



Village of Lancaster

HISTORIC DISTRICT COMMITTEE

MUNICIPAL BUILDING

5423 BROADWAY

LANCASTER, NEW YORK 14086

LANCASTER NEW YORK HISTORIC DISTRICT COMMITTEE
AND
THE FRIENDS OF BROADWAY
MINUTES OF THE MEETING
OCTOBER 29, 1997

1) ATTENDANCE:

PRESENT:

Mr. James Keysa, Chairman
Mrs. Jean Brunea, Vice-Chairman
Mr. Joseph Giallanza
Mrs. Jeanette Pecqueur
Dr. Paul Kendall
Dr. Duane Redlinski
Mr. William Harnack
Mr. Michael Meyer
Mr. Dave Brody
Mrs. Mary Harcrow, Secretary

MR. BRODY'S OPENING REMARKS:

Mr. Brody started by saying that he was pleased with the turn out tonight. He said he would like everyone to be actively involved in the Broadway widening project. He stated that the FOB and Lancaster Historic District Committee had been working hard on this project for a long time. Everyone agreed that we do need repairs on Broadway, just not to the extent that the DOT is planning. The Lancaster Historic District and the FOB are pushing for alternative #4 with a few revisions. He urged everyone to come to the public hearing on November 19, 1997 at 8:00 p.m. Everyone is invited to make oral and/or written comments on what they want done. All comments must be received by the DOT no later than 12/12/97. Handouts were given on what can be done by everyone, along with a draft letter to be sent out to local politicians. Everyone was urged to look at the DEIS and consider what the impact will be on their own home or business. Then they need to spread the word around to everyone possible. Another important point was that much money is needed to continue pushing for alternative #4. We have already incurred many expenses by hiring a traffic consultant, an appraiser, a cultural resource consultant, tree consultant and a landscape consultant, as well as Mr. Brody. Everyone was therefore urged to make their donations tonight or send them to Dr. Redlinski's office. Mr. Tom Romano from the DOT came to the meeting on his own volition to observe where we stand and see what the people were thinking about regarding the DEIS. He was very helpful in answering lots of questions.

The next part of the meeting was discussing each section of Broadway and the widening plans. Each section was reviewed and discussed regarding the DEIS plans:

1) JEAN BRUNEA, TRANSIT TO WOODLAWN AVENUE

Broadway would have 5 lanes. This was considered a good idea.

Litchfield Street would be closed off for police & fire safety reasons. This was considered not a good idea.

Two buildings would be demolished, again for safety reasons. (Strip-it behind Donuts & Cream; Eckerd's NE corner).

Lost parking spaces (McGruder's, Bright Spot, Dairy Queen, etc). The less the widening, the less parking spots lost.

2) ELAINE WICK, WOODLAWN AVENUE TO PENORA STREET

Close Bloomfield Street. Where would all the traffic go? Considered not a good idea, especially since this was part of Olmstead Park.

Parking spaces lost, again considered not a good idea.

Pedestrian traffic - they would have no where to go with all the widening taking away from walking space.

3) JEAN BRUNEA, PENORA STREET TO BRUNSWICK ROAD

5 lanes with any alternative. Considered necessary since we have the D & L Plaza traffic.

5 lanes on the bridge and a temporary bridge North of the existing bridge to keep traffic flowing during repairs. Considered a good idea.

Again the pedestrian traffic issue was discussed.

4) MIKE MEYER, BRUNSWICK ROAD TO FIELD AVENUE

Since this area was mostly commercial, it was felt that many would benefit from the widening.

The widening around Irwinwood (near Dance center) only had 13 feet from the front to the door. This was felt to be a safety issue for children entering the dance studio. Less widening would be suggested.

5) DUANE REDLINSKI, FIELD AVENUE TO AURORA STREET

St. John to Aurora alternative #4 with 3 lanes would be the safest.

Some existing places that have 2 driveways going in now appears to be cut down to only one lane. This would make it harder for people to exit and enter.

The issue of snow storage was questioned? Where would they put all the snow?

6) JOE GIALLANZA, AURORA STREET TO CENTRAL AVENUE

M & T Bank - any widening would be a disaster because of parking issues, the same holds true for the Post Office which is on the National Register.

Repairing the bridge: it was suggested that a temporary bridge be put up on the south side of the existing bridge, which in turn could become village parking afterwards.

7) JIM KEYSA, CENTRAL AVENUE TO LAKE AVENUE

As an important historical area, the removal of trees was a big issue. It was felt that many could stay and be replanted in the future if they ultimately do die. It was also felt that since money was already budgeted to plant new trees, they should start planting immediately.

Park Blvd: there is no exit except for Broadway. This would be a safety issue for people turning left onto 4-5 laned Broadway.

Pedestrian traffic again an issue.

8) BILL HARNACK, LAKE AVENUE TO CHURCH STREET

This was another important section due to the fact that there are 4 historic structures being considered for the National Register (Potters House, Ice Cream Depot, Row House and Masonic Temple). Since these would become 5-6 feet closer to the street, the truck traffic and level of noise was felt to be detrimental to these structures.

Again, too many trees were planned to be removed, which would take away from the historical atmosphere.

9) PAUL KENDALL, CHURCH STREET TO BURWELL AVENUE

The widening would be less with alternative #4 (3 feet as opposed to 12 feet), and the impact of truck traffic would be less if less widening was done. It was felt that the widening would increase the truck traffic and their traveling speed, which nobody wants.

Again, the tree issue was discussed. With alternative #4, we would lose 9 trees, but be replaced with 10 trees.

10) JEANETTE PECQUEUR, BURWELL AVENUE TO EAST VILLAGE LINE

2 buildings in this area are being considered for National Historic Register. The widening takes away 6 feet in front of properties. This would be detrimental to these structures, again for traffic reasons and aesthetic purposes.

Re-aligning Court Street and Burwell Avenue was felt to be a good idea. However, it was felt that a traffic signal should be implemented to help with all the school and church traffic.

CLOSING REMARKS:

Mr. Brody wrapped up the presentation with the following ideas for everyone in attendance:

- * Plan to attend and speak at the hearing on November 19, 1997 from 8 -10 p.m. You can also attend between 4 - 10 p.m to review materials & exhibits.
- * Send us your written comments after reviewing the DEIS. Make your comments concise.
- * Tell all your friends/neighbors, etc about the plan.
- * Write letters to officials.

UPCOMING MEETINGS:

There will be a Historic District Committee meeting on Wednesday November 5, 1997 at 7:00 p.m. at the Municipal Building. A hearing is scheduled.

A meeting is also scheduled for November 12 and the Public Hearing is scheduled for November 19, 1997 at 8:00 p.m.

The DOT is meeting with the Lancaster Village Clerk on Monday, November 10, 1997 at 6:30 p.m. and would like the Lancaster Historic District committee to attend.

Respectfully Submitted By:

Mary Harcrow, Secretary