

ENVIRONMENTAL COMMISSION
March 14, 2017 7:00 PM

PRESENT: Chairman J. Wolfgang; J. Allen; D. Balassone; B. Davy; Z. Collister; and M. Feldman;

EXCUSED: V. Polka

The Chairman called the meeting to order. Residents in attendance were Steve Lyle, Paulette Glasgow, Nancy Correa, Margery Maggard, Robert Butski (T/Niagara)

MINUTES:

Davy MOVED to approve the minutes of March 14. Seconded by Balassone and carried 5-0. (Allen Abstained).

EAF 1-LOT SUBDIVISION, BROWN, PORTER CENTER ROAD:

The Project Applicant, George Brown is proposing a single lot subdivision at 4510 Porter Center Road. Approx. 6.2 acres to be split off current tax parcel and joined to 2 other land locked parcels owned by the applicant. Approximately 3.8 acres will remain with current tax parcel. Collister said he would abstain from any discussion as he is a relation to the applicant. Wolfgang asked for questions.

Allen said on #17 on the Short Form EAF, the applicant indicated that the proposed action would not create storm water discharge, either from point or non-point sources. The question I have is where will the water go? That is my only concern. Other than that, I don't have a problem with it.

Allen MOVED a Negative Declaration, with the stipulation that the Applicant clarify to the Building Inspector to his satisfaction that the discharge water will be handled properly as per Town Code and SPEDES. Seconded by Davy and carried 5-0. Collister abstained.

EAF: LEWISTONNIAGARA TRAIL PROJECT: Wolfgang introduced Jeff Lebsack, Project Engineer for the Niagara Trail Project.

Lebsack said the project has been going on for some time. It's gone thru quite a few scenarios due to all the agencies that are involved in the project (DOT, Office of State Parks, and NYPA).

Initially, the concept for the trail was to have the entire, multi-use path placed on the vacant southbound lanes of the Parkway up to the top of the Escarpment with a cross-over to the Village. That was nixed by the DOT. There is an

Environmental Impact Study that is looking at what the future use of the Parkway is going to be. Lebsack said they couldn't do anything that would preclude future uses of that roadway.

There was a brief period where the idea was to put the path on the east side of the road but that would have to cross-over the parkway by a bridge or crossing. DOT was adamant about no grade crossing. The bridge was too expensive for the budget of the project.

Lebsack said they came back to a variation of the first idea which is to put the trail on the roadway all the way across the power structure connecting it to the existing trail at Devil's Hole. The Power Authority has agreed to allow access to the dam. That would be on the existing roadway across the dam.

Once you get across the power structure, the path would go off of the roadway. It would be a nine-foot path. Once you get past the Power Authority there would be an over-look that would have a view of the Gorge and Lewiston-Queenstown Bridge.

What is proposed is to build this roadway up against the curb of the un-used roadway.

Wolfgang asked who would maintain this path. Lebsack said he didn't want to get too much into the details but the original funding for this project was given to the Town of Lewiston. The problem is that the Town of Lewiston does not own any of the property for the project. They have to start working with the partners who do have that ownership. They are looking at two acquisitions between public agencies to go thru the right-of-way process.

Lebsack said the Town of Lewiston will ultimately maintain the path located in the area of the Town.

Davy asked what the implications are of a 9-foot wide path. Lebsack said it is considered a non-standard feature in the DOT Design Manual. They would have to justify it and they are justifying it by the fixed concrete guide railings.

Wolfgang asked what the timeframe is from start to finish. Lebsack said he is in the process of finishing his Project Scoping Report and Design Report. DOT has to approve it for Federal funds to allow the design phase to begin. Once the Design Report is approved, DOT will start the right-of-way acquisition process. That will take between 6–8 months. Realistically, it's going to be the end of 2017 before the ROW is resolved. In the spring of 2018, construction can start. That is the best case scenario. DOT is going to do the final design and put the project out to bid for construction in 2018. That is the current schedule.

NFSS CLEAN-UP: At the last meeting, Vice-Chairman Allen recommended that letters be forwarded to the Town's Federal representatives regarding the Army Corps of Engineers clean-up of the NFSS. The Commission is seeking a response from U.S. Senators Schumer and Gillibrand and Congressman Chris Collins that each has given their support to such clean-up and, if they have not done so, that they do so immediately. A letter was drafted and provided in the packet for approval at tonight's meeting.

Feldman MOVED to send the letters to Schumer, Gillibrand and Collins. Seconded by Davy and carried 4-0.

Due to the observance of Passover (4/11), the Commission agreed to change the meeting date to **Tuesday, April 18, 2017 @ 7:00 p.m.**

Polka MOVED to adjourn. Seconded by Davy and carried 4-0. Time: 8:05 p.m.

Transcribed by:
Carole N. Schroeder, Secretary