



# RECOMMENDATIONS

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**RE: VILLAGE OF BALDWINSVILLE  
CENTRAL BUSINESS DISTRICT DEVELOPMENT PLAN  
EDR Project No. 05086**

## Character Area Treatment Recommendations:

### **1. East Genesee Street Area**

- a. Save existing buildings that contribute to good streetscape and waterfront design principles.
- b. Determine an appropriate build-to line on East Genesee Street.
- c. Install a double row of street trees to screen parking areas that front East Genesee Street.
- d. Replace the vacant fire hall with surface parking and site a new building that addresses the waterfront.
- e. Develop a public plaza on the waterfront with a pavilion.
- f. Reorganize parking between buildings fronting East Genesee Street and the river.
- g. Link parking with 'internal' streets to improve access and distribution.
- h. Develop a street on a section of the waterfront to encourage year-round vehicle access to and visibility of the river.
- i. Develop an 'internal' street that respects the alignment of the abandoned railroad.
- j. Provide parallel parking opportunities on the 'internal' streets.
- k. Extend Virginia Street to the waterfront.
- l. Site new buildings on East Genesee Street parallel with the street and with narrow setbacks.
- m. Encourage openings between East Genesee Street liner buildings to increase views to the river.
- n. Promote 2-3 story mixed-use building types (commercial/office/residential).
- o. Anchor the east end of the area with a landmark civic institution/building.
- p. Maintain access along the waterfront with a pedestrian walk system.
- q. Maintain public ownership of the waterfront walk system.

### **2. Knights of Columbus Property**

- a. Remove existing Knights of Columbus building.
- b. Infill the Knights of Columbus property with single-family residential buildings.
- c. Provide a public pedestrian right-of-way between the Village Commons' commercial area and Elizabeth Street to improve mid-block circulation (i.e., access to the high school and Assembly of God facility).
- d. Appropriately recognize the site of the home that served as a station for the Underground Railroad.

### **3. Meadow Street-Vacant parcel**

- a. Develop a full build-out of residential buildings that address the waterfront and complement the existing residential character of the area.
- b. Encourage owner occupied town homes and/or condominiums.
- c. Develop a loop road to improve circulation on the site.
- d. Provide public access to the waterfront with a trail/walk system.
- e. Allow and encourage potential mixed uses (i.e., performing arts center, crew boathouse, etc.) within the condominium complex illustrated on the north side of the site.
- f. Provide docking for the proposed residential development to emphasize water access and maximize waterfront value.
- g. Also expand public dockage at an appropriate scale in this area.

### **4. Water Street**

- a. Enhance characteristics of existing two-story wood frame structures.
- b. Encourage appropriately scaled infill with matching building materials.
- c. Encourage mixed-use.

### **5. Marble Street**

- a. Improve circulation and parking at the trailhead.
- b. Provide double-sided parallel parking on Marble Street.
- c. Maintain current land use and development intensity: commercial on the west half of the street; residential on the east half of the street.
- d. Encourage redevelopment of and/or upgrades to the residential area.
- e. Develop a pedestrian bridge across the river on the same alignment as the abandoned railroad bridge.
- f. Encourage custom details on the pedestrian bridge design (i.e. stone piers, steel structure, etc.)
- g. Identify this character area with a gateway (i.e. pillars with signature detail)

### **6. Lock Street**

- a. Develop new residential development that addresses the waterfront and complements the existing residential land use on the opposite side of the street.
- b. Increase the density of the housing in the area from south to north (i.e., transition from single family residential to town homes with garages to condominiums).
- c. Develop adjacent to the new single-family residences a grass median with a double row of street trees to signify the path of the abandoned canal.
- d. Maintain public right-of-way along the riverfront and extend the walkway/trail from the East Genesee Area to areas south of the village.
- e. Provide docking at the south end of Lock Street to accommodate new residential development and increase their potential waterfront value.
- f. If possible, provide public dockage in this area so there is increased accessibility to the East Genesee commercial area.

## **7. River Street**

- a. Rearrange parking layout behind the historic commercial buildings to accommodate through pedestrian access between the central business district and Mercer Park.
- b. Restrict street to single-lane one-way traffic.
- c. Develop a more intimate scale to River Street to encourage shared pedestrian and low intensity vehicular use (i.e., narrow street width to 16', modify street surface using pavers; add bollard type lighting to emphasize unique streetscape and pedestrian scale).
- d. Encourage parking layout at the rear yards of commercial/mixed-use buildings.

### **Streetscape Treatment Recommendations:**

A hierarchy of streets exists within the central business district. The following identifies the three levels of streets, their location in the central business district, and their recommended treatment:

#### **1. Primary Street** (Routes 48 and 31)

- a. Maintain two-lane traffic and where necessary provide a turning lane.
- b. Install a boulevard-type landscape median to a section of East Genesee Street.
- c. Do not permit parking on the street.
- d. Designate a bicycle lane on both sides of the street.
- e. Provide generously wide sidewalks (6 feet to 12 feet or the maximum possible).
- f. Provide well-defined pedestrian crossings.
- g. Bury utilities within the street right-of-way.
- h. No street trees in the historic four-corner area.
- i. Install paver system for entire walk surface in the historic four-corner area.
- j. Install large scale street trees in tree grates at 60' on-center in areas beyond the historic four-corners.
- k. Install paver system in the tree median (typically 5' wide) in areas beyond the historic four-corners.
- l. Increase the scale and intensity of the distinctive sidewalk paver detail as the sidewalk system approaches the historic four-corner area.
- m. Install street lighting that addresses vehicular and pedestrian circulation. Do not permit the use of cobra-head fixtures.
- n. Install custom banners on street light poles. Consider banners that celebrate village history.
- o. Install custom planter detail on street light poles.

#### **2. Secondary Street** (Elizabeth Street, Virginia Street, Albert Palmer Lane, the north half of Lock Street, Meadow Street)

- a. Maintain two-lane traffic.
- b. Permit parallel parking on the street (where possible).
- c. Provide minimum 5' wide concrete sidewalks.
- d. Provide painted stripe pedestrian crossings.
- e. Install small to medium scale street trees at 30' on-center, 3'-4' from the edge of pavement in lawn medians.
- f. Install pedestrian-scaled street lighting. No cobra head fixtures permitted.

**3. Secondary Street-Special District** (Water Street, Marble Street, River Street, the south half of Lock Street). *These streets do not carry through traffic and deserve streetscape details and amenities that express the uniqueness of the character area they are within.*

#### Water Street

- a. Maintain one-way one-lane traffic.
- b. Permit one-sided parallel parking on the street (where possible).
- c. Provide minimum 5' wide concrete sidewalks.
- d. Install small scale street trees at 30' on-center, 3'-4' from the edge of pavement in lawn median or tree grates.
- e. Install pedestrian-scaled street lighting with a nautical type fixture that complements the canal and the wood frame buildings.

#### Marble Street

- a. Maintain two-lane traffic.
- b. Permit parallel parking on the street.
- c. Provide minimum 5' wide concrete sidewalks.
- d. Install small scale street trees at 30' on-center, 3'-4' from the edge of pavement in a lawn median.
- e. Install pedestrian-scaled street lighting with a type fixture that complements all of Paper Mill Island.

#### River Street

- a. Restrict street to single-lane one-way traffic.
- b. Narrow street to 16' or narrowest acceptable width.
- c. No parallel parking on the street.
- d. Install pavement scheme that suggests the street is shared between vehicles and pedestrians (i.e., emphasize slow vehicle speed).
- e. Install along the riverfront small-scale street trees at 30' on-center, 3'-4' from the edge of pavement in lawn median.
- f. Install bollard-type lighting along the river side of the street to distinguish the street from other village streets and signify pedestrian usage.

#### **Parking Improvement Strategies:**

- 1) Maximize existing parking supply through streetscape enhancements. The most cost-effective way to have an immediate impact on the perception of parking in the village is to invest in the environment that connects the existing parking facilities with the major destinations in the village.

- a) Upgrade quality and aesthetics of streets and intersections.

*Overall attractiveness:* ensure sidewalk condition, streetscape and building facades along the primary walking corridors are in optimal condition, such that a visitor's walk seems less like a chore and more like a pleasant, memorable stroll.

- b) Increase the quality of the pedestrian circulation system.

*Build on the authentic sense of place and the waterfront:* place attention on the types of details emphasized in public infrastructure. For example, historic streetlamps, well-maintained public spaces, historical markers, and stylized pedestrian-scale signs can help to reinforce Baldwinsville's place in people's minds as a unique destination. The enhancement of authenticity increases the distances people would be willing to walk between their parking spaces and final destinations, thus increasing flexibility in terms of where parking spaces are located within the district.

- c) Offer directions that are clear and well located.

*Establish directional confidence:* provide frequent signage (every block) indicating quickest, most direct route to parking and businesses; have an occasional map display that pinpoints the visitors' location and shows street names, building footprints, and the names and locations of major downtown destinations. Create parking signage with attractive design and adequate visibility while fitting in with the surrounding historical context. Integrate the universal 'P' symbol into the signage.

- 2) Expand parking supply as a last resort.

- a) Create a relationship with village institutions (churches, etc.) to share parking during events or times when there is a high demand level for public parking. Consider vertical expansion of certain parking areas with 2 to 3 level public parking garages/structures. Attractive prefabricated concrete parking garages are becoming more prevalent in village type settings.