

Chapter 129

STREETS AND SIDEWALKS

[HISTORY: Adopted by the Town Board of the Town of Skaneateles 12-10-1985 by L.L. No. 7-1985.¹ Amendments noted where applicable.]

§ 129-1. Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

AASHTO — The American Association of State and Highway Transportation Officials. [Added 9-16-2004 by L.L. No. 5-2004]

ADA — The Americans with Disabilities Act. [Added 9-16-2004 by L.L. No. 5-2004]

ASTM — The American Society of Testing Methods. [Added 9-16-2004 by L.L. No. 5-2004]

BINDER COURSE (BASE) — The asphaltic concrete material layer placed on the subbase of the roadway. [Amended 9-16-2004 by L.L. No. 5-2004]

COLLECTOR STREET — Street which serves or is designed to serve as a traffic way for a neighborhood or as a feeder to a major street.

CROSS-SECTION — An illustration detailing the vertical profile of a roadway, at a specific location along the roadway, spanning the width of the road from right-of-way to right-of-way. [Added 9-16-2004 by L.L. No. 5-2004]

DEAD-END STREET or CUL-DE-SAC — Street or a portion of a street with only one vehicular traffic outlet.

EMBANKMENT — The process of filling in or raising the grade of an area with earthen material. [Added 9-16-2004 by L.L. No. 5-2004]

EXCAVATION — The process of lowering the grade of an area by removing earthen material. [Added 9-16-2004 by L.L. No. 5-2004]

FINE GRADE — Grading to a tolerance of 1/2 inch in 10 feet.

MAJOR STREET — Street which serves or is designed to serve heavy flows of traffic and which is used primarily as a route for traffic between communities and/or other heavy-traffic-generating areas.

MINOR STREET — Street intended to serve primarily as an access to abutting properties.

¹. Editor's Note: This local law was partially derived from L.L. No. 3-1974 and a portion of the highway specification resolution adopted 8-4-1975.

NYSDEC — The New York State Department of Environmental Conservation. [Added 9-16-2004 by L.L. No. 5-2004]

NYSDOT SPECIFICATIONS — The New York State Department of Transportation standard specifications, dated January 2, 2002, and all addenda and amendments issued thereto, or the most current NYSDOT standard specifications, provided the Town Board by resolution shall have adopted said standard specifications. [Amended 9-16-2004 by L.L. No. 5-2004]

OSHA — The United States Department of Labor Occupational Safety and Health Administration. [Added 9-16-2004 by L.L. No. 5-2004]

psi — Pounds per square inch of pressure. [Added 9-16-2004 by L.L. No. 5-2004]

RECORD DRAWINGS — A plan developed by a professional engineer which indicates the post construction extent, location and elevation of project improvements. [Added 9-16-2004 by L.L. No. 5-2004]

RIGHT-OF-WAY — The total width of property to be deeded to the Town, minimum of 60 feet wide.

ROAD SECTION — The entire area disturbed for highway construction, from top of slope to toe of slope, including ditches.

ROADWAY — That portion of the highway included between the outside edges of the pavement.

SHOP DRAWINGS — Illustrations and/or specifications for the construction of a structure, material or product, furnished by the manufacturer of said structure, material or product. [Added 9-16-2004 by L.L. No. 5-2004]

STREET — Highways, roads, avenues, lanes or other traffic ways, between right-of-way lines.

STREET PAVEMENT — Wearing or exposed surface of the roadway used by vehicular traffic. [Amended 9-16-2004 by L.L. No. 5-2004]

STREET WIDTH — Width of right-of-way, measured at right angles to the center line of the street.

SUBBASE — The granular material layer placed on the subgrade of the roadway. [Added 9-16-2004 by L.L. No. 5-2004]

SUBDIVIDER — Any person, firm, corporation, partnership or association who shall lay out any subdivision or part thereof, either for himself or others.

SUBDIVISION — The division of any parcel of land into two or more lots, blocks or sites, with or without streets or highways, including resubdivision, as described and regulated in Chapter 131, Subdivision of Land, of the Code.

SUBGRADE — The existing soil material layer which serves as the foundation of a roadway. [Amended 9-16-2004 by L.L. No. 5-2004]

TOP COURSE — The asphaltic concrete material layer placed on the roadway binder

course. [Amended 9-16-2004 by L.L. No. 5-2004]

§ 129-2. Dedication or conveyance to Town.

No street offered for dedication or conveyance to the Town shall be accepted as a Town street unless it conforms to the provisions of this chapter and, as appropriate, Chapter 131, Subdivision of Land, of the Code.

§ 129-3. Commencement of construction requirements.

A. No construction of any street in the Town shall commence until the Town Planning Board (hereinafter "Planning Board") and the Town Superintendent of Highways (hereinafter "Superintendent") have received and approved survey maps, specifications and plans (all of which are together hereinafter referred to as "approved plans"), which shall:

- (1) Be at a scale of one inch equals 50 feet maximum, unless otherwise indicated below.
- (2) Show contours based on United States Geological Survey datum at intervals not greater than two feet.
- (3) Include a location plan at a scale of one inch equals 1,000 feet showing the location of the plot with relation to established streets.
- (4) Show all drainage areas tributary to the development.
- (5) Show all proposed streets and lots with necessary survey data. A separate supplementary map of that portion of streets to be conveyed shall be submitted showing building lots and names of the abutting owners.
- (6) Show original and proposed finished center-line profiles and typical cross sections.
- (7) Show location of permanent monuments as described in § 129-8 below.
- (8) Show the proposed names of all streets and the proposed house numbers, if any.
- (9) Show a profile of the streets at a horizontal scale of one inch equals 50 feet maximum and a vertical scale of not less than one inch equals five feet which shall show the original surface, finished grade and other pertinent information.
- (10) Show proposed drainage facilities and the proposed method of collection and disposal of surface waters and the size, grade and invert elevations of all proposed drop inlets, catch basins, manholes and storm sewers. Storm sewers shall be designed to carry the tributary flow and be designed with grades which will produce a minimum velocity of not less than three feet per second and a maximum velocity of not more than 10 feet per second when flowing full.
- (11) Show all proposed streets, utilities, improvements and installations in

accordance with § 129-25 below and all other standards and specifications in this chapter for their construction.

(12) Planting plans.

- B. The Superintendent shall be furnished with one set and the Planning Board with two sets of the approved plans.
- C. The construction specifications in Chapter 129 of the Town Code shall apply except where they conflict with the provisions of this Chapter 131.

§ 129-4. Applications for dedication or conveyance.

All applications to the Town Board for the dedication or conveyance of a street to the Town shall be supported by:

- A. Three sets of as-built survey maps, specifications and plans showing the completed construction in the same manner and detail as the proposed construction was set forth in the approved plans.
- B. A proposed warranty deed conveying the street to the Town with all necessary releases from mortgagees or other claimants, together with a County or title company's original abstract of title, going back at least 40 years, beginning with a warranty deed and showing marketable title, including the easements or rights-of-way described in §§ 129-9, 129-18, 129-23 and 129-25B of this chapter, as approved by the Town Attorney.
- C. Written recommendation of the Superintendent and the Planning Board that the street be accepted as a Town street, based upon the opinion of the Superintendent and Planning Board that the street and related drainage systems, utilities and other improvements and installations have been constructed in accordance with this chapter and the approved plans.
- D. The Town Board may decline to accept a street as a Town street notwithstanding that it conforms to the approved plans; or approval by the Superintendent and/or Planning Board of the finished construction of a street and related construction and/or of as-built survey maps, specifications and plans; or final plat approval of a subdivision by the Planning Board, none of which events shall constitute a commitment that the Town Board will accept the street as a Town street. The Town Board may, in its sole discretion, accept a street as a Town street, notwithstanding that it does not conform to all of the provisions of the approved plans or this chapter, if, in its judgment, the public interest will best be served by such acceptance and subject to such conditions as the Town Board may require.
- E. Any acceptance of a street by the Town is hereby made conditional and contingent upon the filing by the grantor in the Onondaga County Clerk's office within 10 days after such acceptance of the as-built survey maps.

§ 129-5. Acceptance by Town.

The dedication or conveyance of any street shall not be accepted by the Town between

October 1 and the following May 1 unless, in the opinion of the Superintendent, the construction has been completed for a sufficient period to obviate risk of settlement or the offeror agrees to guarantee the construction in a form and manner acceptable to the Planning Board.

§ 129-6. Locations of streets.

Streets shall be suitably located to accommodate the prospective traffic and afford access for fire-fighting, snow removal and other road maintenance equipment. The arrangement of streets shall be such as to cause no undue hardship to adjoining properties and shall be coordinated so as to compose a convenient system.

§ 129-7. Street arrangement.

The arrangement of streets shall provide for the continuation of existing collector streets of adjoining properties or subdivisions and for proper projection of collector streets into adjoining properties which are not yet developed or subdivided, in order to make possible necessary fire protection, movement of traffic and the construction or extension, presently or when later required, of needed utilities and public services, such as sewers, water and drainage facilities. Minor streets shall be so laid out that their use by through traffic will be discouraged. Where in the opinion of the Planning Board topographic or other conditions make such continuance undesirable or impracticable, the above conditions may be modified.

§ 129-8. Monuments.

Sufficient monuments shall be placed to properly reproduce each and every street laid out. Street markers must be placed at all corners and at intervals not exceeding 500 feet on tangent lengths over 1,000 feet long. Monuments shall be either granite with a crosscut in the top or concrete with a bronze plate or galvanized pin set in the top. Monuments shall be four inches by four inches at the top and bottom and four feet long minimum.

§ 129-9. Intersecting streets.

Intersecting streets shall be laid out so that blocks between street lines shall not be less than 400 feet nor more than 1,200 feet in length, unless an unusual topographic condition or efficient land use makes it a substantial hardship to keep within the limit. In general, no block width shall be less than twice the normal lot depth. In blocks exceeding 800 feet in length, the Planning Board may require the reservation of a twenty-foot-wide easement through the block to provide for the crossing of underground utilities and pedestrian traffic, where needed or desirable, and may further specify, at its discretion, that a four-foot-wide paved foot path be included.

§ 129-10. Acute angles.

Acute angles between streets at intersections are to be avoided. In general, all streets shall join each other so that for a distance of at least 100 feet the street is approximately at

right angles to the street it joins.

§ 129-11. Minor street openings.

Minor street openings into collector or major streets shall, in general, be at least 500 feet apart.

§ 129-12. Intersections with existing highways.

Approvals in writing shall be obtained by the developer from the New York State Department of Transportation, the Onondaga County Department of Transportation or the Superintendent, as appropriate, regarding location, construction and drainage where proposed streets join or intersect existing streets.

§ 129-13. Street widths.

In front of areas zoned and designed for commercial use or where a change of zoning to a zone which permits commercial use is contemplated, the street width shall be increased by such amount on each side as may be deemed necessary by the Planning Board to assure the free flow of through traffic without interference by parked or parking vehicles and to provide adequate and safe parking space for such commercial or business district.

§ 129-14. Curve radii. [Amended 9-16-2004 by L.L. No. 5-2004]

- A. In general, street lines within a block, deflecting from each other at any one point by more than 10°, shall be connected with a curve, the radius of which for the center line of the street shall not be less than 500 feet on major streets, 300 feet on collector streets and 150 feet on minor streets.
- B. Where dead-end streets or culs-de-sac are designed to be so permanently, they should, in general, not exceed 500 feet in length and shall terminate in a circular turnaround having a minimum right-of-way radius of 100 feet and pavement radius of 80 feet. At the end of temporary dead-end streets or culs-de-sac, a temporary turnaround with a pavement radius of 80 feet shall be provided, unless the Planning Board approves an alternate arrangement.

§ 129-15. Street jogs.

Street jogs with center-line offsets of less than 125 feet shall be avoided.

§ 129-16. Corner setbacks.

Property lines at street corners shall be rounded or otherwise set back sufficiently to allow a minimum radius on the property line of 25 feet.

§ 129-17. Reserve strips.

There shall be no reserve strips controlling access to streets, except where control of such strips is placed in the Town.

§ 129-18. Culs-de-sac, dead ends and loops.

The creation of culs-de-sac or dead-end or loop residential streets will be encouraged wherever the Planning Board finds that such type of development will not interfere with normal traffic circulation in the area. In the case of dead-end streets or culs-de-sac, where needed or desirable, the Planning Board may require the reservation of a twenty-foot-wide easement to provide for continuation of pedestrian traffic and utilities to the next street. Where dead-end streets or culs-de-sac are designed to be so permanently, they should, in general, not exceed 500 feet in length and shall terminate in a circular turnaround having a minimum right-of-way radius of 60 feet and pavement radius of 50 feet. At the end of temporary dead-end streets or culs-de-sac, a temporary turnaround with a pavement radius of 50 feet shall be provided, unless the Planning Board approves an alternate arrangement.

§ 129-19. Street signs and pavement markings. [Amended 9-16-2004 by L.L. No. 5-2004]

All street signs and pavement marking shall conform to the NYSDOT, AASHTO and the Town of Skaneateles standards and specifications. The signage and markings shall be furnished and properly placed by the developer. All street names shall be approved by the Syracuse/Onondaga County Planning Agency. In general, streets shall have names and not numbers or letters. Proposed street names shall be substantially different so as not to be confused in sound or spelling with present names, except that streets that join or are in alignment with streets of an abutting or neighboring property shall bear the same name. Generally, no street shall change direction by more than 90° without a change in street name.

§ 129-20. Street grades.

Street grades shall not exceed 10% nor be less than 6/10 of 1% and shall conform as closely as possible to the original topography. All changes in grades shall be connected by vertical curves of such length and radius as meet with the approval of the Town Engineer so that clear visibility shall be provided for a safe distance.

§ 129-21. Grade of adjoining property.

Street shall be arranged so as to obtain as much of the adjoining property as possible at or above the grade of the streets.

§ 129-22. Steep grades and curves; visibility at intersections.

A combination of steep grades and curves shall be avoided. In order to provide visibility for traffic safety, that portion of any corner lot (whether at an intersection of new streets or of a new street with an existing street) which is designated by the Planning Board shall be cleared of all growth, except isolated trees, and obstructions above the level three feet higher than the center line of the street. If directed, ground shall be excavated to achieve visibility.

§ 129-23. Drainage easements or rights-of-way.

The developer laying out streets for acceptance by the Town shall obtain all necessary easements or rights-of-way for disposal of any surface water collected or affected by reason of the street or development. Width of easements or rights-of-way shall be 30 feet minimum.

§ 129-24. Watercourses.

Where a watercourse separates a proposed street from abutting property, provision shall be made for access to all properties adjoining the proposed street by means of culverts or other structures of design approved by the Town Engineer.

§ 129-25. Utilities and other improvements.

- A. Streets shall be graded and improved with pavements, curbs and gutters, pedestrian easements, sidewalks, streetlights and signs, street trees, fire hydrants, culverts and underground utilities, including water, gas, telephone, sanitary sewers, storm sewers and electric power. The Planning Board may waive, subject to appropriate conditions, such improvements and utilities as it considers may be omitted without jeopardy to the public health, safety and general welfare. Such grading, utilities and improvements shall be approved as to design and specifications by the Town Engineer to the extent such design and specifications are not set forth in this chapter and installed without expense to the Town and under supervision of the Superintendent, Town Water Superintendent or the improvement district having jurisdiction, as appropriate.
- B. The Planning Board shall, wherever possible, require that underground utilities be placed in the street right-of-way between the paved roadway and street line to simplify location and repair of lines when they require attention. Where topography is such as to make impractical the inclusion of utilities within the street right-of-way, perpetual unobstructed easements over or under private property at least 20 feet in width shall be otherwise provided with satisfactory access to the street. Wherever possible, easements shall be continuous from block to block and shall present as few irregularities as possible. Such easements shall be cleared and graded where required.
- C. Where required by the Onondaga County Health Department or reasonably required for anticipated population growth, dry sanitary sewers shall be installed without expense to the Town at elevations and slopes established by the Town Engineer and under supervision of the Town Engineer.
- D. Utility poles shall be set so that they will be beyond the ditch or curbline. Telephone and power cable conduits shall be installed in locations approved by the Superintendent.
- E. Installation of fire hydrants shall be in conformity with all requirements specified by the New York Fire Insurance Rating Organization and the Office of Fire Prevention and Control of the State of New York, with all thread also conforming to all requirements of the fire district or department covering or protecting the area in question.

- F. Streetlighting facilities may be installed only after approval by the appropriate power company and the authorized Town Electrical Inspector.
- G. To eliminate conflict with existing utilities or those proposed for future installation, all trenches, holes or other installations required for the above work shall be carefully located in the field from existing property markers or from permanent monuments or markers set specifically for such purpose.

§ 129-26. Service streets or commercial loading space.

Paved rear service streets of not less than 20 feet in width or, in lieu thereof, adequate off-street loading space, suitably serviced, shall be provided in connection with properties designed for commercial use.

§ 129-27. Supervision of construction.

To ensure compliance with approved plans and specifications and with this chapter, the developer shall provide competent engineering and inspection to supervise the construction of all streets and improvements. When the developer has completed such construction, an engineer licensed to practice in New York State shall certify in writing to the Town Board that he has supervised the construction of such streets, utilities and improvements and that they conform to the approved plans and to this chapter. The Town may also require the developer to bear the cost of engineering and inspection services engaged on behalf of the Town.

§ 129-28. Performance bond or guaranty.

In the discretion of the Superintendent and the Planning Board, a cash performance bond or other sufficient guaranty to cover the full cost of all streets, utilities and improvements, as estimated by the Superintendent and the Planning Board, including costs of the Town to be borne by the developer, shall be furnished to the Town prior to approval of survey maps, specifications and plans under § 129-3 of this chapter or at any later time specified by the Town Board. Such cash performance bond shall be in a sufficient amount to assure completion of the street, related drainage and utility construction and all other improvements within a stated period of time and shall empower the Town to utilize the moneys so deposited to complete the street and improvements as needed. Where applicable, compliance by a subdivider with the provisions of § 131-7E(1) of Chapter 131 of the code shall constitute compliance with this section by such subdivider.

§ 129-29. Construction. [Amended 9-16-2004 by L.L. No. 5-2004]

All roadway development and construction shall conform to the Town of Skaneateles Highway Specifications Manual, dated June 15, 2004, and all addenda and amendments thereto.

§ 129-30. Effect on authority.

The provisions of this chapter are intended to supplement and not diminish the authority of the Superintendent and the Planning Board.

§ 129-31. Concrete sidewalks. [Added 9-16-2004 by L.L. No. 5-2004]

- A. All sidewalks which are installed to replace existing sidewalks or installed as new sidewalks along street frontages in alignment with adjacent sidewalks, or between the property line and the pavement or curblineline if there is no adjacent sidewalk, shall be four feet in width and constructed of concrete.
- B. The Town of Skaneateles is not responsible for the repair, replacement and/or maintenance (including snow and ice removal) of any such sidewalk. All such responsibility is with the property owner.