



CITY OF WATERTOWN, NEW YORK

AGENDA

Monday, July 6, 2023

2:00 p.m.

This shall serve as notice that an Adjourned City Council Meeting from July 3, 2023, is scheduled to be held on Thursday, July 6, 2023, at 2:00 p.m. in the City Council Chambers, 245 Washington Street, Watertown, New York.

The City Council meeting is open to the public.

AGENDA

STAFF REPORTS

1. Downtown Revitalization Initiative (DRI) Streetscape Parking Alternatives (Continued Discussion)

EXECUTIVE SESSION

1. To Discuss the Employment History of a Particular Person or Corporation

ADJOURNMENT

Adjournment until Thursday, July 13, 2023, at 2:00 p.m.

**NEXT REGULARLY SCHEDULED CITY COUNCIL MEETING IS MONDAY,
JULY 17, 2023 at 7:00 p.m.**

Staff Report

June 27, 2023

To: The Honorable Mayor and City Council

From: Michael A. Lumbis, Planning and Community Development Director

Subject: Downtown Revitalization Initiative (DRI) Streetscape Parking Alternatives

The City's Downtown Revitalization Initiative (DRI) award included a project for enhancements to the Governor Roswell P. Flower Monument, the intents of which are to protect the monument, create new and improved access to the monument and to increase pedestrian safety in and around the Washington Street / Stone Street intersection. To meet these goals, the final plans for the project included a new enhanced crosswalk across Washington Street with a pedestrian shelter extension to the monument island, and corresponding curb extensions (bump outs) on each side of the street.

At its June 19, 2023 meeting, the City Council directed Staff to explore potential replacement opportunities for three public parking spaces on the west side of Washington Street, immediately south of the intersection with Stone Street. Prior to construction, there were four angled public parking spaces in that location, two regular spaces and two ADA-accessible spaces. The originally approved construction plans included a single parallel ADA-accessible space alongside a small pedestrian plaza with shrubs and benches extending south from the curb extension at the crosswalk. This reconfiguration resulted in a net reduction of three spaces, one of which was ADA-accessible.

Working with Barton & Loguidice, the lead engineering firm on the project, Staff has identified two potential alternatives for mitigating the eliminated spaces. Both alternatives would include striping two traditional parallel parking spaces on the north side of Stone Street, approximately 35' northwest of the front door to 200 Washington Street, which would replace the two non-ADA-accessible spaces that the new curb line eliminates. The alternatives differ in how they address the lost ADA-accessible space.

The first alternative would be to designate the next parallel space south on Washington Street adjacent to the clock and compass on the sidewalk as an ADA-accessible space and paint hatching in the area between them. Both spaces would have access to the sidewalk via the ADA ramp adjacent to the hatching. This alternative could be accomplished with paint and Staff estimates a cost of **approximately \$1,000.**

The second alternative would be to remove the concrete that the contractor has already poured (including the new curb and the planters) and have them pour a revised curb line that would allow the City to restripe two angled ADA-accessible spaces. These spaces would leave intact the apex of the bump out, which must remain for safe access to the new crosswalk. This option contains significant financial costs.

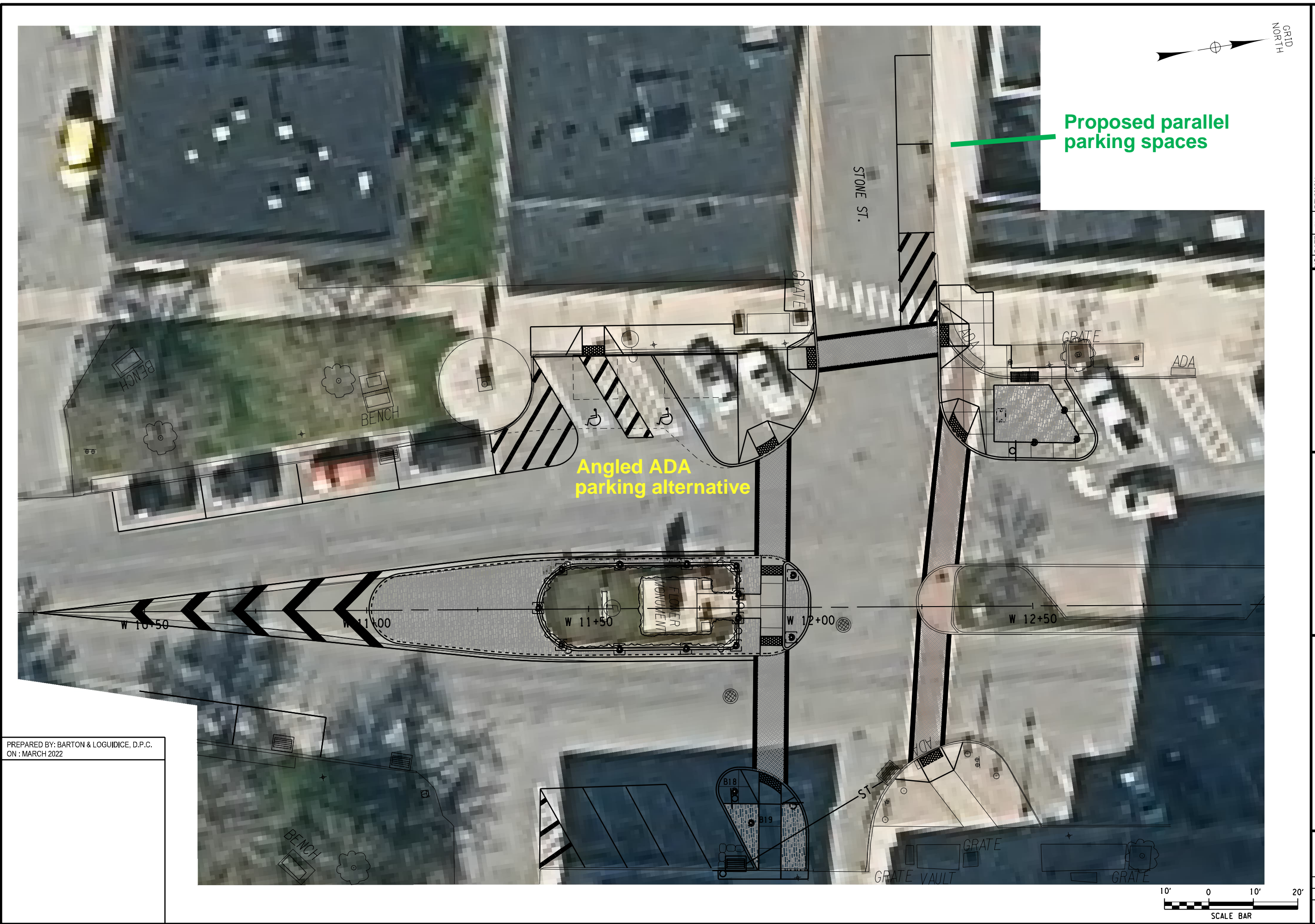
Barton & Loguidice, in cooperation with CCI Companies, Inc. has provided the following cost estimates for implementing the second alternative:

- Billable hours for Barton & Loguidice to engineer and create stamped field change plans: \$4,100
- Labor cost for CCI to remove the previously constructed curb and planter boxes: \$7,000
- Cost to construct revised layout/plans (includes labor and materials): \$4,000


The above alone totals **\$15,100 in new costs**. However, the Council should also note that the cost of work that CCI has already completed and which would need to be removed (materials and labor) represents a **\$23,500 sunk cost**. Combining the new and sunk costs yields an aggregate of **\$38,600** for the angled-parking alternative. The angled parking alternative would create two public ADA spaces immediately adjacent to the curb extension instead of just one, which leaves the existing parallel space adjacent to the clock and compass as a regular public space.

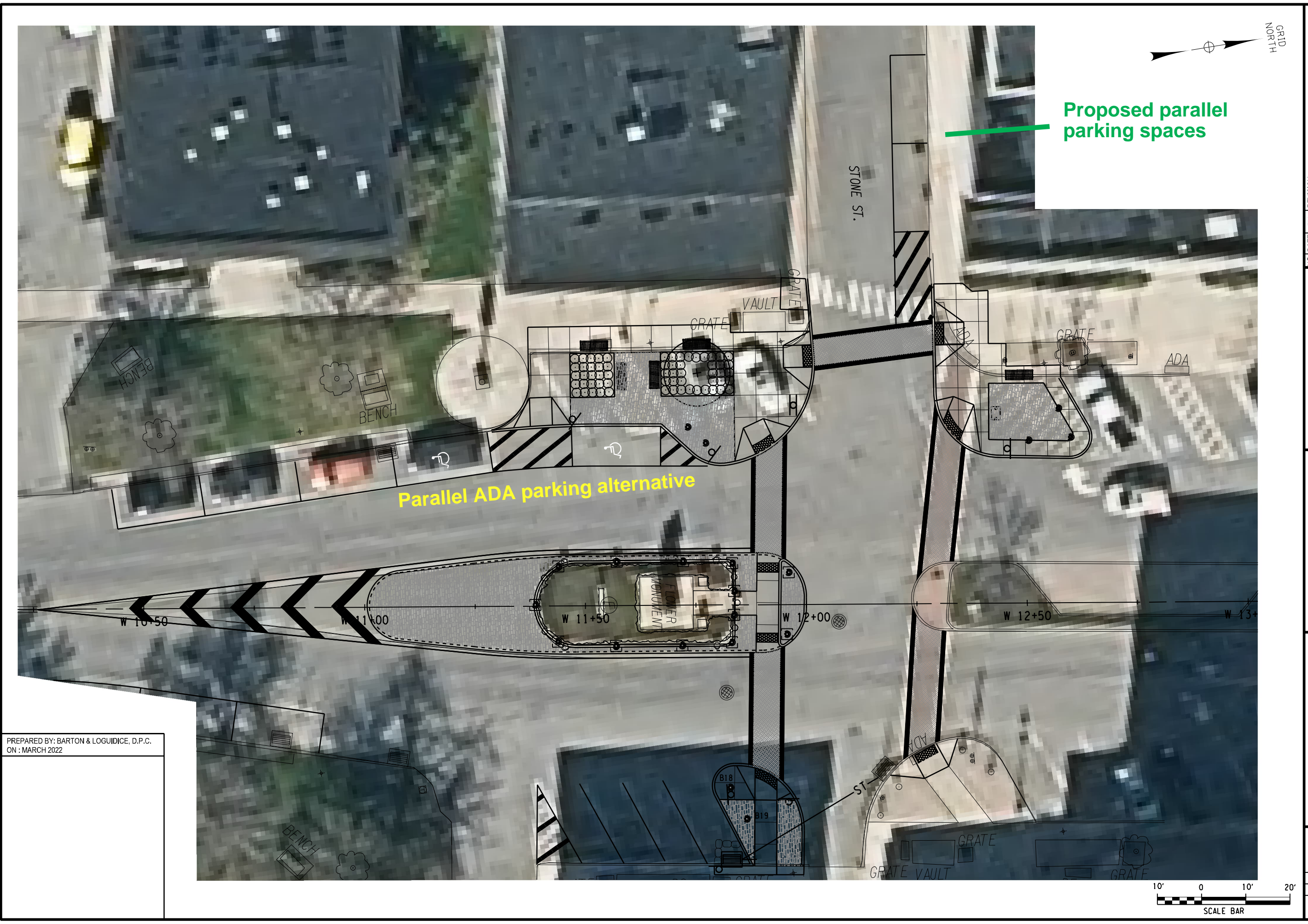
Finally, the Council should also note that the City is paying for this project using a combination of DRI, American Rescue Plan Act (ARPA), Consolidated Local Street and Highway Improvement Program (CHIPS) and National Grid Urban Center/Commercial District Revitalization grant funding. All of these programs except for ARPA are reimbursement based, and the City would be unable to submit for reimbursement twice for the same project task, meaning that the City would need to cover the sunk costs described above, as well as the additional design fee, out of the General Fund rather than seeking reimbursement for those costs.

Conceptual drawings of both alternatives are attached to this Staff Report. Planning and Engineering Staff will work with Barton & Loguidice and CCI to implement the Council's preferred alternative.

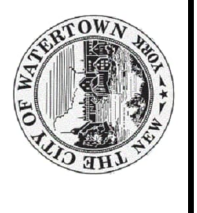


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MARCH 2022

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| WATERTOWN STREETSCAPE DESIGN IMPROVEMENTS | |  | 56 79 | |
| CITY OF WATERTOWN | | | | |
| JEFFERSON COUNTY | | | | |
| STREETSCAPE PLAN | | | | |
| SCALE: AS SHOWN | | | | |
| DATE ISSUED: 03/2022 | | | | |
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