My contact information is available to the Board from the City Chamberlains's Office as I receive billing and also issue payment for all utilities and taxes assessed to the property by the City.

Further, on the issue itself, I believe that by long standing legal precedent, zoning variances should be the exception not the rule.

In order for a Zoning Board of Appeals to make a determination in this matter, the Board must consider the following criteria:

1. Will an undesirable change be produced to the character of the neighborhood or a detriment to nearby properties be created by the granting of the area variance?

2. Can the benefit sought by the applicant be achieved by some method other than an area variance?

3. Is the area variance requested substantial?

4. Will the proposed variance have an adverse effect or impact on the physical or environmental conditions in the neighborhood?

5. Has the alleged difficulty been self-created?

The subject property is now a nonconforming user in an R-1 district.

I strongly object to any development whatsoever on this Historic Site.

I find it very disturbing that the variance applicant has apparently chosen not to be forthright in it's application by failing to provide the mandated responses., and thereby making his application incomplete.

As a Trustee/property owner who will be negatively effected by the grant of a non-comforming use variance in this circumstance, I have the right to demand that the Zoning Board of Appeals deal with this situation equitably and in transparency to the satisfaction of all parties who are legally concerned with any determination that may be made.

Respectfully,

Wedad El-Taher-Ahmed El-Taher and Hanan El-Taher

Re: 58 Beekman Street, Plattsburgh, N.Y. 12901

518-314-7167

City Info <cityinfo@plattsburghcitygov.com> Fri, Apr 17, 2020 at 7:47 AM
To: mcmahonj@cityofplattsburgh-ny.gov
Cc: "Beebie, Lisa" <BeebieL@cityofplattsburgh-ny.gov>

[Quoted text hidden]

Plattsburgh, New York

Building & Zoning Dept.
41 City Hall Place
Plattsburgh, New York 12901
Ph: 518-563-7707
Fax: 518-563-6426

Plattsburgh

____ USE
CLASS A VARIANCE

✓ AREA
CLASS B VARIANCE

____ SUP
SPECIAL USE PERMIT

Date 4/17/2020 Appeal No 2239

An application is hereby made to the Zoning Board of Appeals pursuant to the City of Plattsburgh Zoning Ordinance for a variance to allow the property use as herein described.

Applicant: Signs Now

Applicant's Address: 17 Weed St. Plattsburgh N.Y

Telephone No.: 518-562-5945

Parcel Identification: 207.15-6-33.1

Location of Request: 23 St. Charles St.

Property Owner: V.A. Clinic SGT INTERNATIONAL, INC

Request Description: go from 24 sq. ft. to 36 sq. ft. for sign

Zoning District: R2

Section Appealed: 360-27 J

Previous Appeal: No.: Date:

Identify Applicant's Right to Apply for Variance:

Ownership: X Long Term Lease: Contract To Purchase:

Other (Please Explain):

Applications for Zoning Variances must be accompanied by:
13 copies of existing and proposed site plan plus original application.
13 copies of existing and proposed floor plan.

The Zoning Board of Appeals may impose reasonable conditions and restrictions on the grant of area and use variances provided they are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

* Signature (Owner/Applicant)

Kevin Sorcia
Print First and Last Name

Notary Public

LISA M. BEEBIE
Notary Public, State of New York
No. 01BE6395749
Qualified in Clinton County
Commission expires August 5, 2022

*Signatures other than Property Owner require a Letter of Authorization to apply.

Area or Dimensional Variances

Area variances may be granted where setback, frontage, lot size or yard requirements of this Code cannot be reasonably met. In making it's determination the ZBA shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant. In making such determinations the board shall also consider the following criteria:

Please give a written response to each section.

(1) Will an undesirable change be produced to the character of the neighborhood or a detriment to nearby properties be created by the granting of the area variance?

NO

(2) Can the benefit sought by the applicant be achieved by some method, feasible to the applicant to pursue, other than an area variance?

NO

(3) Is the requested area variance substantial?

NO

(4) Will the proposed variance have an adverse effect or impact on the physical or environmental conditions in the neighborhood?

NO

(5) Has the alleged difficulty been self-created?
This information shall be relevant to the decision of the board but shall not necessarily preclude granting of the variance.

NO

STANDARDS OF PROOF - AREA VARIANCE

3. Is this hardship self-created? An area variance cannot be denied solely on the ground of self-created hardship, but is a factor to be considered. NO

4. Is the plight of the owner due to personal problems of the owner as opposed to matters dealing with the land or buildings? While an area variance may not be denied solely on this basis, it is a factor to be considered. NO

3. Due to some confusion on whether property (comercial) was considered residential or Commercial the Veterans Clinic Sign was designed-created and purchased meeting comercial variounce vs. residential.

617.20
Appendix B
Short Environmental Assessment Form

Instructions for Completing

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

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

Part 1 - Project and Sponsor Information

Name of Action or Project:
VA Clinic

Project Location (describe, and attach a location map):
23 St. Charles St.

Brief Description of Proposed Action:
Increase Zoning Allowance from 24 sq. ft. to 36sq ft.

Name of Applicant or Sponsor:	Telephone: 518-562-5945
Signs Now	E-Mail: signs now2894@gmail.com

Address:
17 Weed St.

City/PO:	State:	Zip Code:
Plattsburgh	NY	12901

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☒	☐
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval:	☒	☐

3.a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

4. Check all land uses that occur on, adjoining and near the proposed action.
☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☒ Commercial ☒ Residential (suburban)
☐ Forest ☐ Agriculture ☐ Aquatic ☒ Other (specify): Church
☒ Parkland

	NO	YES
18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size:	☒	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	☒	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	☒	☐

I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name: Kevin Soucia Date: 4/29/20

Signature: Kevin Soucia

Zoning Board to Fill out. Applicant does not fill out Part 2.

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

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

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☐	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☐	☐

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

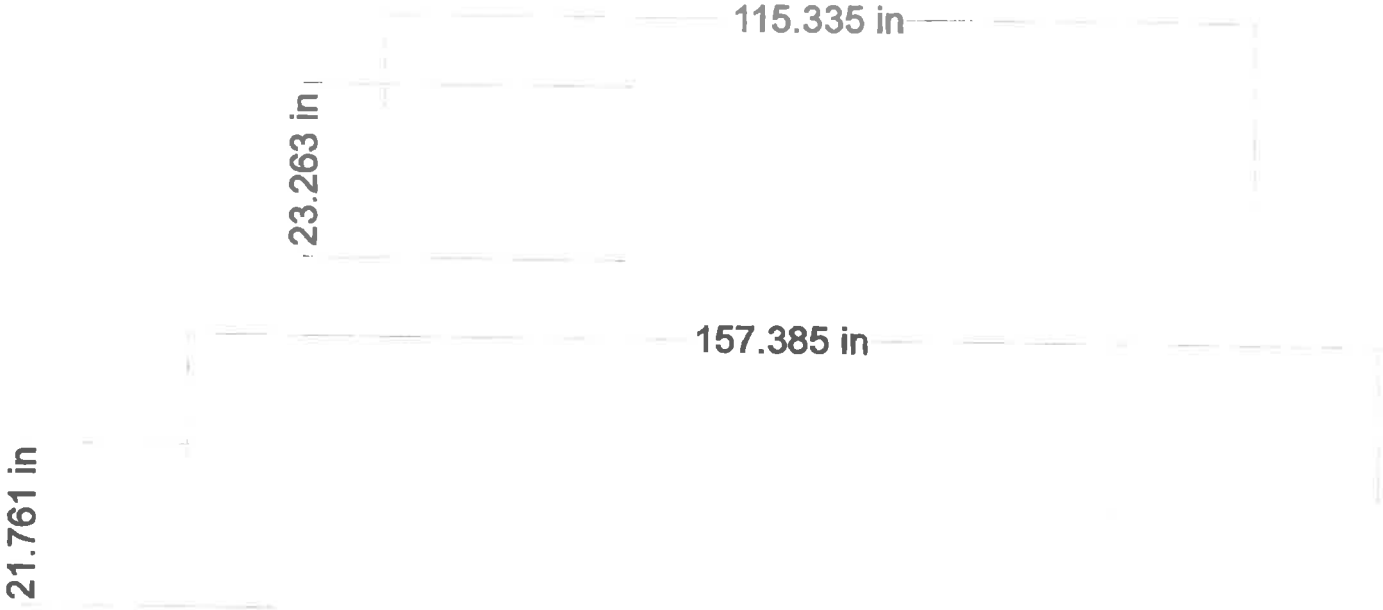
☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

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

Name of Lead Agency	Date
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT

THIS IS ABOVE THE MAIN ENTRANCE
AND IS 19 sq. ft.



On wall Facing Street

This is 24 sq. ft.

Beebie, Lisa

From: Kevin Soucia <signsnow289@gmail.com>
Sent: Thursday, April 16, 2020 12:54 PM
To: Beebie, Lisa
Subject: Fwd: CBOC Plattsburgh - Authorization for Sign Permit

Follow Up Flag: Follow up
Flag Status: Flagged

This is what they sent me.
Thanks again.
Kevin.

---------- Forwarded message ---------
From: **Catharine Myung** <CMyung@stginternational.com>
Date: Thu, Apr 16, 2020 at 11:56 AM
Subject: CBOC Plattsburgh - Authorization for Sign Permit
To: Kevin Soucia <signsnow289@gmail.com>

To whom it may concern,

Kevin Soucia is authorized to act on behalf of STGi to apply for permit to hang exterior signs to the Community-Based Outpatient Clinic (CBOC) at 5180 North Catherine Street, Plattsburgh, NY.

Please feel free to contact me if you have any questions.

Kind regards,

Catharine Myung

Project Manager, Facilities and Construction

STG International, Inc.

2900 South Quincy Street, Suite 888

Arlington, VA 22206

PERMITS/INSP PAYMENT RECPT#: 1775737
CITY OF PLATTSBURGH LIVE
41 CITY HALL PLACE
PLATTSBURGH NY 12901

DATE: 04/27/20 TIME: 11:44
CLERK: 1427lbee DEPT:
CUSTOMER#: 68094
SIGNS NOW 289
COMMENT:

CHG: ZONEFE ZONING FEES 150.00

AMOUNT PAID: 150.00

PAID BY: SIGNS NOW 289
PAYMENT METH: CHECK
2746
REFERENCE: 23 ST CHARLE

AMT TENDERED: 150.00
AMT APPLIED: 150.00
CHANGE: .00

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