
Final Feasibility Report

White Creek Pedestrian and Parking Study

Prepared for:

Adirondack | Glens Falls Transportation Council

11 South Street, Suite 203
Glens Falls, New York 12801

And

Town of White Creek

28 Mountain View Drive
Cambridge NY 12816

Revision 2
September 2023

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FINAL

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11 South Street, Suite 203
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Town of White Creek
28 Mountain View Drive
Cambridge NY 12816

Prepared by

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany, New York 12205

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1.0 INTRODUCTION

The Town of White Creek has identified several pedestrian improvements and parking needs to be addressed near the Cambridge Community Forest (CCF) and Town Hall area including Rockside Drive and Mountain View Drive. The need for this study has developed from the expansion and increased popularity of the CCF. Currently the CCF leases a small parking lot area near Rockside Drive and Old Route 313 intersection that is approximately 1,000 ft. away from the CCF entrance. Users of the CCF will frequently park along Rockside Drive to be closer to the entrance or because they are unaware of the leased parking lot. Rockside Drive is a narrow two-way local residential roadway that does not include provisions for on-street parking. Parked cars will often block the traveled way of the roadway or encroach on the resident's lawns. This study also includes parking improvements to the nearby Town Hall with the intent to provide additional parking capacity for both the CCF and the nearby Cambridge Central School, and to improve pedestrian mobility from the Town Hall to the Nearby State Route 22. Additionally, the Town intends to install Electric Vehicle (EV) charging stations at or around the Town Hall. EV charging stations for public or commercial use are categorized as Level 2 or Direct Current Fast Charging (DCFC or Level 3) equipment. Level 2 stations will charge a Battery Electric Vehicle (BEV) in 4 – 10 hours and a Plug-In Hybrid Electric Vehicle (PHEV) in 1 – 2 hours. The Level 3 equipment will charge the BEV in an hour and is not compatible with most PHEV's. For the purposes of this study, level 2 EV charging stations are assumed to be the most compatible with the needs of the Town of White Creek.

The study will examine the existing conditions of the project area including the Town Hall parking lot, the CCF parking area, Rockside Drive, and Mountain View Drive. This report will assess potential mitigation options to address the parking concerns as well as provide conceptual designs of the revised parking plan at the Town Hall.



Figure 1-1: Project Overview Map

2.0 INVENTORY OF EXISTING CONDITIONS

A site visit was conducted on April 10, 2023 to inventory the existing project area conditions. The inventory included signing, striping, roadway widths, existing structures, and any noteworthy features or conditions. The existing conditions of the roadways are described below as well as displayed on the existing conditions map in Appendix A. The existing roadways included as part of this study, Rockside Drive, Brookside Drive, and Mountain View Drive, are all owned and maintained by the Village of Cambridge.

2.1. Cambridge Community Forest Parking Assessment

The trailhead and entrance to the CCF is located at the northeast corner of the intersection of Rockside Drive and Brookside Drive. Currently, parking is not accommodated within the vicinity of the trailhead to the CCF. The flat berm at the trailhead entrance to the CCF that connects Rockside & Brookside Drive to the bridge over the White Creek is approximately 24 feet wide, which is not wide enough to support parking in any configuration at this location. Additionally, the available pavement width of both Rockside and Brookside Drive ranges from 19-20 feet, which is the minimum recommended by the NYSDOT Highway Design Manual for two-way travel on local residential roadways.



Figure 2-1: Rockside Drive looking West (left) and trailhead to the CCF (right).

A small area for parking has been leased by the CCF located approximately 1,000 feet west of the trailhead on Rockside Drive. The parking lot is a grass and gravel surfaced area delineated by wooden logs and signage directing CCF users to park in this area. The area measures approximately 55 feet in length by 40 feet in width. The parking area can accommodate approximately 6-8 cars in its current configuration. However, without clear parking delineation, the lot is perceived to hold less vehicles as users tend to park their vehicles further apart when parking stall delineation is not provided.



Figure 2-2: CCF Parking area on Rockside Drive

2.2. Town Hall Parking Lot

The existing parking facility surrounding the White Creek Town Hall consists of a gravel surface with two separate parking areas, one directly in front of the entrance to the town hall and a larger area to the side of the Town Hall building. The front area measures approximately 72' x 33' and the larger parking area on the east side measures 65' x 125'. There are two reserved parking spaces in front of the Town Hall for ADA accessible parking.

2.3. Pedestrian Mobility between Town Hall and State Route 22

No dedicated pedestrian facilities are present along Mountain View Drive between the Town Hall and State Route 22. There are sidewalks along State Route 22, and a marked crosswalk to cross State Route 22 to the Cambridge School Campus.

3.0 CONCEPT ALTERNATIVES

3.1. Standards

The proposed design layouts and recommendations are based on the following standards:

- NYSDOT Highway Design Manual (HDM),
- AASHTO Policy on Geometric Design of Highways and Streets 7th ed., 2018,
- FHWA Manual on Uniform Traffic Control Devices (MUTCD), 2009,
- NYS Supplement to the MUTCD,
- Empire State Trail Design Guide, October 2017

3.2. Cambridge Community Forest Parking Opportunities

Since parking within the immediate trailhead area and on-street parking on Rockside or Brookside Drive is not feasible within the existing right-of-way (ROW) and roadway footprint, additional auxiliary parking lot improvements should be considered to provide more parking opportunities for users of the CCF. One opportunity for additional parking is within the former roadway footprint and ROW of Old Route 313, which connects Rockside Drive to State Route 22. The roadway is currently barricaded off on the northern side near Rockside Drive and appears to be most recently used as a driveway to access adjacent properties along State Route 22, which have since been abandoned. The ROW of the former roadway is owned by the Village of Cambridge. A Highway Work Permit (HWP) from NYSDOT will be required for any work that overlaps onto State Route 22 or State Route 313 (Gilbert Street). The available ROW width of the former roadway is approximately 40 feet, which is enough space for one way travel operation and 45° parking stalls. If installed, traffic operation should be from Rockside Drive to State Route 22 and should contain 8-10 parking stalls. The recommended travel lane width is 14 feet, and the parking stalls should be 20 feet measured perpendicular to the edge of the travel lane to the edge of the parking surface. An asphalt pavement surface is desirable for the roadway and parking stalls to provide a durable surface and reduce the future maintenance of the roadway and parking area. Additionally, pavement markings should be installed on the asphalt to delineate the angled parking stalls. Wayfinding signage should also be installed to notify users that this area can be used for CCF parking and to direct them to the trailhead. EV charging stations should also be installed near the new parking stalls and connected to the existing utility pole for power supply.

Optional: To reduce parking along the roadways around the CCF, parking restriction signs along the roadways can be installed to limit parking for residents only. It appears that some residents may have already installed similar signs on their own on adjacent trees. All signs installed on public roadways should conform to the Manual on Uniform Traffic Control Devices (MUTCD), which states that “the legend on parking signs shall state applicable regulations. Parking signs shall comply with the standards of shape, color, and location.” Therefore, the Town or Village may pass a local ordinance to restrict parking along these roadways for residents only and install

signs indicating that this restriction is in place. Signs shall follow the requirements of the MUTCD and should include a green outline and text that reads “Resident Parking Only” or a sign with a red outline and text that reads “No Parking Except for Residents”. The locally placed signs on trees should be removed to not cause conflicts with the MUTCD compliant municipally owned signage.



Figure 3-1: Modified parking signs R7-5 (left) and R7-1 (right)

3.3. Town Hall Parking Opportunities

Improvements to the existing Town Hall parking area should consist of formalizing the parking by adding asphalt pavement and delineating spaces with pavement markings. Drivers will typically park their vehicles further apart from others when no pavement markings are present; therefore, reducing the number of available parking spaces. If paved within the existing footprint of the gravel parking area, the new asphalt parking lot will accommodate 30 vehicles. The two existing handicap parking spaces should remain in front of the Town Hall and an EV charging station could be added to the east side of the building. Additionally, there is a large grass field to the North of the Town Hall building that could be converted to parking in the future, if the need for more than 30 parking spaces arises. See Appendix B for conceptual plans.

3.4. Pedestrian Mobility Improvements between Town Hall and State Route 22

Until recently, the Town Hall parking area has been used as an informal drop-off location for the nearby Cambridge Central School. Parents would drop their children off at the Town Hall and the Children would then walk along Mountain View Drive and cross State Route 22 at the crosswalk with the assistance of a crossing guard. However, the drop off situation recently ended, and the school is no longer providing a crossing guard at this location. The option to install sidewalks along Mountain View Drive to provide pedestrians with a dedicated walking area still exists. Providing dedicated pedestrian facilities will allow residents to access Town Hall on foot, which benefits those who choose not to, or cannot, drive. The parcel of land in the northeast corner of the intersection of Mountain View Drive and State Route 22 is owned by the Town and a sidewalk could be installed directly from the crossing of State Route 22 to the Town Hall. Additionally, new ADA compliant sidewalk ramps should be installed at the State Route 22 crossing as the current crossing is not ADA compliant. This sidewalk connection along with an extension along State Route 22 in front of the Car Dealership would provide the continuous pedestrian facility between the Town Hall, pedestrian path or parking area along the abandoned road ROW, Rockside Drive, and the CCF.

3.5. Environmental / Permitting Requirements

Preliminary investigations into Environmental and Cultural Resources and potential impacts and recommendations are included in the following discussion, along with the anticipated permitting needs. Additional detailed environmental investigations will be required during the Engineering phase, depending on the type of funding that is secured.

3.5.1. Surface Waters

Review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM) indicated that White Creek is a mapped NYSDEC Class C Stream with C Standards, is identified as resource PWL:1102-0026, and is a tributary of the Upper Hudson River. The ERM also indicated that the creek is listed as a 303(d) stream. No work is proposed to this stream. There are no mapped NYS wetlands located within or adjacent to the project area.

The National Wetland Inventory (NWI) mapping was reviewed to determine whether any wetland polygons are depicted within the project limits. There are no mapped NWI wetlands within or adjacent to the project area.

3.5.2. Flood Zone

The 100 year flood zone of White Creek encroaches into the project area along Brookside Drive and a portion of Mountain View Drive. However, no proposed excavation work is located within the floodzone of the White Creek. See Appendix C for the Flood map.

3.5.3. Historical Resources

A review of the New York State's Office of Historic Preservation's (SHPO) Cultural Resource Information System (CRIS) was completed. The review indicated that the corridor is not located within an historical district, and there are no recorded National Register (NR) Listed, Eligible buildings, or structures within or substantially contiguous to the proposed improvements. Coordination with SHPO should be progressed once the SEQR process begins and a Lead Agency for the project has been established or coordination with a permitting agency requiring SHPO coordination such as NYSDEC or USACE has begun.

3.5.4. SEQRA/NEPA Review

If federal funding is obtained for the project, a review under the National Environmental Policy Act is required. The project will likely be categorized as a Categorical Exclusion. If state funding, federal funding administered by a state agency, local funding, or a permit is required from a state agency, then a review under the State Environmental Quality Review Act is required. The project will likely be categorized as an Unlisted Action and the Town of White Creek will be able to issue a Negative Declaration as the Lead Agency.

3.5.5. State Pollutant Discharge Elimination System (SPDES)

If the excavation area of the proposed project disturbs more than one acre of land, then a SPDES permit (GP-0-20-001) and the development of a Stormwater Pollution Prevention Plan will be required. The proposed parking lots/areas at Town Hall and on Old Route 313 total approximately 0.4 acres; therefore, will not require a SPDES permit at this time.

3.5.6. Anticipated Permits

- NYSDOT Highway Work Permit for work within the State Route 22 and Route 313 right-of-way.

4.0 COST ESTIMATES

Preliminary cost estimates were prepared for the four project elements and also combined to show the total project costs, if pursued as one project. The cost estimates were prepared with the assumption that the project would receive funding through a federal or state grant and constructed through the traditional design-bid-build process. Federal or state grant programs typically provide funding to cover 50% to 80% of the total project costs and require engineering and construction inspection services. The cost estimate table below also includes the potential costs that would be the responsibility of the Town at the typical 20%, 25%, and 50% match requirements.

*The draft study currently assumes that the EV Charging Stations would be level 2 equipment and 1 would be installed at the proposed new parking area along Old Route 313 and 1 would be installed at the Town Hall.

Description of Work	Old Route 313 Parking Conversion	Town Hall Parking Improvements	Pedestrian Mobility from Town Hall to Route 22	Signs on Rockside and Brookside Drive	TOTAL
DEMO., CLEARING, & GRUBBING	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
EARTHWORK	\$ 12,000	\$ 30,000	\$ 2,000	\$ -	\$ 44,000
SUBBASE	\$ 12,000	\$ 30,000	\$ 2,000	\$ -	\$ 44,000
SIGNING & STRIPING	\$ 3,000	\$ 4,000	\$ 3,000	\$ 5,000	\$ 15,000
LANDSCAPE & SITE AMENITIES	\$ 2,000	\$ 3,000	\$ 1,000	\$ -	\$ 6,000
ASPHALT/CONCRETE	\$ 17,000	\$ 40,000	\$ 17,000	\$ -	\$ 74,000
EV CHARGING STATIONS	\$ 18,000	\$ 18,000	\$ -	\$ -	\$ 36,000
ITEMIZED CONSTRUCTION COSTS SUBTOTAL:	\$ 69,000	\$ 125,000	\$ 25,000	\$ 5,000	\$ 224,000
CONTINGENCY (20%)	\$ 13,800	\$ 25,000	\$ 5,000	\$ 1,000	\$ 44,800
TOTAL CONSTRUCTION COSTS (2023)	\$ 82,800	\$ 150,000	\$ 30,000	\$ 6,000	\$ 268,800
AMOUNT INFLATED 4% (2025 DOLLARS)	\$ 90,000	\$ 163,000	\$ 33,000	\$ 7,000	\$ 293,000
ENGINEERING AND SURVEY	\$ 10,000	\$ 15,000	\$ 15,000	\$ -	\$ 40,000
CONSTRUCTION INSPECTION	\$ 10,000	\$ 10,000	\$ 10,000	\$ -	\$ 30,000
TOTAL PROJECT COSTS	\$ 110,000	\$ 188,000	\$ 58,000	\$ 7,000	\$ 363,000
Cost with 20% Grant Match	\$ 22,000	\$ 37,600	\$ 11,600	\$ 1,400	\$ 72,600
Cost with 25% Grant Match	\$ 27,500	\$ 47,000	\$ 14,500	\$ 1,750	\$ 90,750
Cost with 50% Grant Match	\$ 55,000	\$ 94,000	\$ 29,000	\$ 3,500	\$ 181,500

5.0 FUNDING OPPORTUNITIES

There are several potential funding opportunities that are available for pedestrian, parking, and recreational improvement projects. The Town should be aware that all the funding sources are reimbursement programs that will require the Town to expend the initial project costs and then receive reimbursements from the funding source. Most of the programs also require the local municipality to provide a portion of the total grant amount, which varies by program.

A/GFTC Make the Connection Program is available to assist municipalities with funding to improve the region's non-motorized travel network. Project types that are considered in the program include new sidewalk and trail connections, pedestrian safety improvements, and pavement marking improvements. Make the Connection funding is available through the FHWA and administered by the A/GFTC.

- 20% Local Match
- Design Only Projects have a minimum of \$25,000
- Design & Construction or Construction Only Projects have a minimum of \$75,000
- Federal Aid Procedures Apply
- EV charging stations are not eligible for funding through this program

NYSOPRHP Recreational Trails Program (RTP) provides funding for the development and maintenance of recreational trails or trail-related facilities. RTP funding is available through the FHWA and administered by the NYSOPRHP. RTP can be applied for through the NYS CFA that is due at 4:00pm on July 28, 2023.

- 20% Local Match
- Federal Aid Procedures Apply
- Design & Construction: Minimum = \$25,000; Maximum = \$250,000
- \$1.9 Million available during the 2023 CFA application period
- EV charging stations are not eligible for funding through this program

NYSOPRHP Environmental Protection Fund (EPF) provides funding for the development and planning of parks and recreational facilities open to the public to preserve these lands for recreation, or conservation purposes. EPF projects can be applied for through the NYS CFA that is due at 4:00pm on July 28, 2023.

- Grant will fund up to 50% of total project cost
- Design & Construction: Minimum = \$25,000; Maximum = \$500,000
- \$26.0 Million available during the 2023 CFA application period
- EV charging stations are not eligible for funding through this program

Northern Border Regional Commission (NBRC), Catalyst Program is designed to stimulate economic growth and inspire partnerships that improve rural economic vitality across the NBRC region that includes public infrastructure and outdoor recreation projects. The 2023 application process has already passed so the spring 2024 program should be targeted.

- 100% Federal Funds (0% Local Match)
- Federal Aid Procedures Apply
- \$45 Million was available during the 2023 application period
- EV charging stations are eligible for funding through this program

NYSDEC Municipal Zero-Emission Vehicle Infrastructure Grant Program is available to municipalities for the installation of Level 2 or DCFC electric vehicle supply equipment that are for public use. The 2023 program has not been announced at this time.

- Up to 80% State Funds
- There is no project minimum cost; Maximum = \$250,000
- Funding may be combined with the Utility Make Ready Program

Electric Vehicle Make-Ready Program is available in White Creek through National Grid to provide municipalities with funding assistance for the construction of the infrastructure necessary (transformers, meters, electrical panel, trenching, conduit, etc.) to support the Level 2 or DCFC charging stations for public use. The charging stations can be municipal pay to park or free parking locations. Currently the program can be applied for at any time.

- Up to 90% of costs are covered
- There is no project minimum or maximum costs
- Funding may be combined with the NYSDEC Municipal Zero-Emission Vehicle Infrastructure Grant Program

6.0 PUBLIC INPUT AND NEXT STEPS

A presentation was given at the White Creek Town Board meeting on July 11, 2023 which included an overview of the proposed concept plans and a question-and-answer period. Subsequently, a draft of this report was made available for a public comment period from July 12-August 8, 2023. Given that the project area is located within the Village of Cambridge, a discussion was also held at a Village Board meeting on September 6, 2023.

From this public outreach, four comments were received. The proposed improvements to the Town Hall parking lot were well received. However, there were concerns and opposition related to several aspects of the proposed CCF parking improvements and related parking restriction signage. Most importantly, the Village Board was not inclined to restrict parking on Rockside Drive due to concerns over enforcement and setting an unfavorable precedent. The Village Board also discussed the possibility of selling the abandoned Old 313 roadway in order to promote the redevelopment of the adjacent parcel to the west. This course of action could restrict the ability to construct the proposed parking improvements for the CCF.

Ultimately, the decision to pursue any of the concepts included within this report is the purview of the respective municipality. The analysis of existing conditions and development of the proposed concepts are intended only to provide information which can be used to inform the decision making process.

APPENDIX A
EXISTING CONDITIONS FIGURE



Existing Constraints/Opportunities
June 2023

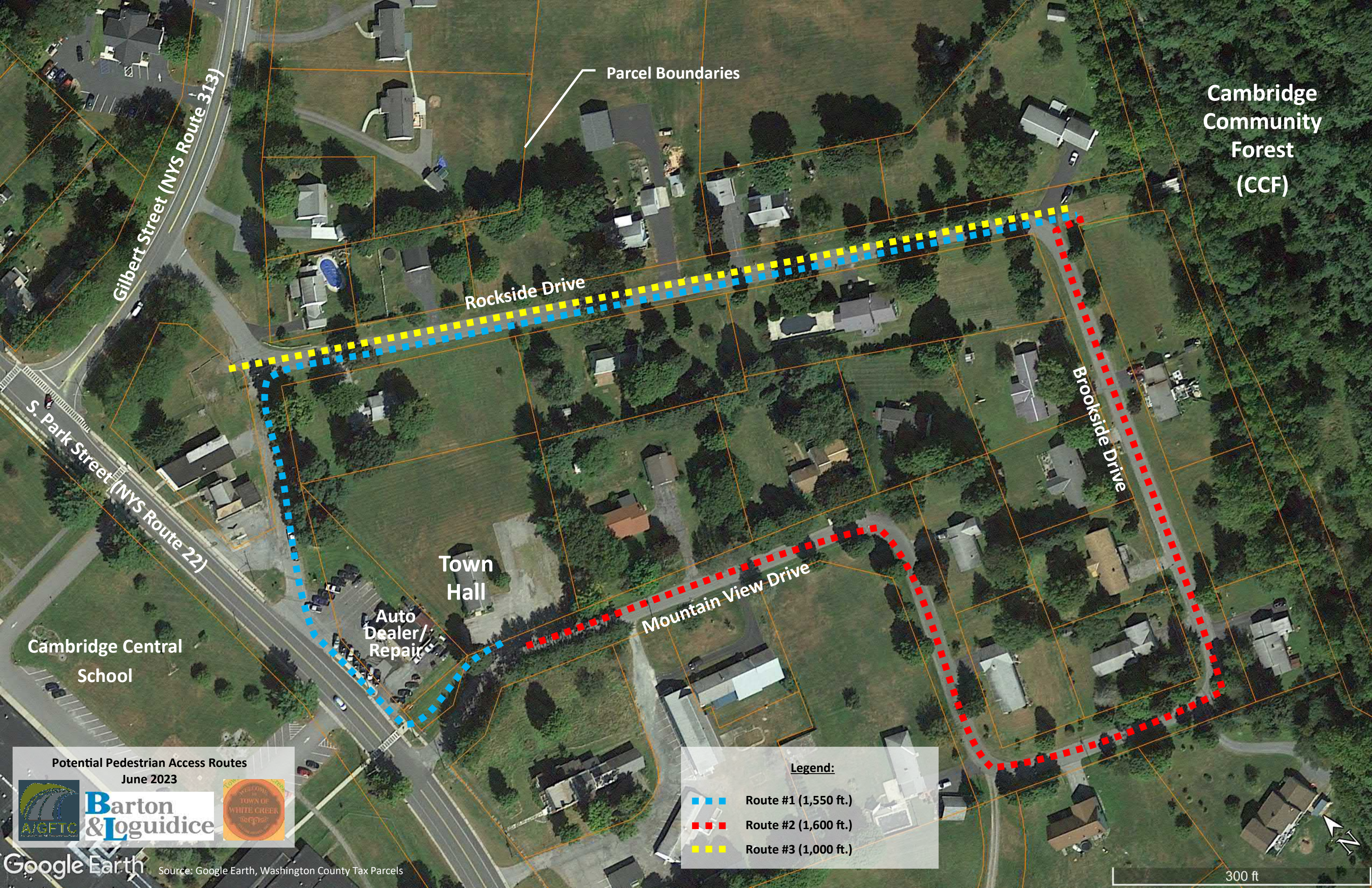


**Barton
& Loguidice**



Google Earth

Source: Google Earth, Washington County Tax Parcels



Parcel Boundaries

Cambridge
Community
Forest
(CCF)

Rockside Drive

Brookside Drive

Town
Hall

Auto
Dealer/
Repair

Mountain View Drive

Cambridge Central
School

Potential Pedestrian Access Routes
June 2023



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& Loguidice**

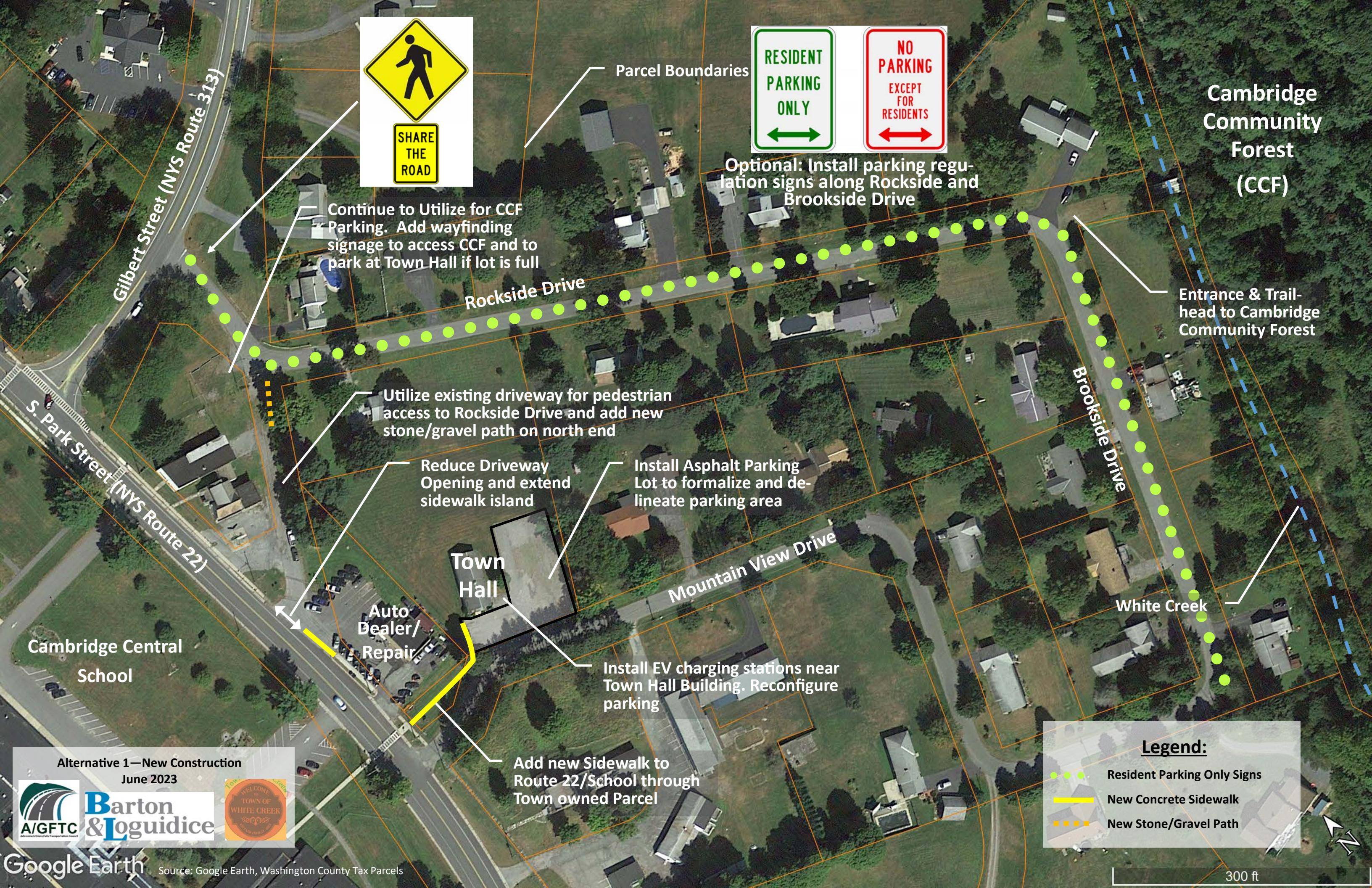


Legend:

- Route #1 (1,550 ft.)
- Route #2 (1,600 ft.)
- Route #3 (1,000 ft.)

300 ft

APPENDIX B
CONCEPTUAL PLAN



Parcel Boundaries

Optional: Install parking regulation signs along Rockside and Brookside Drive

Cambridge Community Forest (CCF)

Entrance & Trail-head to Cambridge Community Forest

Continue to Utilize for CCF Parking. Add wayfinding signage to access CCF and to park at Town Hall if lot is full

Rockside Drive

Brookside Drive

Utilize existing driveway for pedestrian access to Rockside Drive and add new stone/gravel path on north end

Reduce Driveway Opening and extend sidewalk island

Install Asphalt Parking Lot to formalize and delineate parking area

Mountain View Drive

Town Hall

Auto Dealer/Repair

Install EV charging stations near Town Hall Building. Reconfigure parking

Add new Sidewalk to Route 22/School through Town owned Parcel




White Creek

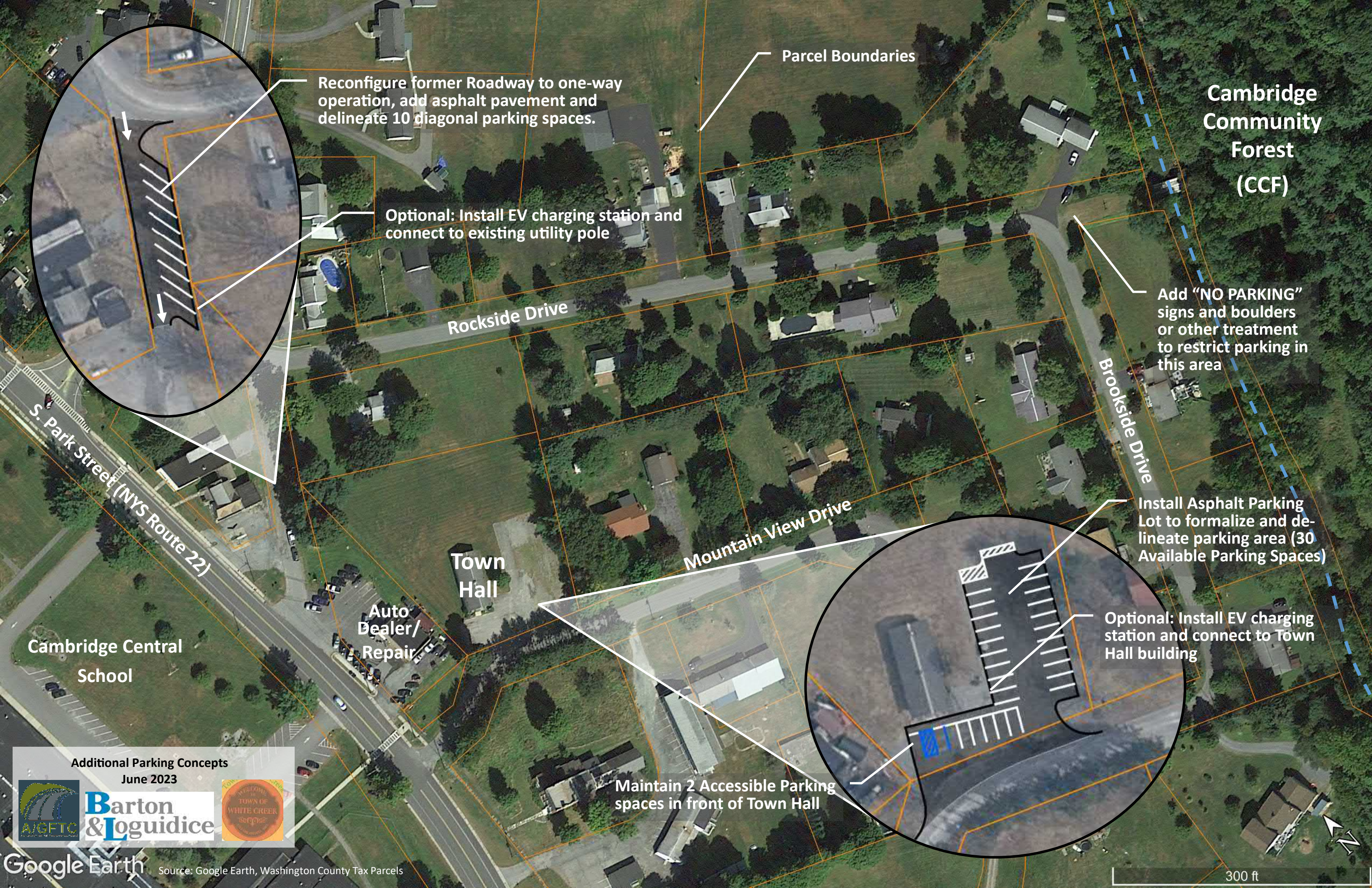
Cambridge Central School

Alternative 1—New Construction
June 2023



Legend:

-  Resident Parking Only Signs
-  New Concrete Sidewalk
-  New Stone/Gravel Path



Parcel Boundaries

Cambridge
Community
Forest
(CCF)

Reconfigure former Roadway to one-way
operation, add asphalt pavement and
delineate 10 diagonal parking spaces.

Optional: Install EV charging station and
connect to existing utility pole

Rockside Drive

Add "NO PARKING"
signs and boulders
or other treatment
to restrict parking in
this area

Brookside Drive

Install Asphalt Parking
Lot to formalize and de-
lineate parking area (30
Available Parking Spaces)

Optional: Install EV charging
station and connect to Town
Hall building

Maintain 2 Accessible Parking
spaces in front of Town Hall

Town
Hall

Auto
Dealer/
Repair

Cambridge Central
School

Additional Parking Concepts
June 2023



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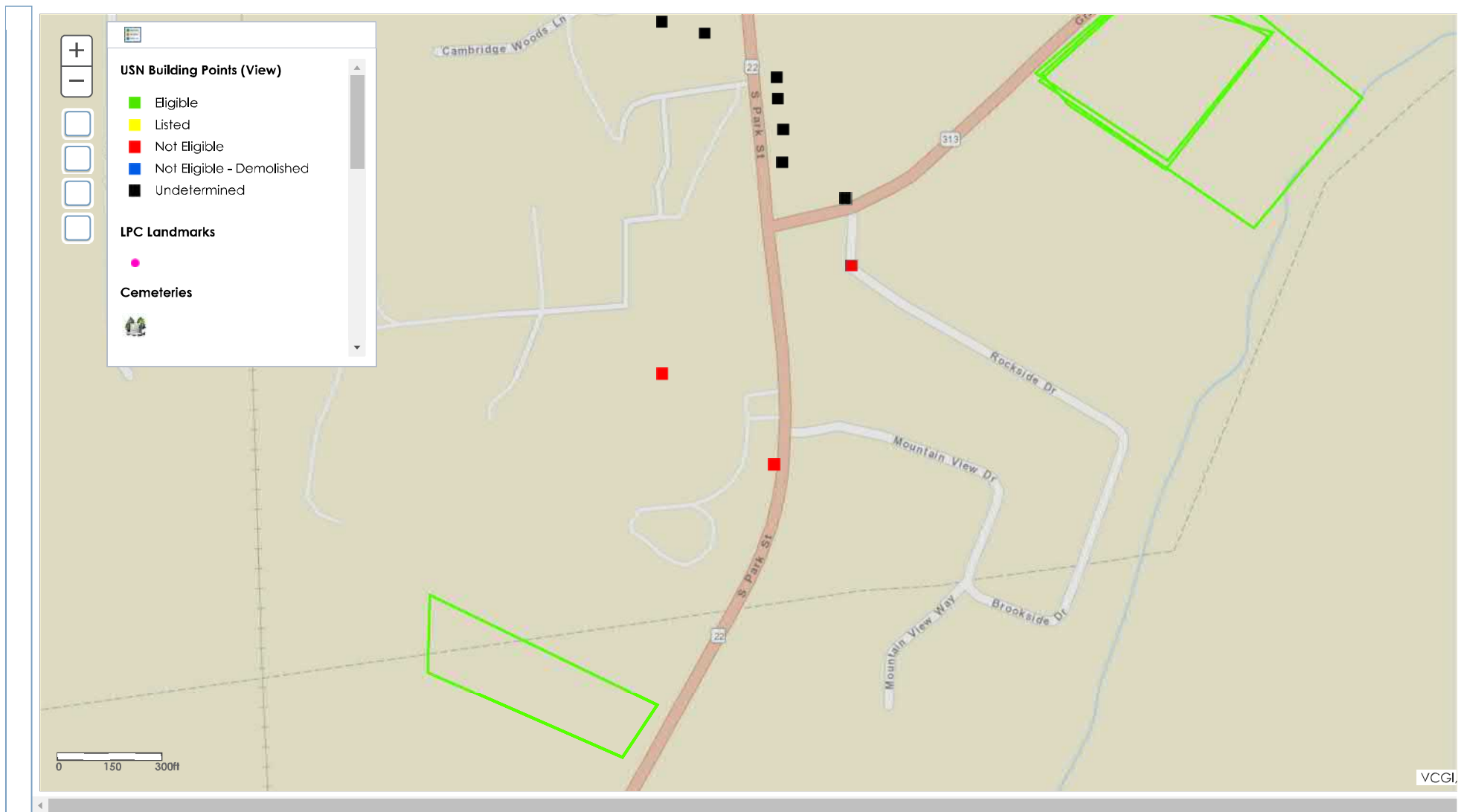


Google Earth

Source: Google Earth, Washington County Tax Parcels

300 ft

APPENDIX C
ENVIRONMENTAL DATA



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly bank-top discharge areas of small size. The community map repository should be consulted for possible updates or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Elevation Elevations (FIRM) contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent modeled water level elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood damage information. Accordingly, flood elevation data presented in this report should be utilized in conjunction with the FIS for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to the 100-year North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Elevation Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Elevation Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was the New York State Plane east zone (PPSCONE 310). The horizontal datum was NAD83. (PPSCONE 310). Differences in datum, projection or State Plane zones used in the production of FIRM for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of the FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NDA, NAD83
National Geodetic Survey
SSC-2, 40202
1315 East-West Highway
Silver Spring, MD 20910-3082

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (202) 734-3342, or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was provided in digital format from NYS Office of Cyber Security and Critical Infrastructure Coordination. Image type is Panoramio with a horizontal accuracy of +1.5 feet at the 95% confidence level. Images were acquired in April 2024.

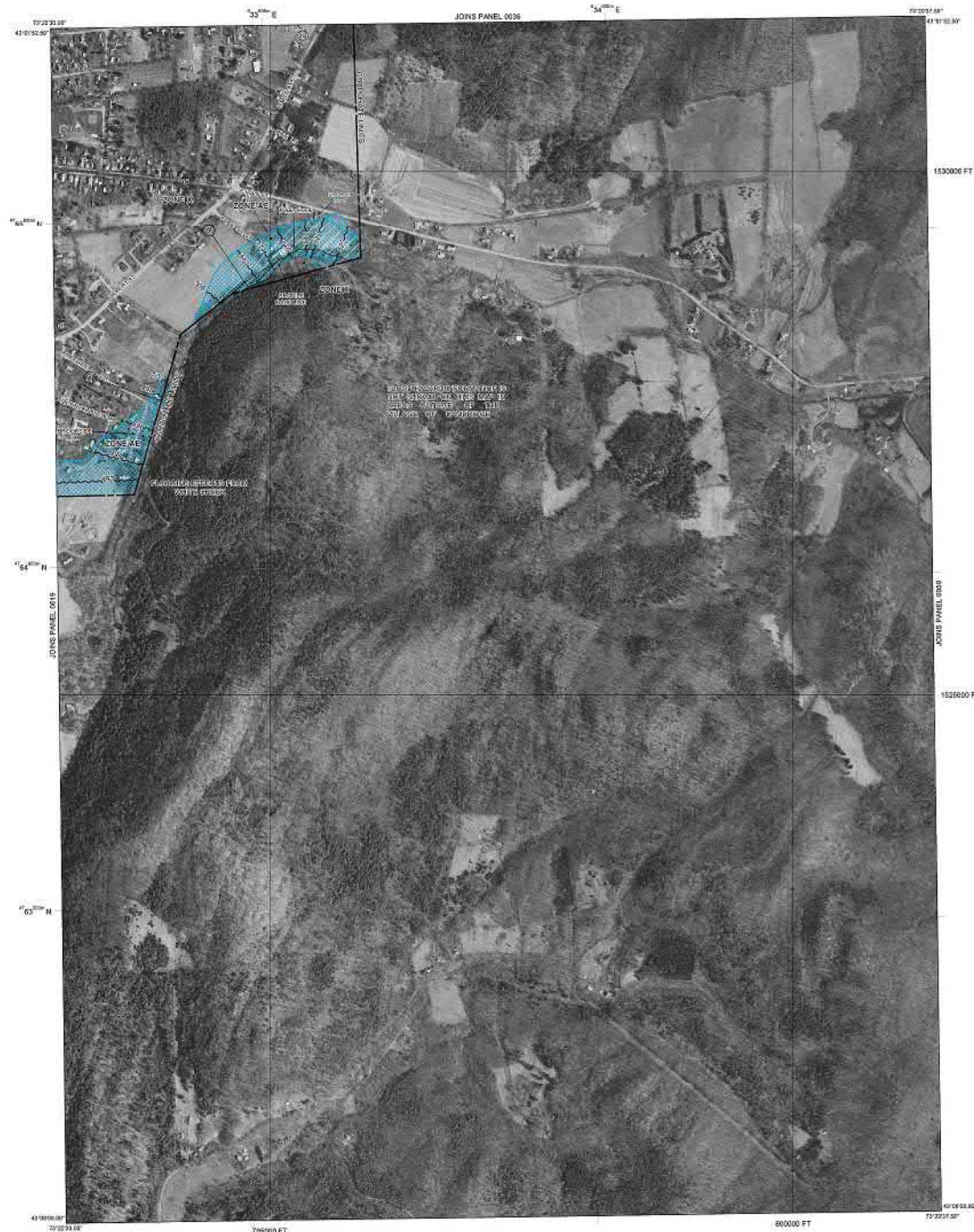
This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodways and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contain authoritative hydraulic data) may reflect stream channel conditions that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the appendix printed Map Index for an overview map showing the layout of map panels for this jurisdiction.

Contact the FEMA Map Service Center at 1-800-358-5619 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9020 and its website at <http://www.fema.gov/>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-8287, 1-877-336-3367, or visit the FEMA website at <http://www.fema.gov/>.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SPECIAL SUBJECT TO FLOODING)

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equal or exceeded in any given year. The Special Flood Hazard area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, A1, A2, A3, A4, A5, A6, A7, A8, A9, and V. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A**
No Base Flood Elevation determined.
- ZONE AE**
Base Flood Elevation determined.
Flood depths of 1 to 3 feet (usually areas of ponding). Base Flood Elevation determined.
- ZONE AH**
Flood depths of 1 to 3 feet (usually areas of ponding). Base Flood Elevation determined. For areas of shallow fast flooding, velocities are determined.
- ZONE AO**
Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently abandoned. Zone AO indicates that the former flood control system is being retained to provide protection from the 1% annual chance or greater flood.
- ZONE A1-A9**
Area is protected from 1% annual chance flood by a Federal flood protection system under operation. No Base Flood Elevation determined.
- ZONE V**
Coastal Flood zone with velocity hazard (wave action). No Base Flood Elevation determined.
- ZONE VE**
Coastal Flood zone with velocity hazard (wave action). Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without significant increases in flood heights.

OTHER FLOOD AREAS

ZONE X
Areas of 0.2% annual chance flood (500-year flood) or 0.1% annual chance flood (1,000-year flood) are shown. Areas with discharge areas less than 1 square mile, and areas protected by levees from the 1% annual chance flood.

OTHER AREAS

ZONE K
Areas determined to be suitable for the 0.2% annual chance flood.

ZONE D
Areas in which flood hazards are determined, but no specific flood depths are shown.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

OPAs are areas currently located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance flood boundary**
- 0.2% annual chance flood boundary**
- Floodway boundary**
- Zone A boundary**
- CBRS and OPA boundary**
- Boundary showing Special Flood Hazard Areas of different base flood elevations, flood depths or flood velocities.**
- Base Flood Elevation line and value, elevation in feet**
- Base Flood Elevation value where uniform within area; elevation in feet**
- Reference to the North American Vertical Datum of 1988 (NAVD 88)**
- Transverse line**
- Diagonal coordinates referenced to the North American Datum of 1983 (NAD 83)**
- 100-meter Universal Transverse Mercator grid, zone 18**
- 300-foot grid - New York State Plane coordinate system, east zone (PPSCONE 310), Transverse Mercator**
- Base map (see explanation in Notes to Users section of the FIS report)**
- Base map**
- MAP REPOSITORY**
Village Office, 10 North Park Street, Cambridge, New York 12019 (Maps available for reference only, not for reproduction)
- INITIAL MAP DATE**
May 2, 1997
- FLOOD HAZARD INSURANCE MAP REVISIONS**
March 2, 2024
- FLOOD INSURANCE RATE MAP EFFECTIVE DATE**
May 17, 2024
- FLOOD INSURANCE RATE MAP REVISIONS**
May 2, 1997
- January 2, 2024** - This map and its related products, including the Flood Insurance Study report, are subject to change due to updates to the hydrographic information, to update corporate limits, and to update flood elevations.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-358-6622.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0038D

FIRM
FLOOD INSURANCE RATE MAP

VILLAGE OF
CAMBRIDGE,
NEW YORK
WASHINGTON COUNTY

PANEL 38 OF 50
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:
COMMUNITY: **CAMBRIDGE** NUMBER: **3608830038D**
FIRM: **3608830038D**

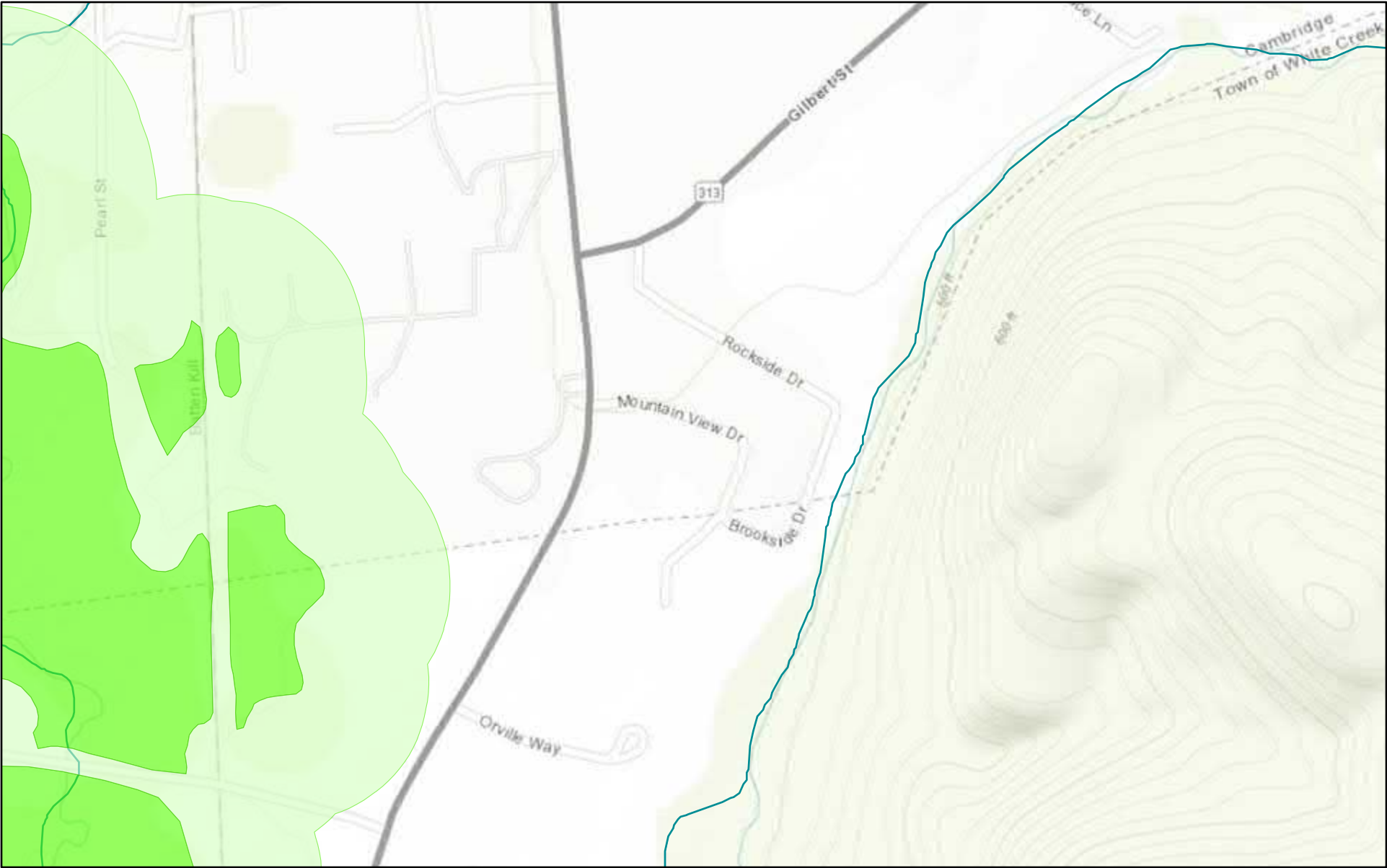
Notes to User: The Map Number shown below should be used in conjunction with the community name shown above to be used in insurance applications for the subject community.

MAP NUMBER
3608830038D
MAP REVISED
JANUARY 2, 2008

Federal Emergency Management Agency

Index to User: The Map Number shown below should be used in conjunction with the community name shown above to be used in insurance applications for the subject community.

Environmental Resource Mapper



June 23, 2023

1:9,028

00.050.10.2 mi

00.070.150.3 km

VCGL, Esri Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

NYS Department of Environmental Conservation
Not a legal document

APPENDIX D
PUBLIC INVOLVEMENT

White Creek Pedestrian and Parking Study
Public Comment Log

Comment Letter #1:

Good afternoon Jack,

I am writing to you in regard to the Town of White Creek pedestrian and parking study. I am pretty much opposed to all aspects of your proposal. I am a resident of Rockside Drive and live right near the parking lot that is used specifically for the CCF. It is my opinion that additional parking is not needed because the amount of people that use the CCF is minimal. I think I could probably count on one hand the number of times the parking lot has been full to overflowing. I thought it would have been a good idea to have a sign in book at the entrance to the forest not only to track the amount of people going there but also for safety reasons as there are bears and coyotes on that mountain. As far as signs for no parking on Rockside and Brookside drives, I think I can speak for my neighbors as well when I say we do not want no parking signs on our property. I am in favor of improving the Town Office parking lot and charging stations. I am opposed to putting a walkway from the Town Hall to the school. It was a problem for many years, parents using the Town Hall as a drop-off and pickup for their children so they did not have to drive into the school parking lot, it took a toll on the condition of the parking lot and was a hindrance for people actually coming to the office on business. The school does not have a crossing guard at that intersection for a good reason, in my opinion that crosswalk should only be used by those living on Mountain View Drive to bring their children to school. I also am not in favor of converting the old road into a parking lot and walkway, it is not needed! Am I wrong in thinking that the owners of the CCF are supporters of keeping things green, that certainly is their motto with the forever farmland they advertise!

I thank you for your time,
Lisa Cuddihy

Comment Letter #2:

Hi Lisa,

I couldn't find a place online to comment/question and your email was the only one I could find on the website. Please pass this along to the appropriate parties.

Thanks,
Ken Gottry

COMMENTS/QUESTION

I like the completeness of the study done by Barton & Loguidice. I applaud the Board for investigating options.

I like the inclusion of EV charging stations in the CCF parking and the Town Hall parking.

Although no immediate plans were listed, I like that the grassy area north of the Town Hall was mentioned.

I didn't see any discussion about acquiring land around the CCF bridge from adjacent homeowners. That would be the obvious location for CCF parking. I'm sure the landowners wouldn't want to part with their land, but I think the study should explain that the option was considered and discarded.

I am confused by the area along the old Rt 313 section that connects to Rt 22 at an angle. It sounds like parking will be developed there, which is good, but it also sounds like the road will be opened to once

again connect to Rt22 at a angle. The diagram shows one-way arrow to the diagonal parking spaces and then seems to continue on to the southwest to connect to Rt22 at an angle. That doesn't sound safe. Besides the visibility issue of being able to pull out onto Rt22, it seems to introduce a danger for pedestrians walking on the sidewalk.

Comment Letter #3:

Aaron,

Maybe I missed it but there is no indication of how big an area the CCF is, whether there is an established trail network and how often are the trails accessed. Are there thoughts of increasing facilities at the CCF which would impact utilization rates? All of those would determine how many parking spaces are needed. I do not see that justification anywhere in the report.

Just my 2 cents.

Wayne LaMothe

Comment Letter #4:

Supervisor Griffith,

Thank you for coming to our monthly board meeting to discuss the Draft White Creek Pedestrian Study. The board greatly appreciated you taking the time to share and discuss the information.

As you recall, there was some concern with the recommendation for resident parking only on Rockside drive. We ourselves had discussed that a few years back when the Cambridge Community Forest first opened. But ultimately decided that course of action would be hard to enforce, and our PD would expend a significant amount of time trying to decipher between residents and non residents cars, towing etc. It would also set an unfavorable precedent as there are no other streets in the village labeled resident only parking.

Since the Forest utilized a parking lot at the end of the road, that seemed to curb the problem of people parking along the roadway.

Thank you for researching the old stretch of State highway that was abandoned years ago, and making the discovery that it was turned over to the village for ownership. I believe based on the discussion at the board meeting, we would like to explore options for selling it. The neighboring vacant property owner has expressed interest, since ownership of the old road parcel would increase the corner lots ability to install adequate septic, which would allow the property to be developed, and no longer vacant.

We are happy to discuss all of these possibilities with you further and assess ways the Town and Village can work together to make that section of the Village more pedestrian and vehicular friendly.

Thank you for your time and service to our community.

Sincerely,
Mayor Carman Bogle

The experience to
listen
The power to
solveSM

Barton
&Loguidice

www.bartonandloguidice.com