

March 15, 2016

Planning Commission
City of Jamestown, ss:

Proceedings by Authority

State of New York,
Mayor's Conference Room

The regular meeting of the Planning Commission for the City of Jamestown, New York was held on Tuesday, March 15, 2016 at 3:30 p.m.

Members Present: Chairman Paul Whitford, Jeff Lehman, Joe Trusso, James N. Olson,

Members Absent: Jeff Nelson, Paul Andalora, Regina Brackman, Tom Nelson

Others Present: Bill Rice, Jeff Hollern, Jennifer Michniewicz, Clark Patterson Lee, Dave Johnson, Clark Patterson Lee

Chairman Whitford called the meeting to order.

ENVIRONMENTAL REVIEW FOR JAMESTOWN INTERMODEL TRANSPORTATION CONNECTOR (PEDESTRIAN BRIDGE PROJECT)

Ms. Michniewicz: I'm Jennifer Michniewicz with Clark Patterson Lee and we're located on North Main Street. I'm not sure how much you want us to go into as far as the environmental. Basically we're putting in two pedestrian bridges across the river here. We're going to be connecting to the river view pathways. There are a couple of renderings there. Here are the plan views; so this one is on the western side. We're going to be putting in a pathway here; basically we have to have it come in at a 5% or less grade to meet ADA requirements which is why we have it coming down at this slope. Also there is a radius that we have to meet as far as ADA and bicycle requirements and then coming on over here; there is talk about potentially connecting this in later, but these grades are all to meet ADA requirements.

Mr. Rice: Jennifer, the pathway, we have been discussing using the existing pathway to do that. Is it possible to use a longer, instead of creating this kind of horseshoe appearance, use that and just re-grade up to that point? Use the farther distance to get that slope?

Ms. Michniewicz: It's definitely possible. It's all city property so making those kinds of changes as we proceed through design is definitely feasible. You might want to look into adding maybe stairs here so that people who want to continue on the straight path. There might be something in there about ADA requirements as far as giving them the shortest distance. If you make it difficult for people then you're not meeting the requirements, but as long – I mean the pathway continues on, or will continue on.

Mr. Rice: The reason why I say that is that it's more of a natural appearance if we do that. I think it'd be a little bit more in the character of that Panzarella Point. Do you know what you could do, possibly, is explain to them what the environmental is through the procedural thing. Why we have to go through all this?

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Ms. Michniewicz: Dave is the environmental guru. Maybe he can get more into the whole SEQR process?

Mr. Rice: It's not just the SEQR, but it's part of that design review process for the DOT.

Ms. Michniewicz: Yes, there is a very strict step, procedurally as far as DOT is concerned. We can't get what they call design approval of the documents until we get the SEQR certification; the classification, no impact, or - just throwing these words out.

Mr. Rice: Yes, but really it starts with – it's federal DOT dollars that trickles down to the state and is administered by the state. He's got procedural things that we have to go through, step by step by step, before we can get this thing constructed. This is one of the steps that we're going through.

Ms. Michniewicz: Exactly. So we've written a draft design report and it's under review by DOT at this time. One of the things in that report is the SEQR clearance and they cannot approve us to go to the next step of the design phase until we get this item cleared.

Mr. Lehman: It's kind of the interesting thing with this because this isn't exactly the final design. As you're saying, maybe we can put stairs here. Usually we see a final design; I mean just for clarification for these guys.

Mr. Rice: But it's a procedure that they stipulate now too.

Mr. Lehman: Right; because of the procedure.

Mr. Trusso: I understand that they're going to put steps there; or at least it was suggested. Is this going to be handicap accessible?

Ms. Michniewicz: Absolutely.

Mr. Rice: That's the slope we were talking about.

Mr. Trusso: I was just wondering about the steps that you were talking about.

Mr. Rice: Well that's the reason why right now you're seeing...

Mr. Trusso: And then you put the slope on the other side of it. Okay.

Mr. Rice: Yes.

Ms. Michniewicz: Yes so it couldn't be instead of; we couldn't put the steps instead of.

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Mr. Rice: We were just talking about more natural appearance to the island by taking the pathway that's there towards the other end of it and grading up gradually instead of doing it in a much shorter distance.

Mr. Whitford: And it has to accommodate cyclists and pedestrians?

Mr. Rice: Yes.

Ms. Michniewicz: Yes; the first step in this process was to write a grant application to get the federal money and the state contribution as well and part of that was creating a bicycle friendly, pedestrian-friendly; you've got the pathways going east, west along both sides of the river, but no means for people to get back and forth across the river. So that's what the goal of both of these bridges is. The second bridge, to give you a frame of reference, the one that we were just looking at is over here and then this bridge is over here. So it would be providing the connection and then the comedy center and the hotel with the facilities up here.

Mr. Trusso: And that brings it up to Second Street right?

Mr. Rice: Yes.

Mr. Trusso: And from Second Street, where would you go?

Mr. Rice: The pathway goes up Lafayette.

Mr. Trusso: And then you have to go into the city itself.

Mr. Rice: Yes. Part of the pathway is through city streets and then starts again near the city's Parks Department, down through there, down to McCrea Point.

Ms. Michniewicz: There is some flexibility in the design, but it's pretty much where it needs to be as far as the elevation of the bridges, the design of the bridges, it's the finer details of how the ramp is going to go; those things can still be tweaked a little bit, but still that also has to be clearly identified before we can get design approval.

Mr. Rice: And I don't see that affecting the environmentals.

Ms. Michniewicz: It shouldn't.

Mr. Rice: It shouldn't at all.

Ms. Michniewicz: No.

Mr. Lehman: I think that the best part is the sandy white beaches that we have on the...

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Ms. Michniewicz: The person that did the rendering said that he would love to be able to render the world. This one's a little bit more straightforward because the elevation's here; it's easier to tie into so we don't have to do that, the ramping.

Mr. Trusso: These are all going to be lit; is there going to be lighting all along these paths, around the bridge?

Ms. Michniewicz: That's the intention, yes.

Mr. Lehman: The paths are lit already.

Mr. Trusso: Yes; on the bridge itself.

Mr. Whitford: They're well lit.

Mr. Rice: You've got two bridges that are fairly long and they're about twelve feet wide. You'd better light those or they are going to look foreboding to go across.

Ms. Michniewicz: One bridge is 150' long and the other bridge is 190' long.

Mr. Trusso: I didn't see anything on the charts there. I just wondered.

Ms. Michniewicz: So the construction budget, right now, it doesn't allow for lighting under the available funding. It allows for it, but not all the way. So when we bid it; we have about \$2 million for the whole project and we will bid the lighting in a means called an alternate so if it comes in under budget we can add it and if it comes in really close, we can look for other funding sources either from the city or other grants, things like that.

Mr. Trusso: But it has to have lighting.

Ms. Michniewicz: Absolutely, yes. It's the intention to have lighting. The lighting package could be a little bit more, you know the idea of the Mayor likes to call the Canalside look, the way the bridges are looking and the fancy illumination packages for that. There is a difference between safety lighting and decorative lighting. Any lighting that we need to have for safety will be in there.

Mr. Rice: I think we'd like to go through to take it farther with the aesthetic type lighting besides.

Ms. Michniewicz: Absolutely.

Mr. Whitford: Any other questions? Thank you very much. We need a motion to approve the SEQR.

Mr. Lehman made a motion to approve the SEQR. Seconded by Mr. Trusso.

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Carried: 4 – 0

**SITE PLAN REVIEW FOR FAIRMOUNT AVE. RECONSTRUCTION PROJECT
(WEST 8TH STREET TO WEST 6TH STREET)**

Mr. Lehman: The next project under new business is Fairmount Avenue; between Sixth and Eighth Street. That's a combined project that we're doing with Chautauqua County. Fairmount Avenue is a county road so they're responsible for the road base; the city is responsible for the curbing so we're reconstructing that this spring. The only thing that's really changing on it is that the existing curbs are pretty much buried under layers of overlays so that will be coming back to grade. I'll be upgrading the existing storm sewer system. The only area that you're probably going to see some changes are right in front of the fireplace shop, Solstice Heating. Currently they are parking perpendicular in what is really a parallel space. They're going to be losing that parking, but it's going to fix their driveway.

Mr. Rice: Do they have on-site parking?

Mr. Lehman: They do. They have on-site parking behind their building.

Mr. Trusso: Whose money?

Mr. Lehman: Whose money? It's a mix of I'm guessing county CHIPS money and city CHIPS money; Consolidated Highway Improvement...

Mr. Trusso: Now is this strictly a county highway?

Mr. Lehman: It is a county highway, but the way the agreement is written up, the county is only responsible for the paved surface. The city will be responsible for the curbing and the storm sewer.

Mr. Trusso: And who's responsible for the rules and regulations of the road? Do they come to the city for it or does the county do it?

Mr. Lehman: When you say rules and regulations...

Mr. Trusso: Traffic signs and

Mr. Lehman: The city.

Mr. Trusso: The city does the traffic signs; sets the speed limit.

Mr. Lehman: Yes.

Mr. Trusso: I remember when the county used to do all our roads.

Mr. Lehman: Back in the day.

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Mr. Trusso: Back in the good days.

Mr. Rice: Of course we need the environmental for this too so that would be first.

Mr. Lehman: It's pretty straightforward.

Mr. Whitford: So we're doing the approval on that? The environmental? I need a motion to approve that.

Mr. Lehman made the motion to approve the Environmental Assessment Form. Seconded by Mr. Trusso.

Carried: 4 – 0

Mr. Whitford: What's the timeframe on that?

Mr. Lehman: Early. First thing in the spring as soon as we're sure we're into good weather.

Mr. Whitford: Somebody asked when they're going to come out with the road construction.

Mr. Lehman: Soon. Next couple of weeks; I have storm sewer work starting the next week or two.

Mr. Lehman made a motion to approve the site plan. Seconded by

Carried: 4 – 0

ELECTRONIC (LED) SIGNAGE/ZONING CODE DISCUSSION

Mr. Rice: We have one more thing we want to hand to you. Mr. Hollern behind me will be the one doing that.

Mr. Hollern: During the January meeting we talked about; briefly we talked about adding electronic signage to the zoning code. This will probably be an agenda item for next meeting, but just to get you thinking about it, this is what we have for a draft of the signage code to include electronic signage in some of the regulations that we're thinking about using. So if you'd like to look it over; again this is for next meeting. This will probably be an agenda item at the next meeting, but if there's anything you are concerned is not or is written in there that you'd like to change, we can discuss that next time.

Mr. Whitford: Are these all additions or are they...

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Mr. Hollern: Anything that's highlighted is referencing electronic signage which is an addition. Anything that might have been taken out is simply anything that just says that they are not permitted at all. I might have taken out a sentence or two, but really all the highlighted materials are really where all the regulations are and all the additions. To summarize it, we pretty much kept the size and number requirements that we already had for freestanding and wall signs and applied them to the electronic signage. We have added a regulation for brightness and transitions, animations, things like that that are unique to electronic signs. Compile your concerns and we'll discuss it next time. Thanks.

Mr. Whitford: Thank you. So we'll have this on the agenda. Are you going to email these to Jeff Nelson?

Mr. Olson: Nelson, Nelson, Brackman and Andalora.

Mr. Lehman: To the ones that aren't here.

Mr. Hollern: It's probably going to be a topic next time anyways. I can email it to them now too.

Mr. Whitford: Give them a chance to look at it.

Mr. Lehman: Any restriction on or near the schools?

Mr. Rice: One of the things that we talked about with the restriction is these types of signs close to a residential area because that's where you're going to get a lot of conflict.

Mr. Lehman: There are schools where you have school kids crossing.

Mr. Rice: We haven't addressed that.

Mr. Hollern: What do you mean exactly?

Mr. Lehman: Somewhere like down at the high school, Foote Avenue; where you've got this big flashing sign and you've got kids crossing there every which way.

Mr. Rice: There was something like that under the billboard part of it. They were talking about within a certain distance, 100' distance of mechanical traffic control device. Maybe that's something we have to add to all of them.

Mr. Lehman: I just watched it this morning.

Mr. Rice: It distracts.

Mr. Lehman: Your eye is drawn right to that sign. It changes fast.

Mr. Trusso: Twenty-four feet high? That's kind of high.

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Mr. Lehman: I agree.

Mr. Rice: What's that?

Mr. Whitford: Twenty-four feet high, maximum height.

Mr. Rice: That's your signage right now.

Mr. Trusso: But we were complaining about that kind of signage on Second Street and now they're going to put this as part of the law?

Mr. Hollern: It's all subject to change.

Mr. Whitford: It's just a draft.

Mr. Trusso: I know. I'm just questioning the draft.

Mr. Lehman: That's why you're here Joe.

Mr. Rice: That's right.

Mr. Trusso: Thank you.

Mr. Rice: Mark your stuff down and bring it up.

Mr. Whitford: You have one for each access street, but...

Mr. Rice: Well we reduced it.

Mr. Whitford: To two; is the maximum right?

Mr. Rice: Two is the maximum. We said if you're going to use one way.... Then you don't get the other....

There being no further business, the meeting was adjourned.

James N. Olson, Director of Financial Services/City Clerk