

May 3, 2011

Planning Commission  
City of Jamestown, ss:

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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, May 3, 2011 at 3:30 p.m.

Members Present: Doug Champ, Jeff Nelson, Paul Andalora, Jeffrey Lehman, Jim Olson

Members Absent: Chairwoman Martha Zenns, Joseph Trusso

Others Present: Bill Rice, Amanda Chapel, Paul Whitford

Mr. Nelson opened the meeting.

### **TIFFANY AVENUE RECONSTRUCTION**

Mr. Lehman: The project is a total reconstruction of the existing street – Tiffany Avenue, Buffalo Street to Allen Street. The project's done in conjunction with the Town of Ellicott. The center line of the street is the Town Line or city line. The project's underway as we speak. No radical changes at all – no changes at all. Quite frankly everything's going back the way it was constructed – completely rebuilt. Not a real sexy project but it's a good project. It's been a long time coming. Pretty much all manufacturing. There is one home up on the Buffalo Street end. Even that has a business out of it so...

Mr. Whitford: I see they're making some accommodations for graphics there.

Mr. Nelson: Are you going back with a concrete surface there or blacktop?

Mr. Lehman: Blacktop surface – regravels, blacktop.

Mr. Nelson: What about utilities?

Mr. Lehman: No - nothing on the water and sewer. There is a new water line going into the Graphics building there – they're on a well right now so BPU is going to be picking them up putting them on City water. We are upgrading the storm sewer so that's getting reconstructed.

Mr. Nelson: Are there any questions? We need to approve the short form in this case – the Environmental Form? Any questions on the Environmental Form?

Mr. Champ moved to approve the Environmental Form.

Mr. Olson seconded the motion.

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Motion carried.

Mr. Lehman moved to approve the Site Plan.

Mr. Champ seconded the motion.

Motion carried.

### **COWDEN PLACE RECONSTRUCTION**

Mr. Lehman: This is another in-house project that we'll be doing from Barrett Avenue around to Myers Avenue. This is a CDBG funded plan, block grant money. Essentially it'll be complete reconstruction all the way around through to Myers. We'll be adding a parking lot, 12 car parking space on the east end to help facilitate some of the parking needs. It's a very tight area. The portions are only 16 feet wide – a lot of parking constraints. We've met with the property owners a month or so ago, I guess.

Mr. Whitford: Yes. I was just explaining to them how enthusiastic they are.

Mr. Lehman: They're very happy we're able to do this. New curbs, new sidewalk, obviously new paving.

Mr. Nelson: You're going to do all three streets?

Mr. Lehman: ...Cowden Place and it'll tie into Myers.

Mr. Nelson: And all this work is just that area at the end tying the two streets together?

Mr. Lehman: Yes. Well, they're tied together now – it's kind of makeshift there at the end. I think over the years it just got better and better, but it's not very good right now. It's a good project.

Mr. Nelson: What about in this case again, utilities?

Mr. Lehman: Utilities? There will be a new water line. BPU is up there, not today because it's raining, but the last couple of weeks, redoing the water line through the project area so there's a new water line.

Mr. Nelson: And storm sewers?

Mr. Lehman: There'll be some storm improvements, some additional...they are on there – you can't see them due to the printing, picking up the water, everything kind of falls down toward that parking area – it'll be picking up storm and tying that into the existing storm sewer that runs down between Forest and Cowden with a minor extension, a very beneficial extension I guess.

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- Mr. Nelson: And that's not going to be curbed streets to match the others?
- Mr. Lehman: That'll be blacktop. It's concrete with blacktop over it now where it's been patched – old concrete. It's essentially a big alley.
- Mr. Nelson: The parking – is that something that's going to be in a sense owned by the City?
- Mr. Lehman: It'll be city-owned parking.
- Mr. Champ: Is your mix on the blacktop changed the formula at all over the last years?
- Mr. Lehman: It's been the same for 17 years and it's pretty much the same mix.
- Mr. Champ: Is there any possibility of testing out some new asphalt application?
- Mr. Lehman: We use a State mix so that'll come through the State as far as what to use.
- Mr. Champ: Are you happy with that?
- Mr. Lehman: No. Never have been.
- Mr. Champ: So what can we do to look at that in terms of the future?
- Mr. Lehman: Well, we've done some things over the years. We've gone to a different stone. We've imported limestone in and use limestones in certain mixes when there are higher traffic loads. Stone in our area is soft and breaks up – we think that's part of the problem. The oils – they distill more out of the oils now because they're trying to get more and more out so the oils we don't feel are as good. Some of the environmental changes that have been made over the past 20-30 years has left the oils less effective.
- Mr. Champ: Is there any thought about injection in form of rubber filaments?
- Mr. Lehman: The State's looked at that. They've looked at rubber; they've looked at glass, different things. Not till it's proven somewhere else.
- Mr. Champ: It's always a big issue from people to see a nice project like this unfold, monies put into it and five years down the road, it starts deteriorating – not to lack of installation, but just because of the material that's in play.
- Mr. Rice: What's the projected lifespan on this State mix as opposed to what it used to be?
- Mr. Lehman: It has a projected lifespan of 10 years, but we don't get that out of it. The things we've done is tried to improve the drainage, tried to give a better base. A lot of the roads

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were built on the existing virgin ground originally back in the 30's, '40's. Now we're putting a 12-18" of well drained gravel.

Mr. Rice: That should help.

Mr. Lehman: That's helpful a lot. But the material from that top still is an issue. As you know, we've tried different types of paving, sealers and things – it's an ongoing problem and it's not just Jamestown – it's statewide.

Mr. Champ: It is and it's too bad because when we examine it a few years down the road you've got that deterioration and it costs the City multiple monies to redo it again and that's too bad, but I think that ought to be a discussion item somewhere down the road. Can we improve that system? Can it be accomplished?

Mr. Lehman: And it is a discussion item – an ongoing discussion item through the material developers in the area.

Mr. Champ: Well, maybe we should try to look at that some way. I don't know which way you would do it but...

Mr. Lehman: The other hard part is we don't have our own asphalt plant so basically we've got to take what's available in the area – what they'll mix. In the long run we're just pulling out of the batch plant. They don't mix it up special for us. We're just one blow that comes out of the batch plant.

Mr. Rice: So the only control point that you have is the sub base pretty much.

Mr. Lehman: Oh yes. ...or what type – I mean there's different types of blacktop out there that we can specify and we do that – we tweak that all the time.

Mr. Champ: Can the local blacktop people provide that or do you have to go out...

Mr. Lehman: We have to use different types based on the list of materials they provide.

Mr. Champ: Oh, I know, I know it.

Mr. Lehman: Different stone, gradations, oil mixes...

Mr. Nelson: We can't go that far away because of the cooling problem.

Mr. Lehman: You're somewhat limited where you can get it...go to Erie and use a better product, we haven't found that; and we work with a plant all the time as far as issues, we bring it to their attention and we try to tweak things...the stone has helped – limestone – it's made a difference on the heavier traveled roads.

Mr. Champ: Does road curvature have anything to do with any kind of installation?

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Mr. Lehman: Sure. It pulls the water off – surface water off – we do that in various situations. I can't get that surface water off into a drain. This is probably the big thing.

Mr. Champ: Oh sure.

Mr. Lehman: Even under drains are a big thing, get the base dry so that you don't get the movement and again we're in an area that's predominately clay – it just adds to the problem.

Mr. Nelson: Not particularly good drainage – clay.

Mr. Lehman: No. We've got sites in the City where over by the college where we've dug and you look at that clay and it looks like jello. That's what you're building on. We do the best we can.

Mr. Nelson: When we were building the Science and Education Building there – they called it bulls liver over there if I remember right because there was so much underneath where the building was – they had to change the foundations and everything once they started digging.

Mr. Lehman: When that gets wet – it gets ugly.

Mr. Nelson: A lot of interesting stuff we keep learning and finding, experimenting with – think how boring life would be if we didn't have all these problems to solve.

Mr. Champ: ...or we might be a little bit more happier if we solved some of them too.

Mr. Nelson: We really have. We just like to complain about it once we can't solve then cheer for the ones we do. Okay. We have a short form on this one too. Any questions about the environmental study? Can I have a motion to approve?

Mr. Lehman moved to approve the motion.

Mr. Olson seconded the motion.

Motion carried.

Mr. Champ moved to approve the site plan.

Mr. Lehman seconded the motion.

Motion approved.

#### **CHADAKOIN PARK BIKE PATH**

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Mr. Lehman: Chadakoin Park Bike Path. The City received a grant last year for a bike path that would run from Clifton Avenue down near the railroad bed along Chadakoin River behind the Park to 8<sup>th</sup> Street. The idea for this is to get all the bicyclers – and you'll see it's predominately on the weekends coming down Fluvanna Avenue and Washington Street – keep them off and into a more controlled park-like setting and of course for recreational biking also. The project consists of a 10 foot asphalt path that's in your drawing and then there's a number of little offshoot proposed nature trails which would be more of a stone dust milling type of a trail into some of the areas up along the river. It's an eight foot path and then at both ends of the trail there'll be a lit entryway. The rest of the trail will not be lit, maybe sort of self-police itself that once the parks close, it closes – it gets dark back there – we don't want you back there kind of a thing.

Mr. Rice: Is this also open for pedestrians?

Mr. Lehman: Yes.

Mr. Nelson: You're relying on the old trolley bed?

Mr. Lehman: The old trolley railroad bed is very stable. If you remember Nornew Gas went down through there 10-12 years ago and ran a gas line so we gave them an easement for a gas line so that's along the edge of that. We're using that same stable base. You get back in there into some wetter areas, especially right now, our surveyors will confirm that for you. So what you see is everything that we've done has pretty much mirrored the rail lines, keep us high and dry. Then also as part of that there'll be an observation platform. You look at near the south trail – what that consists of is there's an old building foundation set along next to the water.

Mr. Nelson: Here on the bend in the river?

Mr. Lehman: Right here adjacent to the South Trail Head. There's about a 30 x 20 foundation – we're going to be cutting the foundation down and pouring a cap with a railing so you can go there and look at the river, have a picnic, that type of thing.

Mr. Champ: What about the stone nature trail?

Mr. Lehman: The stone nature trails are again, they're following old rail lines. That's just to get people off the trail, get closer to the water, hike, walk.

Mr. Nelson: A lot of that is a bank from the river going up.

Mr. Lehman: It's a little higher – again – it's a little shelf where they built it up from the rail lines. It's beautiful back there really. We started looking back through there – it's a very interesting area. It does come in right behind Weinstein's so we're working them to try and clean up that corridor as part of this.

Mr. Rice: The rail beds are the most stable area to put something on.

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Mr. Lehman: It is very stable.

Mr. Rice: Everything else kind of acts as a sponge and then in weather like this, it starts to get more water.

Mr. Lehman: This isn't...there'll be no automobile traffic on it.

Mr. Champ: How long is the run?

Mr. Lehman: I knew you were going to ask me that Doug. I don't know how that didn't get on this plan, but...

Ms. Chapel: It's in the Environmental...

Mr. Rice: 1.2 miles long.

Mr. Champ: It's conceivable that somebody could use it in the winter time too, putting some cross country skis on and going through it.

Mr. Lehman: Sure. From a maintenance standpoint, we won't be plowing it at all. It should be wide open and you should be able to navigate that.

Mr. Champ: Are snowmobiles going to be allowed on it?

Mr. Lehman: No. At least not at this point – no. We'd have to go back through the State to get that approved, if in fact the City wanted to do that. Right now, it's just bike and pedestrian.

Mr. Nelson: It's a nice project. Nice that it's going to be done finally.

Mr. Rice: ...and of course, this is actually part of the bigger Riverwalk system.

Mr. Lehman: I was just going to say – originally this was Phase I of the Riverwalk. This was our original Riverwalk concept and then we wound up moving into the downtown more and doing that section – this will be a real nice addition to the Riverwalk, and it ties into the park. We tried last year to try to get the park cleaned up so that it was open to tie into this and somebody can take their bike and have some access points by bike down there. You can take your kids to the park or what have you.

Mr. Nelson: Any other questions on the Riverwalk Trail? Can we have a motion to approve the Environmental?

Mr. Champ motioned to approve the Environmental Assessment.

Mr. Olson seconded the motion.

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Motion carried.

Mr. Lehman moved to approve the Site Plan.

Mr. Champ seconded the motion.

Motion carried.

## **NEW YORK PLANNING FEDERATION**

Mr. Rice: One thing before we adjourn. The dues are up for the New York Planning Federation. Has everybody received information from the New York Planning Federation? Do we ever receive stuff from them? I'm just wondering if it's worth renewing it. It's like \$225.00 per year.

Mr. Champ: What do we get?

Mr. Rice: Subscription – membership dues - Maybe for next meeting, I'll check to see what we're supposed to be receiving because apparently we haven't been receiving...

## **TRAINING FOR MEMBERS**

Mr. Champ: I have one question. Are we still doing the training each year for our legitimate of being on a Planning Commission?

Mr. Rice: Yes you're supposed to be.

Mr. Champ: Are you guys planning for that coming up that we can deal with, or just go to events that are being available to all of us if we can?

Mr. Rice: Actually the next meeting, we're going to have Lisa Miller who's actually been working on this bike trail is going to do something about "complete streets" as part of a training session so that'll be this month's meeting. We have to get that organized too, but we still should be encouraging the other parts of it to the basics of that so we'll have to come up with something to satisfy the requirements.

Mr. Champ: And the next meeting is still on for May - what date is it?

Ms. Chapel: May 17<sup>th</sup>.

Mr. Rice: I never can tell for sure.

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There being no further business, the meeting was adjourned.

James N. Olson  
Director of Financial Services/City Clerk