

Challenges, Opportunities, Conceptual Improvement Plans & Implementation Program

H[^{AS}SYWaX3dUSVWMain Street Corridor Study

Village of *Arcade*, New York

Prepared by:
Stantec Consulting, Inc.
October 2010

One Team. Infinite Solutions.



TABLE OF CONTENTS

EXECUTIVE SUMMARY

SECTIONS

1.0 INTRODUCTION

- 1.1 Background
- 1.2 Project Study Area
- 1.3 First Impressions of the Corridor
- 1.4 A Vision for the Future

2.0 INVENTORY OF EXISTING AND PLANNED CONDITIONS

- 2.1 Existing Property Characteristics and Trends
- 2.2 Land Use Transects on the Main Street Corridor
- 2.3 Main Street Transportation Characteristics
- 2.4 Motor Vehicle Safety
- 2.5 Existing Parking Capacity
- 2.6 Existing Pedestrian and Bicycle Amenities
- 2.7 Relevant Plans and Policies to the Main Street Corridor
- 2.8 Existing Regulatory Framework
- 2.9 Planned Transportation Improvements and Land Development

3.0 CHALLENGES & OPPORTUNITIES

- 3.1 Mobility Gaps and Future Connections
- 3.2 Parking Needs and Opportunities
- 3.3 Non-Vehicle Safety and Convenience
- 3.4 Local Market Trends and Opportunities
- 3.5 Policies, Programs and Regulation Needs
- 3.6 Issues & Opportunities by Transect
- 3.7 Future Development Parameters and Themes

4.0 CONCEPTUAL VISION PLAN & RECOMMENDATIONS

- 4.1 The Overall Corridor Concept Vision
- 4.2 Corridor-Wide Concepts & Recommendations
- 4.3 Concept Plans & Recommendations by Transect
- 4.4 Policy and Regulatory Strategies

5.0 IMPLEMENTATION ACTION PLAN

- 5.1 Potential Funding Sources
- 5.2 Planning Level Costs
- 5.3 Follow Up Activities

APPENDIX

Meeting Minutes (Steering Committee and Public Information)

ARCADE MAIN STREET CORRIDOR STUDY PARTICIPANTS

Main Street Steering Committee

Study participants included representatives from:

Village of Arcade – Larry Kilburn, Dan Laird, Ken Rule
Village Police – John Laird
Wyoming County Highway & Planning – Todd Gadd, Drew Shapiro
Pioneer Central School District – Dr. Jeffrey Bowen
Genesee Transportation Council – Julie Gotham
Genesee/Finger Lakes Regional Planning Council – Jamie Breschard
New York State Department of Transportation – Marvin Kleinberg
Arcade Chamber of Commerce – Hugh Ely
Prestolite of NY Inc – Bill Koch
API Air Technologies – John Biggie
Creekside Fabrics – Sandy Pirdy
Domes Inc. – Katie Domes
TPI Arcade Inc. – Jack Pohlman

With assistance from:

Stantec Consulting, Inc. – Paula Benway, Ted Brovitz, Patrick McLean

Steering Committee Meetings

May 4, 2009
July 28, 2009
October 20, 2009
June 17, 2010

Public Information Meetings

November 10, 2009
July 13, 2010

Meeting minutes can be found in the appendix.

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Village of Arcade Main Street Corridor Study

Executive Summary

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EXECUTIVE SUMMARY

The Village of Arcade initiated this study as a follow up to its Comprehensive Plan and the 2005 Strategic Plan for Downtown Arcade. The purpose of this study is to develop feasible transportation planning and design concepts that will improve circulation, access management, and parking in the Village of Arcade for pedestrians, bicyclists, and motorists, consistent with general community goals and expectations. These concepts will also embrace economic and community development opportunities while respecting the scale, character, and context of the community. The study focus will be predominantly in the “Downtown” Arcade Main Street between the intersections of Route 98/North Street and Route 39/Hurdville Road. The three major facets of this study include improving circulation and access, parking and economic opportunities.

The products resulting from the corridor study will help the Village of Arcade coordinate land use and transportation objectives as each of the recommendations will take into consideration current and future development trends within and outside the Village boundaries. The study will allow the Village to explore and determine what transportation and land use improvements will most effectively preserve and enhance pedestrian access while maintaining the Village's quaint, small-town character.

Incorporating the recommendations from the Village Comprehensive Plan and goals, the study will identify physical as well as regulatory opportunities for traffic calming concepts, gateway treatments, enhanced parking and access management, and improved pedestrian, bicycle, and vehicular circulation.

This study is defined in three major stages: establishment of existing conditions; identifying challenges and opportunities, development of concept plan and recommendations and the final piece identifies costs, funding and priority. The Main Street corridor was broken down into transects. A **Transect** is a system of ordering human habitats in a range from the most natural to the most urban. The Transect defines common physical characteristics of place and scale, density and intensity of land use, and urbanism. The **Transect Districts** are similar to the land-use zones in conventional codes, except that in addition to the usual building use, density,

height, and setback requirements, other elements of the existing or intended habitat are integrated, including those of the private lot and building and the fronting public streetscape.

For the existing conditions section (Chapter 2.0) variable elements were reviewed and assessed including: property characteristics and trends (land use, density, demographics, parks, and open space; transportation characteristics (volumes, capacity, queuing, and travel time); motor vehicle safety; parking capacity; pedestrian and bicycle facilities; plans and policies (comprehensive plan, strategic plan); and the regulatory framework (zoning districts and regulations and subdivision regulations).

Chapter 3.0 – Challenges and Opportunities identifies various opportunities in the following categories:

- Mobility Gaps and Future Connections
- Parking Needs and Opportunities
- Non-Vehicle Safety and Convenience
- Local Market Trends and Opportunities
- Policies, Programs, and Regulation needs

The overall corridor challenges, issues and opportunities are as follows:

- Create a network of new roads and “complete streets” in phases as development proceeds to improve traffic distribution and connectivity.
- Enhance pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial, industrial and civic developments.
- Design and install new wayfinding elements (signs, interpretive boards, flags/banners, etc.) directing pedestrian and bicycle flow to parks, trails, sightseeing, historical landmarks, A&A Railroad, and other points of interest.
- Enhance pedestrian and bicycle facilities with continuous sidewalk systems, wider pedestrian sidewalks, friendly streetscapes, high-visibility crossing locations, curb extensions, and pedestrian-scale wayfinding.

- Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- Designate and install high-visibility pedestrian crossing locations.
- Establish lot sizes and development scale appropriate for different segments of the corridor.
- Establish parking requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- Require sufficient driveway spacing and access control features.
- Revise business sign regulations to fit the specific characteristics and settings in different segments of the corridor.
- Improve public transportation.
- Create opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 39 and 98 through the village.

Chapter 4.0 Conceptual Vision Plan and Recommendations then evaluates each of the established Village Transects and identifies various conceptual recommendations to address the various needs identified. Overall, the following summarizes the conceptual vision plan.

The Vision Plan for the Arcade Main Street Corridor is driven by the revitalization and redevelopment objectives derived from the public visioning process. These objectives are tested against existing conditions and trends in the project area. It also draws on several previously completed studies done by others, specifically the 2005 Strategic Plan for Downtown Arcade. Key characteristics and potential redevelopment opportunities and constraints in Arcade are documented.

The Main Street Corridor is well suited for a variety of future development opportunities including residential (mixed-income rental and ownership), commercial, light industrial, medical and personal service, and civic uses. The general areas and type of development potential throughout this corridor are illustrated in the overall conceptual vision plan for the Main Street Corridor.

The overall Vision Plan identifies and suggests a phasing of new infill development, existing building renovation and reuse, traffic circulation and connectivity alternatives, parking improvements, streetscape treatments, waterfront access and facility improvements, pedestrian and bicycle improvements, and other public enhancements. The Vision Plan is further broken down by transect to better define and illustrate how each segment of the Main Street Corridor will become more accessible by various modes of transportation and will accommodate a mix of uses such as commercial, civic, and residential. More detailed illustrative plans, sections, and perspective sketches for each transect further depict these proposed improvements.

Circulation and Accessibility Improvements -

Based on public input and in collaboration with the Steering Committee, Main Street Corridor circulation and accessibility improvements were identified and incorporated into the concept plan. This includes preferred circulation, accessibility, and parking concepts illustrating the principal goals of coordinated access, connectivity, and parking improvements both internal and external to the Village of Arcade Main Street.

Parking Access, Distribution, and Connectivity Improvements -

The concept plan illustrates well distributed and connected public and private parking areas throughout the Main Street Corridor. Several private parking lots are shown to be reconfigured to provide better access, safety, and aesthetic appeal. The concept plan also shows new and reconfigured on-street parking on the secondary streets in the core area such as Park Street, Prospect Street, and Church Street, as well as lined spaces on Main Street. Throughout the concept plans, new private parking lots are distributed to the side and behind new residential and commercial buildings. Connections between parking lots (both public and private) are also shown, where possible, to improve internal circulation and maximize parking opportunities. This practice is in keeping with traditional village development patterns.

Streetscape and Aesthetic Enhancements -

The last major reconstruction of Main Street was in 1975 by the NYS Department of Transportation (NYSDOT). Recently, NYSDOT re-stripped the corridor to provide the current 3-lane section. As plans progress for future improvements with the state, the village should be heavily involved in providing guidance on streetscape, pedestrian safety, access management and other aesthetic improvements needed for different segments of the corridor to be incorporated early in the design process.

Streetscape improvements on the Main Street Corridor are necessary to create an attractive public environment for private investment. A consistent scheme of planting, sidewalks, bike lanes, street furniture, and signage should be consistent throughout the corridor as illustrated on the concept plans. The specific details of street and streetscape design should be based on the type and purpose of roadway. A hierarchy of street types and applicable streetscape treatments are identified.

Generally, streetscape improvements should be designed to improve crosswalk visibility and aesthetic value, provide barrier-free access, calm traffic, and accommodate alternative transportation such as bicycles and public transit. On the primary roadways, design elements should include uniform pedestrian-level ornamental lighting, new sidewalks where needed, new street trees, benches, trash receptacles, planters, and signage. Streetscape improvements should also enhance access to parking lots, residential areas, and other points of public interest.

Gateway Treatments -

Attractive entrances or "gateways" into the Village of Arcade are critical to making a good impression on residents, visitors, and potential customers. Tree-planting programs, street banners, and decorative welcome signs and features should be installed to enhance aesthetic value at key entrances to downtown. The gateway improvements, as well as a wayfinding system, should highlight Arcade as a regional center for "living, working, and playing."

Policy and Regulatory Strategies -

Appropriate land use regulations and policies can accomplish the desired development, rehabilitation, and design objectives on the Main Street Corridor. Unlike conventional ordinances, which tend to deter traditional development patterns and mixed uses, updated regulations and policies should be crafted with the following themes and objectives:

- Maximize mixed-use opportunities.
- Enhance property characteristics and opportunities.
- Define surrounding neighborhoods with clear edges.
- Encourage residential, commercial, educational, employment, recreational, and civic opportunities.
- Design streets to balance the needs automobiles, pedestrian and bicyclists.
- Provide for building sizes and character that define streets and public spaces.
- Provide for open spaces designed for social activity and recreation.

Updated public policy and regulations for Arcade should:

- Create a new Village Center Zoning District (replace NC District).
- Revise zoning regulations in HC, V3B, R2, R3, LI, and HC/LI.
- Create a Traditional Neighborhood Development Overlay Bylaw (TND).
- Prepare and adopt design guidelines for all development along the Main Street Corridor.
- Facilitate coordinated public and private parking through local policies and regulations.
- New commercial, educational and residential developments should strive to become LEED certified and use Low Impact Design (LID) applications.
- Encourage the preservation and rehabilitation of key historic buildings and sites.
- Address absentee or unresponsive landlord issues.
- Strengthen code enforcement in the Village Center.

Village Policy and Regulatory Changes apply to:
Comprehensive Plan - Amend Comprehensive Plan
Amend Zoning Regulations
Amend Parking Requirements
Sign Ordinance
Develop Site Plan Review Process
Design Guidelines
Subdivision Regulations

Economic Development Initiatives and Incentives –

Business assistance and redevelopment incentive programs should facilitate business retention and enhancement as well as rehabilitation and redevelopment of targeted projects in selected sites within the project area. A particular focus of this program should be strengthening the downtown core by working with existing and perspective property owners and developers on redevelopment that expands businesses, fills market niches and expands mixed uses, as well as creating new high quality jobs. Economic development incentives may include revisions to the local tax structure and programs that provide for investment and expansion of the tax base. Various programs have been used in the Northeast United States with good results.

Marketing & Communications Programs -

Marketing and communications have become increasingly important to small cities, villages, and towns as they compete for jobs, a sustainable tax base, the best schools, a vibrant civic life, and recreational activities. Business recruitment has become very aggressive and advertising has grown rapidly as prospects are bombarded with messages and materials. This trend has made it much more difficult for business owners to differentiate between the products, services, and places offered by a municipality. As a result, communities have to fight hard to keep and grow the businesses they have and to attract new ones. If Arcade is to keep and grow key businesses and, at the same time, attract new business to downtown, it must develop a simple and compelling story that differentiates it from its competitors. The marketing and communications program calls for a combination of traditional

advertising, business recruitment, and a public relations campaign that will create the necessary “buzz” and give the village an opportunity to tell its story.

The action plan for the Main Street Corridor includes recommended projects, responsible parties, a timeline for short and long-term projects, and potential funding sources. It is the culmination of the existing conditions analysis and conceptual planning developed between the Main Street Steering Committee, the Village and the Arcade community. Each component of the action plan relates to the overall vision and follows a logical implementation sequence. Ultimately, the action plan will direct the community toward accomplishing physical, economic, regulatory, and operational improvements in the project area.

The Overall Vision for Arcade

Create a higher quality of life for the residents, including economic opportunity, affordable housing, passive and active recreational facilities, and attractive living conditions. A four-pronged approach defines the guiding principles to land use choices to be made regarding Arcade: Sustainability, Connectivity, Village Life, and Community Identity. In order to fulfill the overall vision, a specific focus of the action plan is on the following:

- *Public improvements and programs that create an attractive and functional setting for new development and redevelopment.*
- *Regulatory and policy actions and programs needed to facilitate redevelopment or new development.*
- *Sustainable economic development and community building incentives.*

1.0 INTRODUCTION

1.1 Background

The Main Street Corridor (State Route 98 and 39) in Arcade is the social and economic spine of the Village as well as the surrounding area. The appearance and functionality of Main Street are a direct reflection on the community, and have a significant impact on economic performance and community opportunities within Arcade.

The primary goal for the local transportation system is the efficient movement of people and goods. Several existing and proposed commercial and industrial expansions, however, have the potential to greatly impact current traffic conditions and safety along the Main Street corridor.

This study identifies future long-term needs that have not been considered in a formal, organized way. The study also provides an opportunity for regional collaboration and coordination among public and private sector stakeholders. There is a consensus in Arcade the Main Street Corridor that design changes that improve pedestrian access and safety, preserve the traditional “main street” character in the downtown area, and are aesthetically appealing in the commercial highway and business park segments, will attract private investment and economic benefits to Arcade.

The Main Street Corridor Study provides the Village of Arcade with a coordinated view of land use and transportation by examining current development and conceptualizing future development along the corridor coupled with intermodal circulation, access, parking, and streetscape enhancements. The Village of Arcade wants to ensure that its transportation network can adequately handle current multi-modal travel needs as well as future needs as new development comes into the area.

The Main Street Corridor Study incorporates and expands upon the goals of the 2003 Town and Village Comprehensive Plan, and the recommendations of the 2005 Strategic Plan for Downtown Arcade. Included in the Action Plan are physical as well as regulatory opportunities for traffic calming concepts, gateway treatments, enhanced parking and access management, and improved pedestrian, bicycle, and vehicular circulation throughout the

village. These recommendations and concepts are intended to be implemented such as through grant applications for regional and state funding programs, the local capital improvement programs, public-private development partnerships, and amendments to the Village’s zoning code or other land use regulations.

1.2 Project Study Area



The Main Street Corridor Project Study Area extends along Main Street (Route 39) between the Water Street (Route 98) intersection to the east and the Route 39/Hurdville Road intersection at the western edge of the Village of Arcade. In total, the Main Street corridor measures approximately 1.89 miles (10,000 linear feet) in length from east to west. The bounds of the project area include all properties fronting on Main Street as well as several parcels

fronting on Liberty Street for a short distance south of Main Street.

For the purposes of this study, the Main Street Corridor was broken down into four (4) segments (or “transects” as there referred to in the study). These transects are defined by common characteristics such as development patterns, streetscape, and roadway configuration. The Main Street Corridor Transects include:

- Village Center Core Area
- Village Commercial-Residential Transitional Transect
- Highway-Commercial Transect
- Business Park Transect



Arcade New York
Arcade, NY

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Stantec
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Stantec

Aerial Photo

Date: 4/29/2009

Data Source: New York State Office CSCIC, Photo Shot: 2005



There are 11 key intersections along the Main Street Corridor that were evaluated:

- Hurdville Road/Rule Drive (Route 39)
- Main Street (Route 39)/Edwards Street
- Main Street/Steele Avenue
- Main Street/Water Street/Bixby Hill Road
- Main Street/Prospect Street
- Main Street/Church Street
- Main Street/Park Street
- Main Street/Railroad Avenue
- East Main Street (Route 39)/Liberty Avenue (Route 98)
- East Main Street/Pearl Street
- East Main Street/Water Street (Route 98)

Conceptual plans for critical improvements to the along the Main Street Corridor in each of the transects and at each of the intersections are provided in the study. While the study concentrates on the Main Street Corridor through the village, the other intersecting and parallel streets that may impact or be impacted by changes to the corridor are also considered.

1.3 First Impressions of the Corridor

General observations of the Village and Main Street Corridor were made by vehicle and on foot by the consulting team. Included on the tour were an urban planner, landscape architect and civil engineer. Our first impressions were as follows:

No major gateway features - Only small “Welcome to the Village of Arcade” signs are placed on Main Street (Route 39) as you enter the village from the east and west. This is the political boundary for the village but not the psychological entrance. The purpose of installing gateway features is to give the traveler a sense of arrival and that the community takes pride in itself. The corner of Water Street and Main Street is the psychological entrance into Arcade Village Center from the north and east. However, there is no formal welcoming sign or other gateway treatments and the Garden Park is not integrated visually into the intersection. The area on Main Street in front of the Arcade Free Library is the western gateway into the Village Center but there are no formal treatments here either. An attractive

monument sign, landscaping and other gateway features installed at these key locations would greet people as they enter the Village Center and give a good first impression of Arcade.

Limited directional signage - As you approach and arrive in the Village Center, only a few small directional signs are scattered along Main Street directing visitors to public parking lots and public points of interest. Attractive, coordinated and visible signage should direct visitors to such points of interest as the Village Center/Central Business District, town and village offices, the Attica & Arcade Railroad, Cattaraugus Creek, and other attractions. Directional signage should also be coordinated with informational kiosks, business directories, landmark signs, and other wayfinding system elements.



Parking appears to be distributed well but not well identified - There appears to be a fair amount of public and private parking throughout the Village Center and R3B district but the off-street lots are not well marked, entrance and internal signage is confusing, and much of it is underutilized and not well organized, particularly at the south side of Main Street.

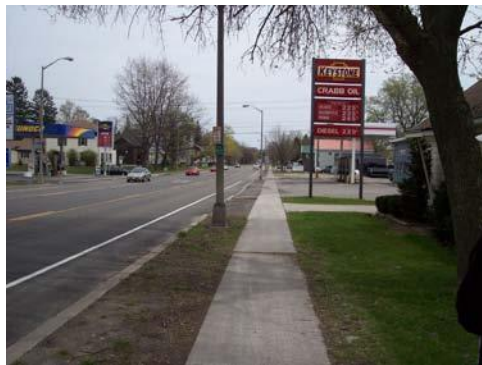


On-street parking is also well distributed and generally available in the Village Center except in certain areas. These spaces are well defined and run parallel to the sidewalk. (There are no angled spaces presently). This appeared to result in excessive spacing between vehicles and an inefficient use of the parking spaces. There also appears to be a number of people parking for extended periods of time in three-hour spaces. Proper and

consistent enforcement is essential to sending long-term parkers into the off-street lots and freeing up on-street spaces for short-term customers.

Pedestrian connections between off-street parking lots and the business district are limited - Two poorly marked alleys are currently used for pedestrian access to the primary public parking lot north of Main Street. These alleys should be clearly identified and upgraded with lighting and attractive streetscape improvements.

There are numerous attractive historic buildings - A series of older brick or wood buildings, two to three stories tall with narrow frontages and traditional architecture, define Arcade Village Center. These types of narrow, attractive buildings appear to be a common development pattern in smaller villages and cities in Upstate New York. Several of them, however, are in disrepair or have been modified with inappropriate façade treatments.



Many people appear to live in or near the CBD - It is unusual for a large number of people to live above storefronts in small villages, particularly when some of the ground floor spaces are vacant, such as on Main Street. There are several traditional neighborhoods such as on Pearl Street and

Park Street that are within short walking distance of the central business district. Conversely, very few residents live within a comfortable walking distance of West Main Street and the significant number of open curb cuts and deep building setbacks make in an unfriendly pedestrian and bicycle environment.

The traditional village development pattern creates a sense of history and place - The traditional development pattern of the Village Center and Village Neighborhoods with higher floor area ratios, attractive architecture, and mixed uses create an interesting and authentic village setting. However, it becomes disjointed proceeding west along the Main Street Corridor and evolves into an unattractive strip development. Access management, internal connections, streetscape enhancements, sign and façade improvements and directional signage is needed to improve “curb appeal”, soften the transitions village center to highway commercial, and tie the corridor together.

Connections between Clear Creek, Cattaraugus Creek and the village are limited - Main Street and Church Street do not provide an inviting connection to the waterfront or serve as good links to the village. While park enhancements and trails are planned along the creeks, the shorelines are fairly rugged and inaccessible with guard rails and extensive rip-rap in the Village Center. Good design will be particularly important here. The Cattaraugus Trail planned for the north side of the public parking lot could provide improved waterfront access and a direct connection to the Village Center. A spur trail along Clear Creek could include a boardwalk with pedestrian ties to Liberty Street and Grove Street, as well as the Village Park.



Village Park is an attractive centerpiece for the community - This public park is complemented by some of the more beautiful neighborhoods in the village. However, it is somewhat disconnected from the central business district and there are no other prominent public open spaces to compliment the historic development patterns and serve as a community gathering space. The Garden Park on East Main Street is attractive but small and not central enough to serve as a “common”. The open space in front of Prestolite could be a good setting for a village common. Formal sitting and picnicking areas would complement this space nicely and the historic homes and civic uses on Main Street (i.e. the Arcade Free Library) would provide an attractive backdrop to this open space.

Pedestrian and bicycle activity on the Main Street Corridor appears to be limited - While there appear to be many people working and living in the Village Center and surrounding neighborhoods, very few people appear to be walking, particularly after 5:00 p.m. This may be due to the limited food and entertainment venues currently open in the Village Center and the unfriendly pedestrian environment further west along the corridor. An exception to this is the large numbers of school children walking to and from the Arcade Middle School.



There are relatively few quality business signs on the Corridor - Many of the Village Center businesses have plastic, internally-lit wall signs that appear to be in poor quality and often in disrepair. Some businesses only have window signs. It's difficult to identify businesses as you walk or drive through the Village Center, particularly on the south side of Main Street. Very few businesses (Cottrill's and M&T Bank) have projecting signs. High-quality wall signs, projecting blade signs and awnings with lettering would



give the Village Center a more vibrant feel and greatly improve business visibility. There are a series of large and tall ground signs on West Main Street. Many are in poor condition and compete with each other for visibility. This reinforces the image and perception as a strip development.

There are relatively few street trees along the corridor - With the exception of the R3B district, there are very few prominent street trees along the Main Street corridor. In fact, the Village Center is nearly devoid of street trees. While the Village does have tree boxes that are placed seasonally in various locations along Main Street in the core area, strategically placed

street trees would complement the buildings, provide shade for pedestrians, portray an image of quality, and tie the district together.

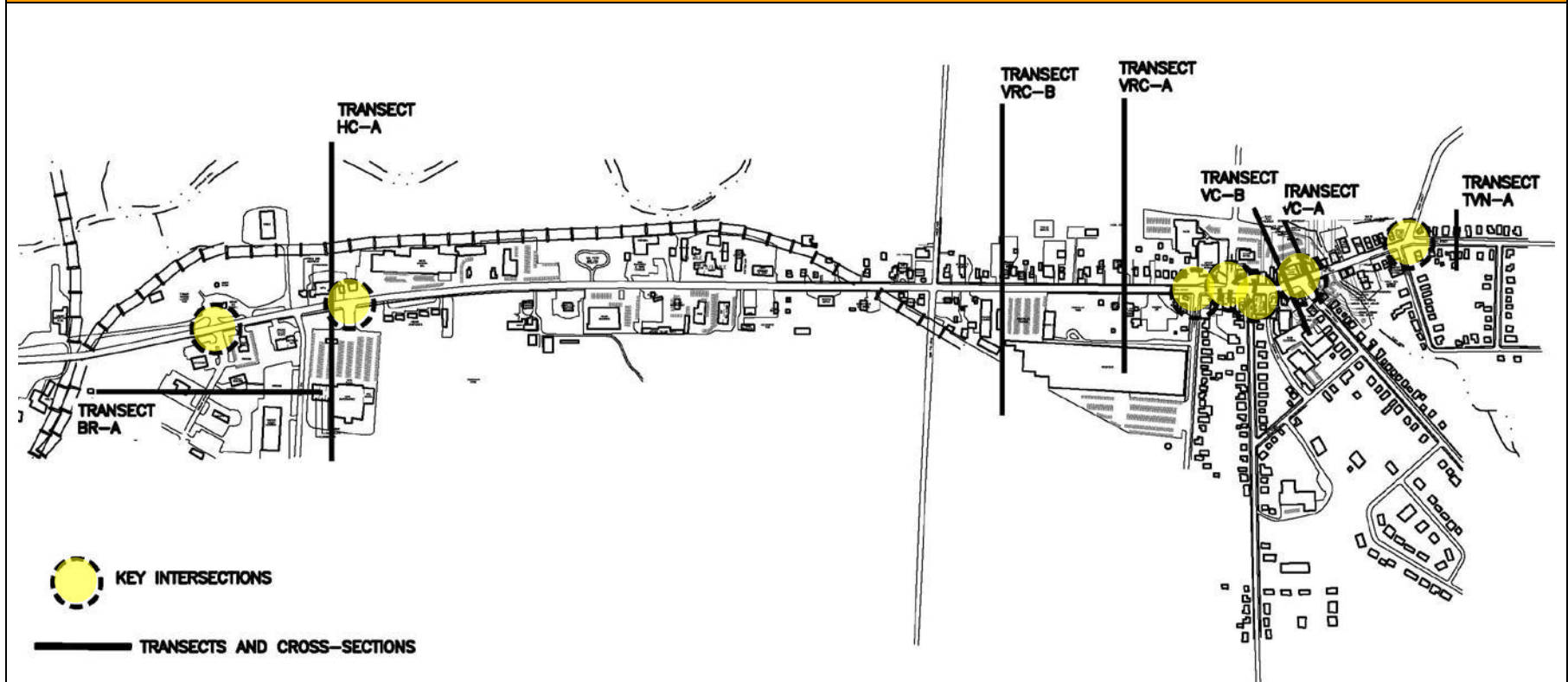
The place is loaded with opportunity! - Numerous buildings and sites are well suited for rehabilitation, redevelopment, infill development, pocket parks, creek side improvements, parking enhancements, historic preservation programs, visitor attractions and promotion, existing business expansion and new complementary businesses, streetscape improvements, and so on. Fortunately, Arcade is a fairly small village so small and incremental changes can make a big difference.

1.4 A Vision for the Future



The ultimate goal of this study is to develop feasible transportation planning and design concepts that will improve circulation, access management, and parking in the Village of Arcade for pedestrians, bicyclists, and motorists, consistent with general community goals and expectations. These concepts also define and enhance opportunities for economic and community development while respecting the scale, character, and context of the community.

KEY INTERSECTIONS, STREET SECTIONS & TRANSECTS,
MAIN STREET CORRIDOR, VILLAGE OF ARCADE, N.Y.



2.0 INVENTORY OF EXISTING AND PLANNED CONDITIONS

To support the analysis and decision-making process necessary to advance this study, a detailed inventory of existing and planned conditions of Arcade's Main Street Corridor was conducted. This included a review of land use trends, policies, regulations, historical documents, and other materials relevant to the corridor's future development.

2.1 Existing Property Characteristics and Trends

Physical Geography

The Main Street Corridor is primarily level from end to end and enclosed by rolling hills and valleys, much of which is in agricultural use. These hills and valleys have impacted local circulation conditions by funneling traffic onto Route 39 and limiting the potential opportunities to create a bypass along the Main Street and West Main Street Corridor.

The primary valley follows the Cattaraugus Creek southwesterly through the Town of Arcade from Java to East Arcade, and through Arcade's Village Center. Clear Creek flows northward from the Town of Freedom to its confluence with the Cattaraugus Creek in Arcade's Village Center, just north of Main Street along the north side of the public parking lot. The confluence of these two creeks was the reason that "Downtown Arcade" became the economic center for the community.

General Land Use Patterns

The Village of Arcade encompasses 2.48 square miles (1,586 acres) which is divided into 874 separate parcels. Nearly half of these parcels (48%) are classified as being used for single family homes but amounting to only about 16% of the total land base. This is because the average single family lot size village-wide is only about 0.6 acres which is typical of historic and well established village neighborhoods as exist in Arcade.

Average residential lot size is significantly smaller than commercial and industrial lots, which average 1.1 and 3.9 acres, respectively. However, the average commercial lot size along Main Street in the core village area is significantly less than the corridor-wide average. This is consistent with a traditional and historic

central business district. Only about 6.6% of the Village's land base is devoted to commercial uses and 1.7% to industrial uses. A significant amount of land in Arcade remains in active agricultural use.

Property records and maps were collected and evaluated for the Main Street Corridor Project Area. A database was compiled featuring property characteristics such as current uses, dimensions (lot size, setbacks, height, square feet, frontage, and floor area ratio or FAR), and other features such as on-site parking, landscaping and general architectural styles. This evaluation was followed up with on-site observations and verification by local officials.

Parks and Open Spaces



Proposed Prestolite Park

There are two formal parks in the Village of Arcade. The **Village Park** located on the eastern edge of the village is integrated into the traditional village neighborhood fabric south of East Main Street and forms an attractive terminus to Pearl Street, Clough Avenue, Parkview Court, and Madison Avenue. This is a very popular public gathering space with several

passive and active recreational activities. While Village Park is an important fixture in the neighborhoods it is not well connected (visually or physically) to the core area of the Village Center. It is approximately 2,500 feet (using existing sidewalks) between the park and the "100 Percent" corner at Main and Liberty Streets.

The other public park is known as "**The Garden**" at the intersection of East Main Street and Water Street (Route 98). This small public space creates an attractive gateway into the Village Center along the Cattaraugus Creek. In addition, two **cemeteries** (Saints Peter and Paul on West Main Street and Arcade Cemetery at the south end of Prospect Street) and the grounds of the elementary school function as quasi-public open spaces.

| Existing and Proposed Parks, Open Spaces and Trails in Arcade | | |
|---|--------------------------------|--------------|
| Name | Location | Size (acres) |
| Village Park | South of East Main Street | 25.6 |
| The Garden | E. Main St & Water St. | 0.22 |
| St Peter/Paul Cemetery (Private) | W. Main St. | 2.63 |
| Arcade Cemetery | South End of Park St. | 18.9 |
| Cattaraugus Overlook (proposed) | Off North Street | 0.33 |
| Village Green/Prestolite Park (Private/Proposed) | Southside of West Main St. | 1.12 |
| Cattaraugus Trail | Parallel to Main St Corridor | UND |
| Clear Creek Trail and Pocket Park | South side of Main St. | UND |
| Arcade Elementary School | Off Church St. and E. Main St. | 14.19 |

The development of new parks, open space and trails is one of the key recommendations of the Strategic Plan for Downtown Arcade. Cattaraugus and Clear Creeks are Arcade's two main watercourses and the most significant natural resources in the Village Center. Fishing is a very important pastime and the annual opening day on April 1st sees anglers line the creeks. The confluence of the two creeks in the Village Center north of Main Street is an excellent opportunity for passive recreation.

2.2 Land Use Transects on the Main Street Corridor

A total of seven (7) general sub-areas called "Transects" were identified in the Village of Arcade based on on-site observations, existing land use patterns, municipal policies and regulations, future development potential, and desired community planning objectives. For the purpose of this study, the Main Street Corridor Project Area is broken down into four (4) primary transects).

*A **Transect** is a system of ordering human habitats in a range from the most natural to the most urban. The Transect defines common physical characteristics of place and scale, density and intensity of land use, and urbanism. The **Transect Districts** are similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the existing or intended habitat are integrated, including those of the private lot and building and the fronting public streetscape.*

From east to west the transects in the Village of Village are the following:







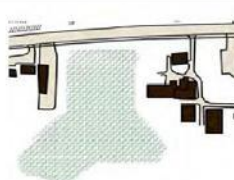







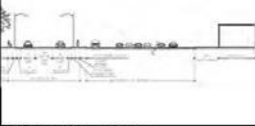

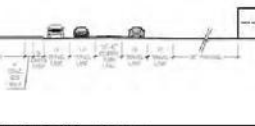
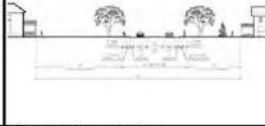
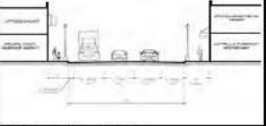
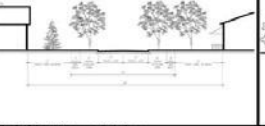
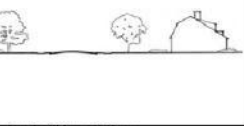
- Traditional Village Neighborhood Transect (TVN)
- Village Center Transect (VC)
- Village Residential-Commercial Transitional Area Transect (VRC)
- Highway-Commercial Strip Transect (HCS)
- Business Park Transect (BP)
- Special District Transect (SD)
- Agricultural Rural-Residential Transect (ARR)

Each of these transects has its own set of characteristics and role in the existing and future development of the Main Street Corridor. The TVN, BP, HCS, and VRC transects each support the Village Center Core Area by providing access and market opportunities to both local residents and visitors.



Traditional Village Neighborhood (TVN) Transect

The Traditional Village Neighborhood transect includes the oldest and best preserved neighborhoods in Arcade. Some model streets include Maple, Grove, Madison, East Main, Lower Liberty, and Park Streets. Most homes on these streets were built in the late 1800s and early 1900s in traditional architectural styles. These streets are generally narrow (20 to 22 feet) with informal on-street parking, sidewalks, large street trees, uniform rhythm and setback (about 25 to 30 feet), and development pattern. Future development potential is limited and should generally follow the established residential development patterns and characteristics including tree lines streets, sidewalks, narrow frontages, and modest setbacks.

| VILLAGE OF ARCADE MAIN STREET CORRIDOR LAND USE TRANSECTS | | | | | | |
|--|---|--|--|---|---|--|
| SD Special District | BP Business Park | HCS Highway Commercial Strip | VRC Village Residential-Commercial Transitional | VC Village Center | TVN Traditional Village Neighborhood | ARR Agricultural Rural-Residential |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Predominant Current Zoning: Neighborhood Commercial (NC) | Predominant Current Zoning: Light Industrial/Highway-Commercial (LUCH) | Predominant Current Zoning: Highway-Commercial (HC) | Predominant Current Zoning: Medium Density Residential/Restricted Business (R3B) | Predominant Current Zoning: Neighborhood Commercial (NC) | Predominant Current Zoning: Medium Density Residential (R3) | Predominant Current Zoning: Agricultural (AG), Low Density Residential (R2), Conservation Residential (CR) |
| Description: This transect includes several isolated industries which located their plants along the Main Street Corridor prior to zoning. Examples include Prestolite, Emkay and Hilec. Common characteristics include rambling industrial spaces and significant expanses of pavement for parking and production. Prestolite (the former Motorola Plant) acquired pre-existing industrial facilities on the south side of Main Street in 1955 and rapidly expanded. Several additions were made to the facility resulting in the demolition of a number of older village homes along the south side of West Main Street and most of the homes along the west side of Prospect Street. The K.R. Wilson plant (now Hilec) was developed in the 1920s in the interior portion of the Main, Liberty and Mill Street. This sprawling complex limits opportunities for public parking and redevelopment on the south side of Main Street. | Description: This Transect on Edwards Street and Steele Avenue was originally laid out in the mid 1970s as an industrial/business park for the Village of Arcade. Many of the buildings were constructed after 1975 (the year the Main Street reconstruction was completed). As is the case with many similar rural business parks, it has developed over the years for a variety of business and civic uses such as the Pioneer Credit Recovery, the Arcade Post Office, a branch of the Genesee Community College, and small auto repair and related businesses. There Transect is very unfriendly to pedestrians with no sidewalk or street trees, except for a small path connecting Steele Ave. to McDonalds. | Description: This area extends from the intersection of West Street/Bobby Hill Road west to the former Yansick Lumberyard site on the north side of West Main Street. This transect is very diverse in terms of building types, uses, signage and streetscapes. For the most part, development is uncoordinated and generally unattractive automobile oriented strip development. There is a small cluster of residences near the West Street/Bobby Hill intersection, but proceeding west most uses are commercial and industrial. Several structures appear to be deteriorated and most buildings are lacking architectural detail contributing to the lack of curb appeal in the Transect. | Description: This transect extends along the Main Street corridor from Prospect Street to West Street/Bobby Hill Road. The area maintains a traditional village residential character with a regular pattern of spacing, setbacks, heights, and rhythm of the buildings. The north side of Main Street (and portions of the south side) is characterized by large wooden homes built between 1960 and 1910 in traditional village residential architectural styles. Constructed originally as single family homes, many have been converted into institutional uses (i.e. Arcade Free Library and Historical Society), multi-family use, or professional offices (i.e. funeral homes, attorneys, doctors and realtors). | Description: The Village Center is the oldest part of the corridor as well as the community. It is characterized by what many would consider to be a traditional and typical American small central business district development pattern. There are predominately 2 and 3 story buildings with no and short setbacks from the sidewalk. Most are constructed in traditional architectural styles are materials including brick, stone and wood. There is a consistent mix of uses both vertically and horizontally. First floor retail spaces tend to have large, plate-glass windows, while upper floor windows are vertically oriented and form regular patterns across the facade of the building. | Description: This transect includes the oldest and best preserved traditional village neighborhood in Arcade. Some model streets include Maple, Grove, Madison, East Main, Lower Liberty, and Park Streets. Future development potential is limited and should generally follow the established residential development patterns and characteristics including tree lined streets, sidewalks, narrow frontages, and modest setbacks. | Description: This transect includes several active farms and agricultural uses. There are a scattering of rural residences often using the land for passive agricultural or recreational uses. Some significant agricultural parcels are connected to the Main Street Corridor (such as the Ziegler Farm) and have significant redevelopment potential. |
| A Transect is a system of ordering human habitats in a range from the most natural to the most urban. The Transect defines common physical characteristics of place and scale, density and intensity of land use, and urbanism. The Transect Districts are similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the existing or intended habitat are integrated, including those of the private lot and building and the fronting public streetscape. | | | | | | |

Traditional Village Neighborhood Transect Village of Arcade, NY



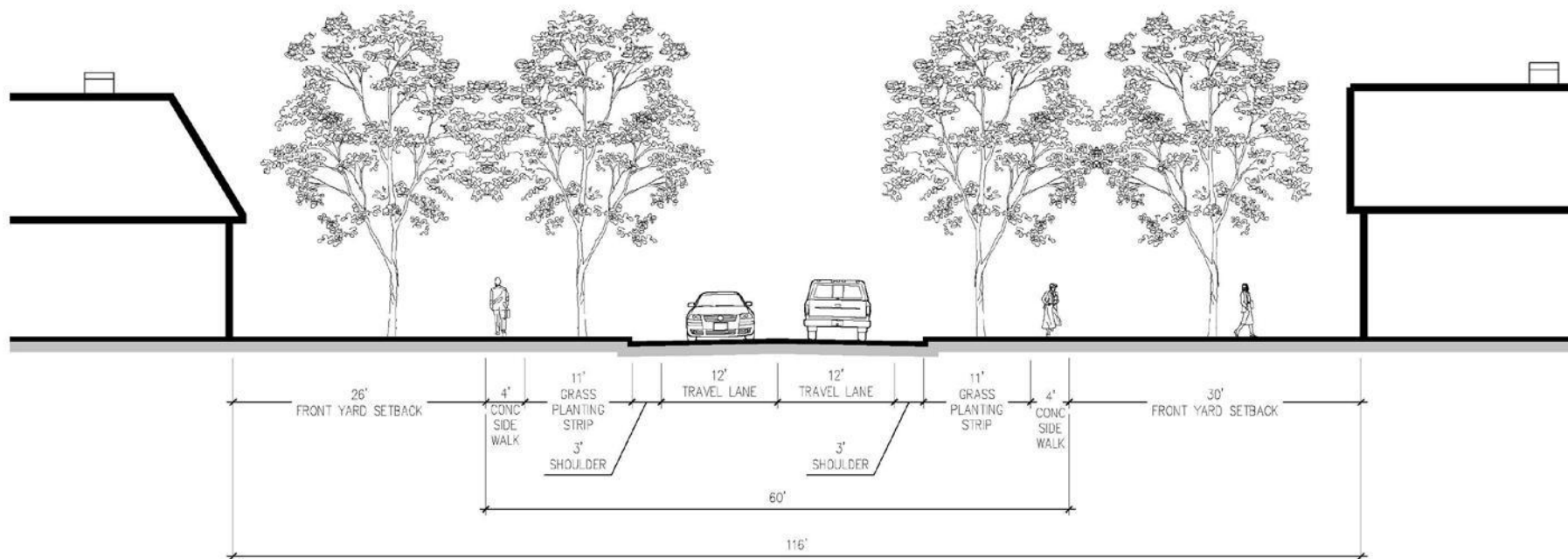
Traditional Residential Architecture



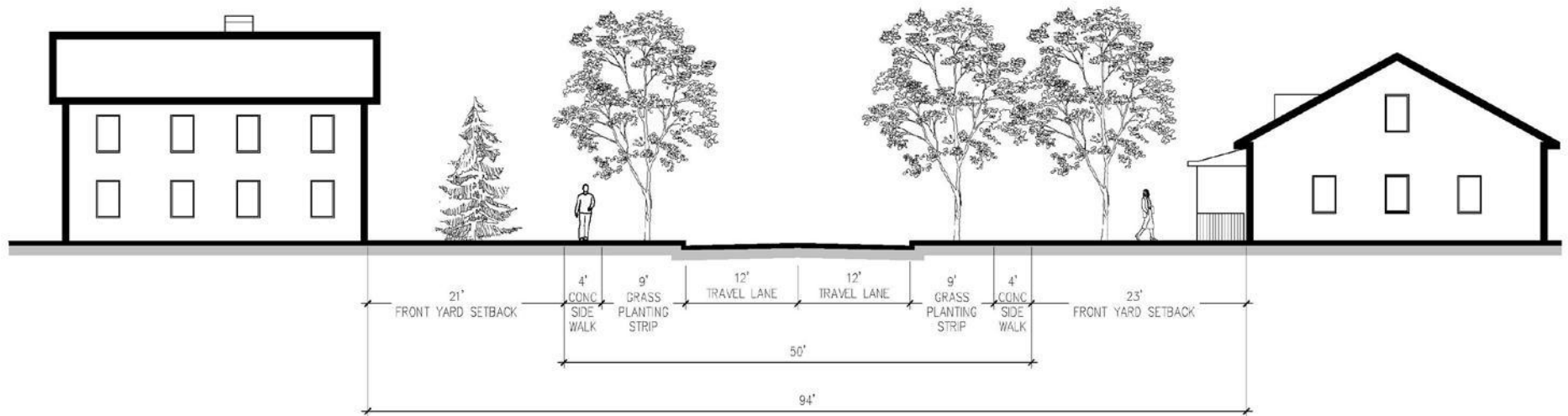
Large S.F. Home Conversion to M.F.



Conversion to Commercial Uses

TRADITIONAL VILLAGE NEIGHBORHOOD - STREET SECTION A**STREET SECTION A - EAST MAIN STREET**

SCALE 1" = 10'-0"

TRADITIONAL VILLAGE NEIGHBORHOOD - STREET SECTION B**STREET SECTION B - MAPLE STREET**

SCALE: 1" = 10'-0"

These traditional neighborhoods provide a **transitional gateway area** into the Village Center along Main Street west of Water Street. A major flood occurred in 1998 along the Cattaraugus Creek resulting in the loss of three homes at the corner of Water Street and Main Street. The small "Garden on Main Street" park has taken its place today. Most uses between Water Street and Sanford Avenue are residential with a scattering of commercial (i.e. the Arcade Herald) and institutional uses. Churches along this segment of the corridor include the Baptist Church and United Methodist Church (both built in the 19th Century).

Village Center (VC) Transect

The Arcade Village Center Transect is the oldest part of the Main Street Corridor as well as the community. It is generally delineated by Sanford Street to the east, Mill Street to the south, Cattaraugus Creek to the north, and Church Street/Prospect Street to the west.

The Village Center is characterized by what many would consider to be a traditional and typical American small central business district development pattern. There are predominately 2 and 3 story buildings with no or short setbacks from the sidewalk. Most are constructed in traditional architectural styles are materials including brick, stone and wood. There is a consistent mix of uses both vertically and horizontally. First floor retail spaces tend to have large, plate-glass windows, while upper floor windows are vertically oriented and form regular patterns across the façade of the building.

The Arcade Village Center has been in decline economically for several years. The loss of the Arcade Post Office and grocery stores to the strip commercial areas on West Main Street has reduced the relevance of downtown. Some of the key remaining attributes in the Village Center Transect are the following:

Union Church of Christ - The present day Union Church of Christ has been at the Corner of Main Street and Church Street since 1877. Other churches have been on this site dating back to 1834.

M&T Bank Building – A major portion of this building was constructed in 1877 and has always contained a bank. Unfortunately, the 3rd story was removed several years ago and the attractive architectural elements of this historic

building have been hidden by a modern façade that was placed on the building in the 1970s.

Arcade Municipal Building - The Fire Department was located in this historic building on Liberty Street for over 100 years but was relocated to a new building on North Street in 1982. Today, the building is used only for storage and the historical society but have significant potential for other uses.

Public Parking Lot - The removal of old horse sheds and other structures behind the buildings on the north side of Main Street has led to the creation of the free public parking lot.

Arcade Hotel – This historic building was constructed at the corner of Main and Liberty during the railroad boom in the village in the late 1800s. Today, the building is used as a small bar and apartments but is much underutilized and in a deteriorated condition. Existing businesses and buildings, such as the Arcade Hotel, on the south side of Main Street and lower Liberty are faced with a lack of off-street parking spaces and a decrease in the number of on-street spaces with the widening of Main Street in the 1970s.

Arcade and Attica Railroad Depot – This restored historic building on the south side of Main Street is a major attraction for local residents and visitors alike.

The public right-of-way is 60 feet on average with 8 to 10 foot sidewalks on both sides except in certain areas where it widens out such as in front of the Arcade Hotel. The Village Center portion of Main Street has good **street enclosure** with an average building height to street width ratio of 1:2.5 (meaning that the average building height is about 26 feet and the span between buildings across Main Street is 65 feet). This ratio is typical of historic villages and sought after in new Urbanist forms of development. Street enclosure of 1:2.5 and less generally creates an attractive pedestrian environment.

Public parking in the Village Center, both on-street and off-street is generally well distributed. There appears to be relatively few private parking spaces but the overall ratio of parking to building square footage is still reasonable and on target for small downtown settings. Some key parking issues are the limited number off-street parking on the south side of Main Street, and the number of on-street spaces that have been eliminated over the years due to street widening, curb cuts and curb extensions, and dedicated turn lanes.

Village Center Transect Village of Arcade, NY



Traditional Village Scale & Architecture

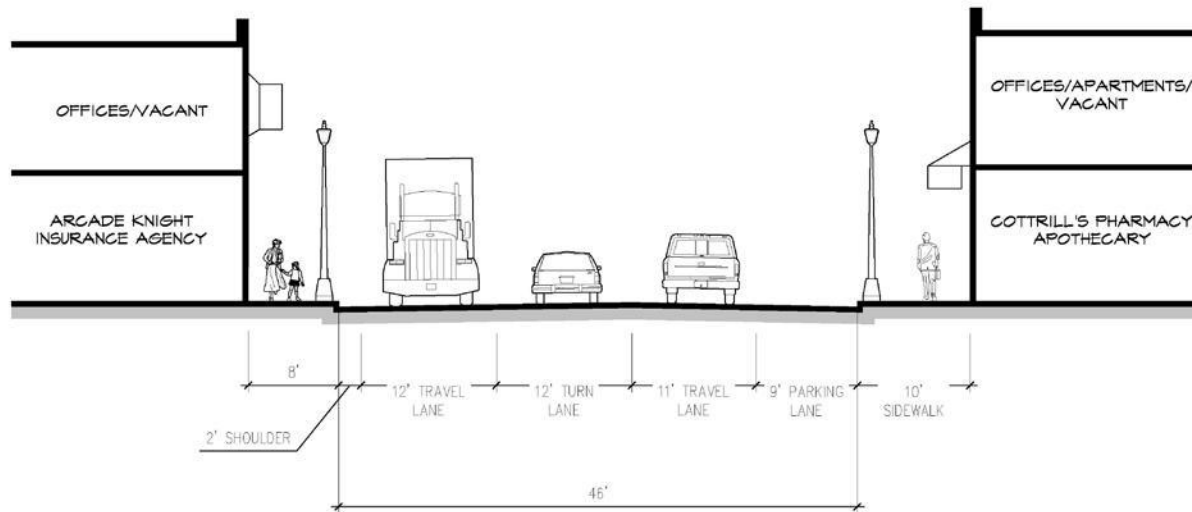


Pedestrian Enhancements Needed



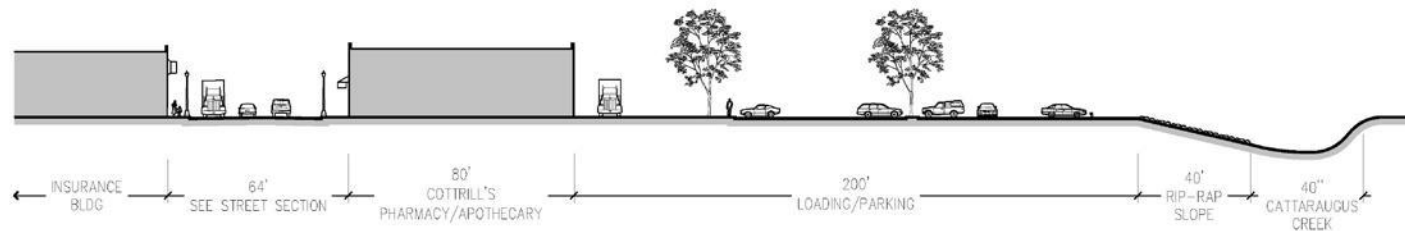
Existing and Future Attractions

VILLAGE CENTER CORE AREA - STREET SECTION AND TRANSECT CROSS-SECTION A



STREET SECTION A - MAIN STREET WESTBOUND AT LIBERTY STREET

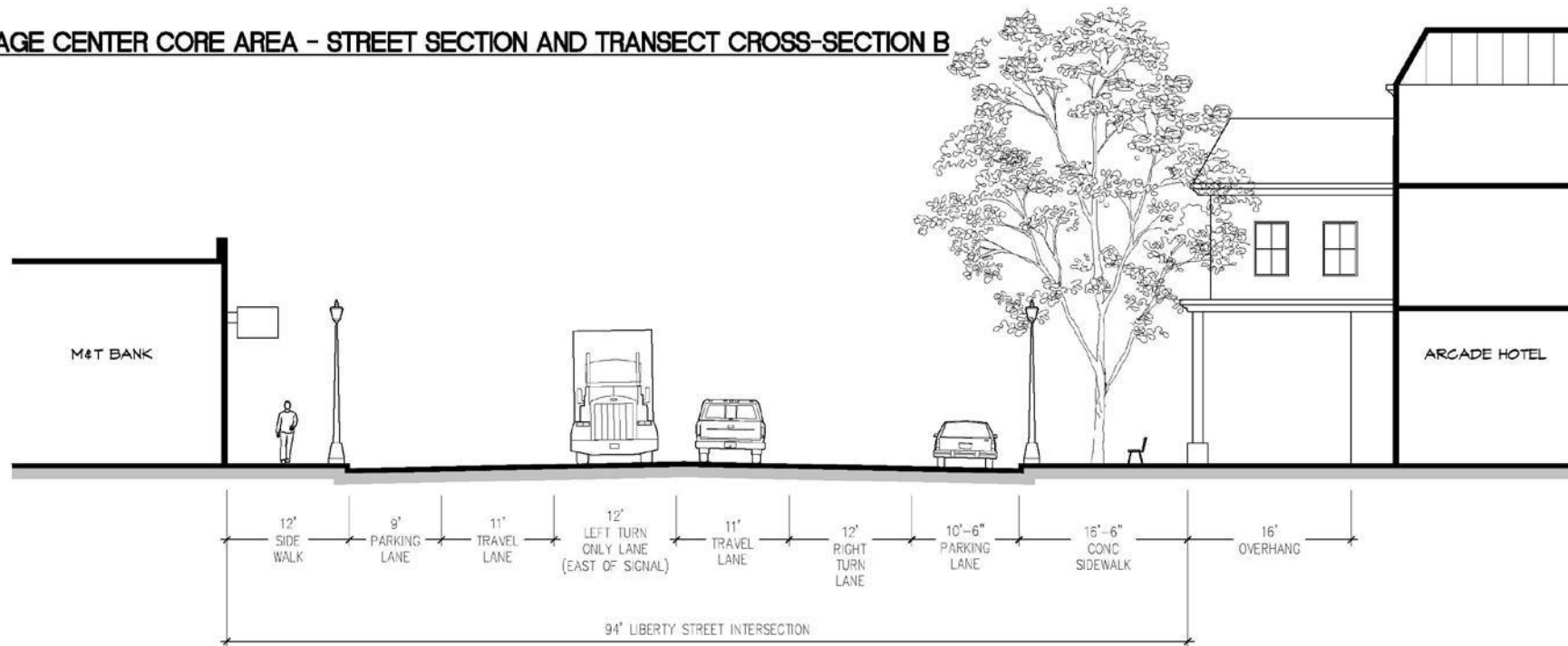
SCALE: 1" = 10'-0"



TRANSECT CROSS-SECTION A - ARCADE INSURANCE THROUGH CATTARAUGUS CREEK

SCALE: 1" = 40'-0"

VILLAGE CENTER CORE AREA - STREET SECTION AND TRANSECT CROSS-SECTION B



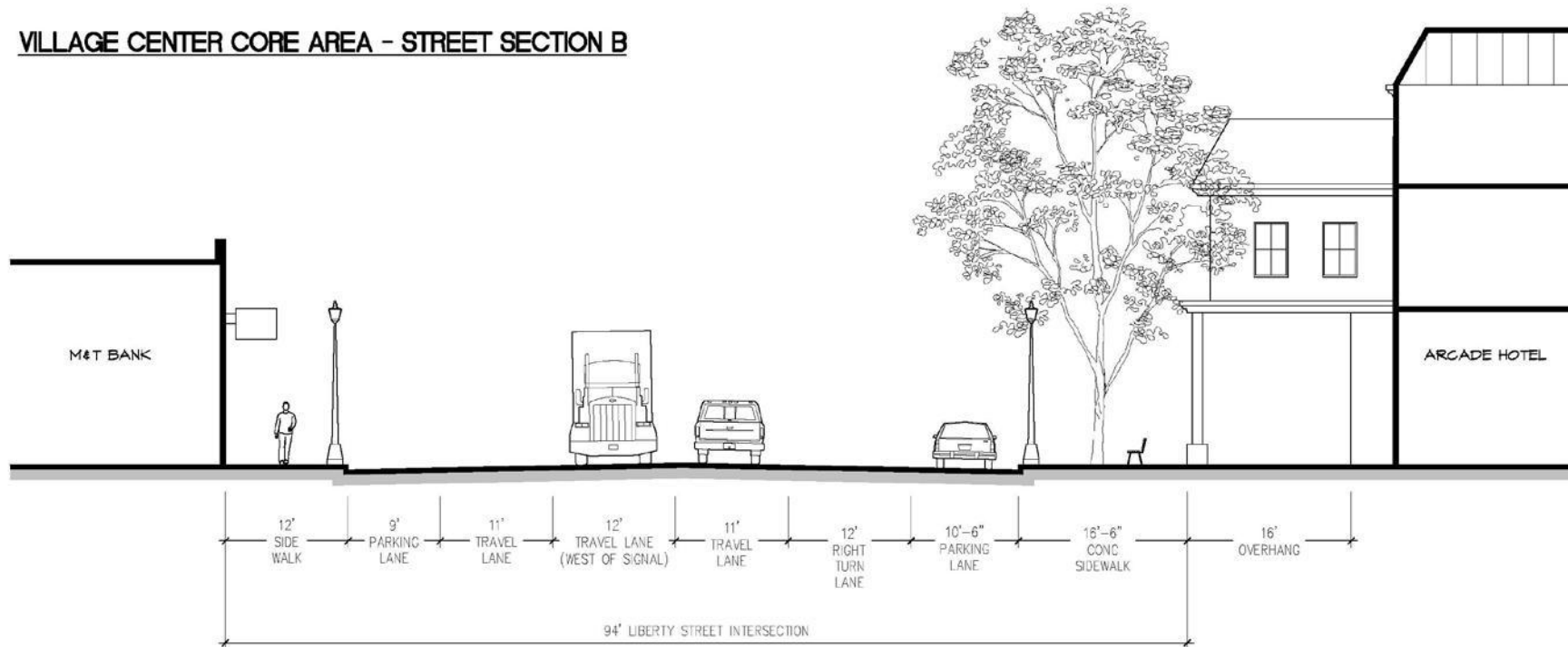
STREET SECTION B - MAIN STREET EASTBOUND AT LIBERTY STREET INTERSECTION (EAST SIDE OF SIGNAL)

SCALE: 1" = 10'-0"



TRANSECT CROSS-SECTION B - CATTARAUGUS CREEK THROUGH ARCADE HOTEL AND ADJACENT PARKING/BUILDINGS

SCALE: 1" = 50'-0"

VILLAGE CENTER CORE AREA - STREET SECTION B**STREET SECTION B - MAIN STREET EASTBOUND AT LIBERTY STREET INTERSECTION (WEST SIDE OF SIGNAL)**

SCALE: 1" = 10'-0"

The public streetscape in the Village Center is in need of improvement. There are very few street trees, particularly in the core area of Main Street, limited street furniture (i.e. benches, trash receptacles, etc.) except ornamental lights, and few gateway treatments or visible wayfinding signage.

While there are some tourist draws, such as the Arcade & Attica Railroad, it is not enough to sustain the downtown area on a year-round basis. It must then focus on being a place of convenience, necessity and local pride. Convenient in the fact that a large number of neighborhood residents are within walking distance of the center, and more opportunities exist to expand residential uses on the upper floors of Main Street and several of the side streets. Existing and new residents represent the Village Center's primary customer market. The Arcade Elementary School, banks, pubs and restaurants, and professional services are key attributes of convenience and necessity, and must be expanded.

Village Residential-Commercial Transitional Area (VRCTA) Transect

This transect extends along the Main Street Corridor from Prospect Street/Church Street to West Street/Bixby Hill Road. The corridor opens up in this segment with greater building setbacks and very attractive street trees, front lawns and extensive private landscaping. The street enclosure is significantly reduced with building heights averaging about 25 feet (2 ½ stories) and front setbacks ranging between 50 and 80 feet. For example, the distance between the front porches of the Arcade Free Library and the W.S. Davis Funeral Parlor is about 190 feet creating a street enclosure ratio of about 1:6.5, which is suitable for traditional village neighborhood with large prominent homes.

The area maintains a traditional village residential character with a regular pattern of spacing, setbacks, heights, and rhythm of the buildings. The north side of Main Street (and portions of the south side) is characterized by large wooden homes built between 1960 and 1910 in traditional village residential architectural styles. Most of the structures are well maintained and have been renovated in an appropriate and thoughtful manner.

Constructed originally as single family homes, many have been converted into institutional uses, multi-family residences, or professional offices. Some key examples of this transition are the W.S. Davis Funeral Home, Arcade Free

Library, Arcade Historical Society, two medical office buildings, a travel agency, two legal offices, and a liquor store.

The Arcade School was constructed in 1863 and is the most prominent building in the transect. It was expanded in 1927-29 and housed all grades. When the Pioneer Central School District built a new junior-senior high school in 1969 and new middle school in 1975 (both in Yorkshire) the scope of the Arcade School was reduced to grades K-4 but the building has been extensively renovated and enlarged. Another major institution located in this transect is St. Peter & Paul Roman Catholic Church which was built in the early 20th century.



Arcade Elementary School

Off street parking in this transect is predominately located behind or to the side of the building (rarely in front of the building elevation). Some of the individual parking lots are interconnected behind the buildings. There are many curb-cuts in this segment serving individual residents and businesses. Most are single access with modest widths.

However, there are few examples of shared curb-cuts and a few other locations that are wide and multiple curb-cuts such as at the two Prestolite parking lots.

The public right-of-way on this segment of Main Street is approximately 60 feet wide and the typical cross section is two-12-foot travel lanes, a 15-foot center turn lane, and 3-foot shoulders in each side. There are also 4-foot concrete sidewalks on both side of Main Street which are separated from the street and curb by a planting that varies between 2 and 4 feet wide. The planting strip is generally in poor condition as it collects dust, dirt and sand from the road and is not of suitable width for street trees.

Village Residential Commercial Transitional Area Transect Village of Arcade, NY

Traditional Residential Architecture

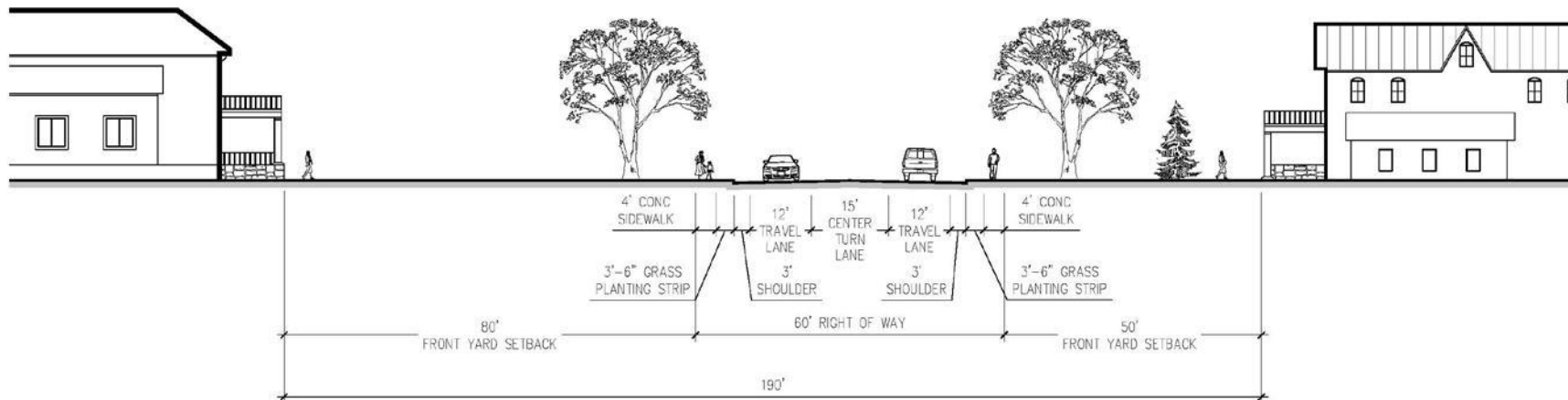


Large S.F. Home Conversions



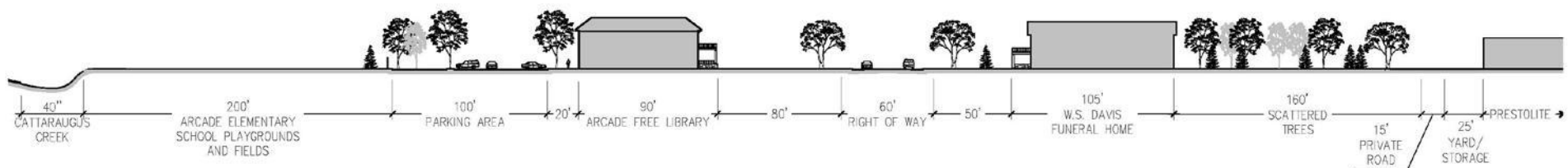
Western Gateway to Village Center

VILLAGE RESIDENTIAL COMMERCIAL TRANSITIONAL AREA - STREET SECTION AND TRANSECT CROSS-SECTION A



STREET SECTION A - MAIN STREET EASTBOUND AT LIBRARY AND W.S. DAVIS FUNERAL PARLOR

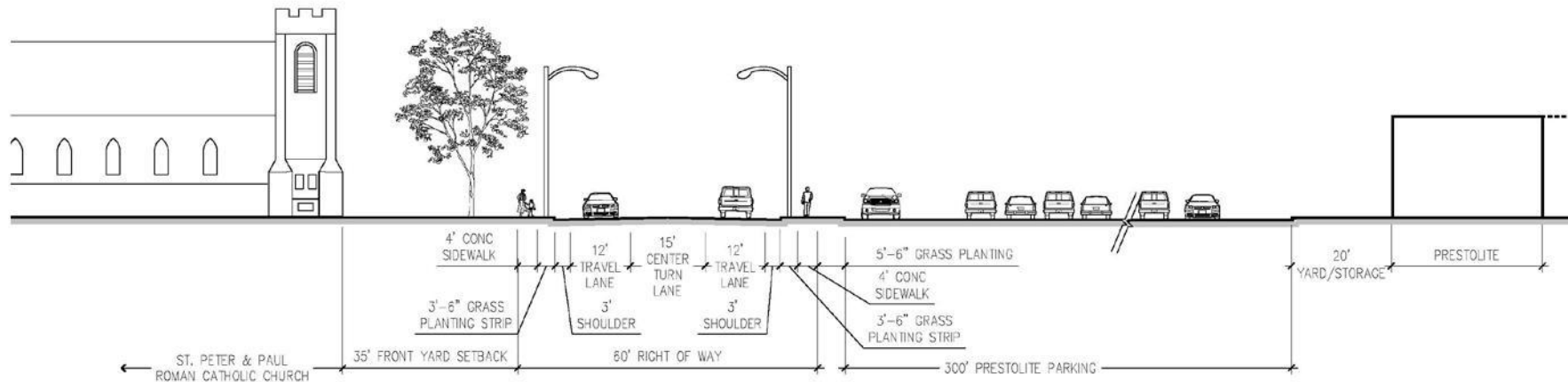
SCALE: 1" = 20'-0"



TRANSECT CROSS-SECTION A - CATTARAUGUS CREEK THROUGH PRESTOLITE

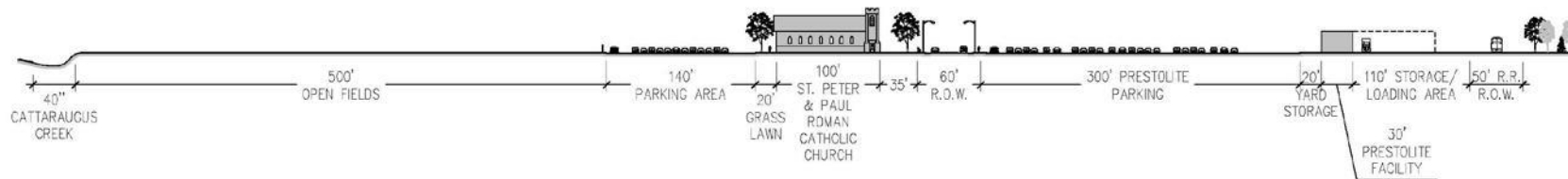
SCALE: 1" = 60'-0"

VILLAGE RESIDENTIAL COMMERCIAL TRANSITIONAL AREA - STREET SECTION AND TRANSECT CROSS-SECTION B



STREET SECTION B - ST. PETER AND PAUL CHURCH THROUGH PRESTOLITE

SCALE: 1" = 20'-0"



TRANSECT CROSS-SECTION B -CATTARAUGUS CREEK THROUGH RAILROAD R.O.W.

SCALE: 1" = 100'-0"

Some of the key issues in this transect are the following:

- Maintaining the residential characteristics while providing for economic opportunity such as renovations for professional offices, civic and institutional uses, and higher density residential uses.
- Large gaps in the development patterns in front of the Prestolite facility in two locations including wide and multiple curbcuts, exposure to large parking lots and blank walls with no landscaping.
- Connections and utilization of key open spaces such as Prestolite Park, the Arcade Free Library, Arcade School lot, and Cattaraugus Creek.
- Limited gateway treatments but a key entrance from the west into the Village Center.
- Opportunities to improve interconnections and shared parking behind buildings on the north side.
- Separation of the sidewalk from traveling vehicles.

Highway Commercial Strip (HCS) Transect

This segment of the Main Street Corridor extends from the intersection of West Street/Bixby Hill Road west to the former Yansick Lumberyard site on the north side of West Main Street. This transect is very diverse in building types, uses, signage and streetscapes. For the most part, development is uncoordinated and generally unattractive automobile oriented strip development. This Transect was developed to be auto-oriented and there is no traditional village pattern.

Most structures were built since the 1950s and the development pattern is typical for strip developments with deep setbacks, one-story and single use buildings, large (and in many cases oversized) parking lots in front yard separating the street from the building, and large, tall signs to be seen from long distances, which are often competing with neighboring signs.

There is a small cluster of residences near the West Street/Bixby Hill intersection, but proceeding west most uses are commercial and industrial. Several structures appear to be deteriorated and most buildings are lacking architectural detail contributing to the lack of curb appeal in the Transect.

The newer segment of strip development is located west of the Zeigler Farm to the railroad bridge. This includes the Tops Plaza (1995), Bank of Castile, and several smaller retail plazas and business establishments (McDonalds,

AutoZone, etc.). As with the older strip developments, these newer commercial buildings are generally low and setback a long distance and behind large parking lots. In most cases, the lots are not connected by internal roadways or shared parking requiring drivers to use Main Street to access different businesses on the corridor.

This transect was zoned and had developed more for automobile access than pedestrian comfort. The sidewalk on the north side of the corridor ends at the Larry Romance & Sons farm implementation dealership. Traffic is fast and loud. Vehicles (including a significant number of trucks) are intended to move through the corridor at 30 to 40 miles per hour but appear to be traveling at a much higher rate.



The lack of connections and shared access between lots is evidenced by the extensive number of curb-cuts including multiple curb-cuts and even open curbcuts across the entire frontage of several properties in the transect. In some cases the sidewalk has been buried or paved over so there is one large, undifferentiated curb cut. Unpaved parking areas generate dust and dirt along the corridor and also contribute to the appearance of untidiness.

New zoning regulations should be adopted to transition this segment of the corridor into a friendlier pedestrian environment while providing greater economic opportunity and curb appeal to potential customers. For example, new construction should be encouraged as infill projects where large setbacks and excess parking exists (such as at Tops Plaza). New buildings should be setback 20 to 30 feet with orientation toward Main Street, with an expanded sidewalk (forming a trail) and a wide greenstrip separating the pedestrian from the street with mature street trees and landscaping. Parking should be located to the side and rear of buildings, and parking lots should be shared and interconnected where possible to reduce turning movements and access from Main Street.

Highway Commercial Strip Transect, Village of Arcade, NY



Large Setbacks, Limited Landscaping

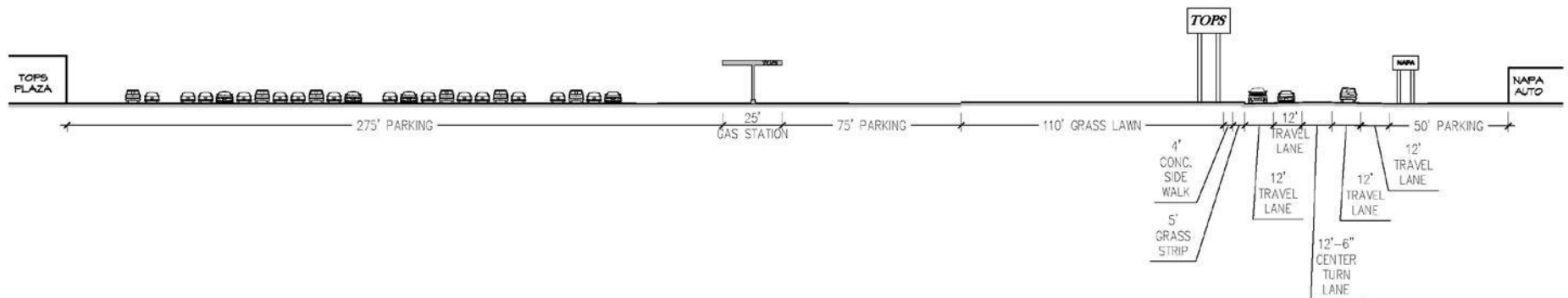


Unattractive Pedestrian Environment



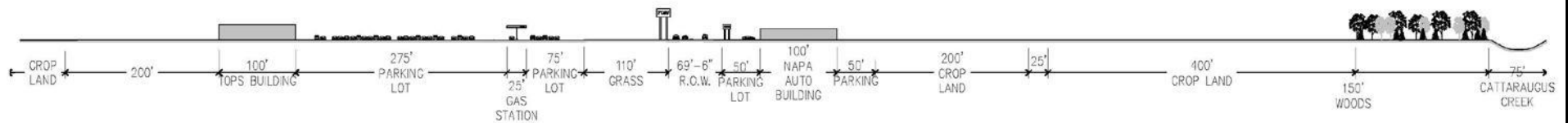
Potential Redevelopment Sites

HIGHWAY COMMERCIAL AREA - STREET SECTION AND TRANSECT CROSS-SECTION A



STREET SECTION A - TOPS PLAZA THROUGH NAPA AUTO BUILDING WESTBOUND

SCALE: 1" = 40'-0"



TRANSECT CROSS-SECTION A - TOPS PLAZA THROUGH CATTARAUGUS CREEK

SCALE: 1" = 120'-0"

Tall ground signs should also be controlled and replaced over time with monument signs to reduce visual clutter and competition along the corridor and create attractive entrances to various businesses. Current signs were designed to attract motorist attention but at slower speeds travelers have an opportunity to identify businesses (as well as pedestrians and bicyclists) much easier as their cone of vision expands with slower speeds.

Business Park (BP) Transect

This Transect on Edward Street and Steele Avenue was originally laid out in the mid-1970s as an industrial/business park for the Village of Arcade. Many of the buildings were constructed after 1975 (the year the Main Street reconstruction was completed).

As is the case with many similar rural business parks, it has developed over the years for a variety of business and civic uses such as the Pioneer Credit Recovery, the Arcade Post Office, a branch of the Genesee Community College, small auto repair and related businesses, a fitness club, child care center, and agricultural-industrial businesses. The Arcade Post Office was always located on Main Street until 1998 when it was relocated to a new facility on Edward Street near the west end of the village and further away from most residents.

The Transect is unfriendly to pedestrians with few street trees and no sidewalk on Edward Street and Steele Avenue, except for a small path connecting Steele Avenue to McDonalds behind the AutoZone plaza. There is no internal connection (vehicle or pedestrian) between Steele Avenue and the Tops Plaza directly east which is separated by a large drainage ditch. This prevents the opportunity for people to walk or drive between offices, shops and restaurants which help to support the local economy.

Agricultural Rural-Residential (ARR) Transect

This transect includes several large tracks of land both north and south of the Main Street Corridor that are in active farming and agricultural uses. There are a scattering of rural residences often using the land for passive agricultural or recreational uses. Some significant agricultural parcels are connected to the Main Street Corridor (such as the Ziegler Farm) and have significant development potential.

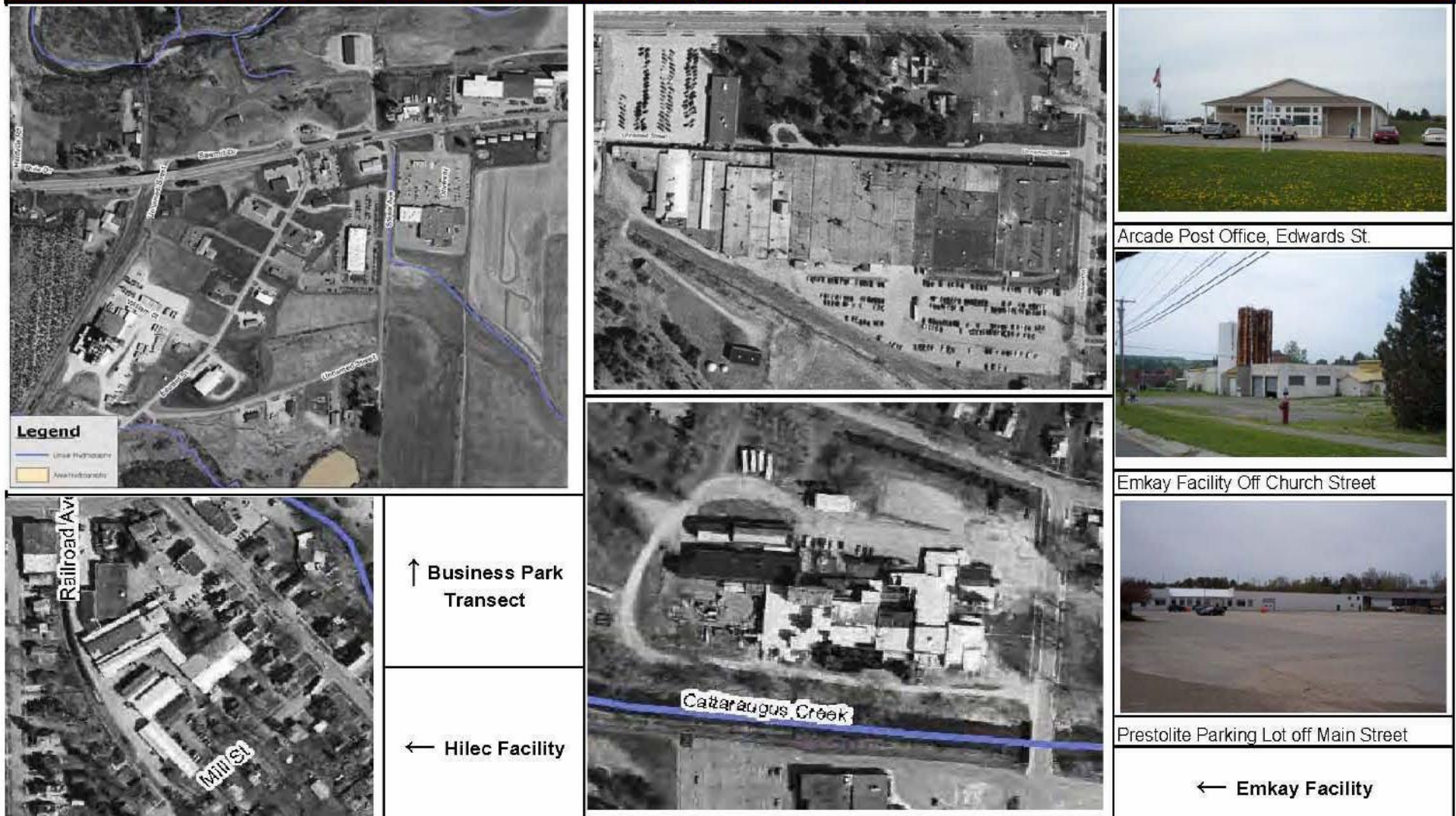
Special District (SD) Transects

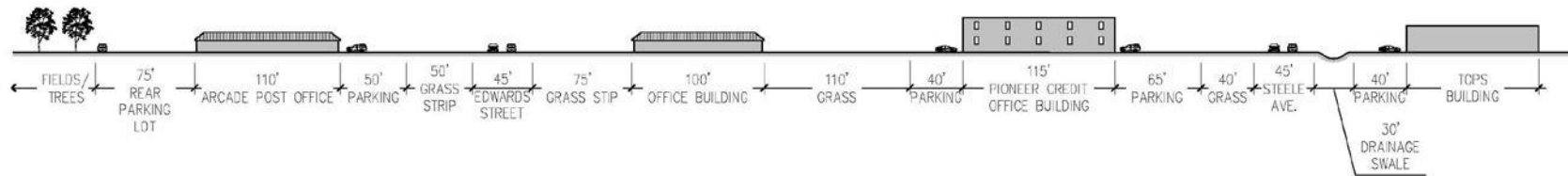


This transect includes several isolated industrial plants which located along or near the Main Street Corridor prior to zoning. Examples include the Prestolite, Emkay and Hilec facilities. Common characteristics include rambling industrial spaces and significant expanses of pavement for parking and production.

- **Emkay** – This industrial site at the corner of Church Street and North Street is one of the few parcels available for redevelopment within easy walking distance of Main Street. Industrial uses at this site appear to be marginal and recent investment limited. There may be some contamination that would need remediation but the property has potential for residential and/or commercial uses.
- **Prestolite** - Prestolite acquired pre-existing industrial facilities on the south side of Main Street in 1955 and rapidly expanded. Several additions were made to the facility resulting in the demolition or relocation of a number of older village homes along the south side of West Main Street and most of the homes along the west side of Prospect Street. Motorola eventually built a new plant next to Route 400 in Elma and the current facility has been operated by Prestolite Electric since. The plant continues to operate and produce electrical equipment but has been significantly downsized.
- **Hilec** - The K.R. Wilson plant was developed in the 1920s in the interior portion of the Main, Liberty and Mill Street. Over the years the plant has manufactured auto service tools but the industry has been significantly reduced in recent years.
- **Arcade Woolen Mill** – This large historic mill building was constructed in 1871 on the north side of the Cattaraugus Creek at the previous end of Sanford Street which used to bridge the Creek. The mill was serviced by the Arcade & Attica Railroad and operated for various manufacturing purposes until 1956 when it was acquired and operated by Purina Check-R-Board feeds. The facility is currently vacant.

Business Park and Special Districts Transects, Village of Arcade, NY



BUSINESS PARK - TRANSECT CROSS-SECTION A**TRANSECT CROSS-SECTION A - ARCADE POST OFFICE THROUGH TOPS BUILDING**

SCALE 1" = 80'-0"

2.3 Transportation Conditions and Trends

Local and regional transportation conditions have changed significantly over the past 30 years. The most significant change took place in the Village of Arcade between 1974 and 1975 when the New York State Department of Transportation (NYSDOT) removed the trees along West Main Street and constructed the overpass above the Conrail and Arcade & Attica Railroad tracks. Additionally, at this time, the two mile stretch of Route 39 was widened between downtown and the county line at Yorkshire, completing the corridor widening that began during the 1960s to the west.

In addition to the Route 98 and 39 highway changes, the Route 400 expressway extended to South Wales making it possible to travel from Downtown Arcade to Buffalo in less than an hour with minimal stops. This corridor combined with Route 98 heading south out of Downtown provides the major route between the Buffalo metropolitan area and Allegany County, and accounts for much of the traffic along Main Street today.

The Village of Arcade is served by Main Street (Routes 39 and overlapping 98) in an east/west direction. Intersecting major streets include: Church Street, Liberty Street, Park Street, Edward Street, Steele Avenue, West Street and Bixby Hill Road. Together these streets form the major transportation network in the Village. Parallel routes such as North Street and future connections as suggested in the Strategic Plan for Downtown Arcade on the south side are key in formulating alternative development scenarios for the Main Street Corridor Project Area.

Street Characteristics in the Village Center

Gateways - First impressions suggest that Main Street is a very wide corridor with high travel speeds, limited pedestrian amenities and higher than normal truck traffic. There is no sense of arrival into the Village until you pass Water Street from the east or Bixby Hill Road from the west.

Primary Streets in the Village Center - Primary village streets were laid out during the 1800s including Liberty, Water, Bixby Hill, West, Church, Sanford, Park, Prospect, and Pearl. Other side streets in the village off East Main were developed in the mid-20th century including Park Street, Mill Street and others off

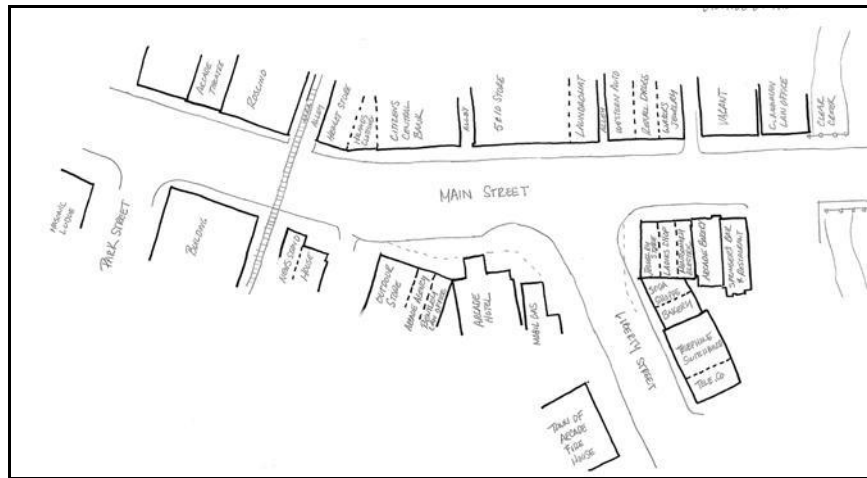
Liberty Street. The older village streets are very attractive with sidewalks, mature street trees, planting strips (or "tree yards"), narrow travel lanes with informal on-street parking, and traditional neighborhood development patterns.

Circulation and Access - Within the Village Center, circulation and distribution on side streets is somewhat limited. For example, Prospect Street has no outlet and currently terminates at the railroad line near the Arcade Rural Cemetery.



There are no connections between Prospect Street, Park Street or Bixby Hill Road. At the same time, the Prestolite Plant is accessed from Prospect leading to traffic congestion particularly during weekday afternoons when the Middle School across Main Street lets out.

Connectivity - Some of the Village Center streets are constrained by Cattaraugus Creek, Clear Creeks, and the railroad tracts. For example there is no connection between Liberty Street and the village neighborhoods to the east (such as Pearl, Grove, and Oak Streets because of the presence of Clear Creek. This forces northbound traffic on Liberty Street to make a right onto Main Street to access these neighborhoods. There is also a lack of connections between side streets south of Main Street. For example, there are no direct connections between Park Street and Prospect Street. Additionally, Sanford Avenue no longer connects Main Street to North Street as the bridge over Cattaraugus Creek washed out many years ago and was never replaced. Currently, North Street and Mill Street serve as the only connecting streets for side streets off Main Street. However, they are not particularly convenient and do little to redistribute traffic around the Village Center more efficiently or take pressure off Main Street.



Main Street Businesses, Central Business District, 1974

Aesthetic Appeal - The Village Center core area between Church Street and Water Street has more of a traditional development pattern with pedestrian orientation of buildings, on-street parking, and off-street parking located to the rear or side of the buildings (for the most part). The new curb extensions on Main Street between the A&ARR Depot and the railroad alley are in a good location in terms of pedestrian activity and have been approved by NYS DOT. The cross walk was recently stripped in a decorative railroad pattern adding to its appeal. However, multi-modal circulation, parking and streetscape enhancements are needed along Main Street such as the following:

- A number of the crosswalks are in poor condition such as at Liberty and Main Street.
- Traffic signal timing does not appear to be coordinated at key intersections such as Main Street/Liberty Street and Main Street/Church Street
- There is no transit pull out or shelter and buses are forced to block travel lanes and take up parking spaces on Main Street while loading and unloading.
- Vehicle and pedestrian access to the public parking lot on the north side of Main Street are unattractive and not well marked.
- The green strip between the sidewalk and Main Street from Prospect to the west is narrow (about 2 ½ feet) and in poor condition. Without street trees it offers little buffer for pedestrians.

- There are no designated bikelanes along the Main Street Corridor.

The combination of turning traffic, truck traffic, limited bicycle facilities, minimal pedestrian facilities and crossings in the heart of a vibrant and charming community warrants a holistic approach to formulate successful long term solutions. Main Street options that accommodate and balance the current and future needs of these various transportation modes while enhancing the identity, historic character, safety and security along Main Street will be vital to the economic vitality of the area.

Street Characteristics along the West Main Street Corridor

Primary Streets - West Main Street, Edward Street, William Street, and Steele Avenue have been developed over the past 25 years. These streets were intended to create an industrial district capturing truck traffic off of West Main Street. Large manufactured housing neighborhoods such as Arcade Valley Estates as well as the relocation of the regional high school from the Village Center to the west side have impacted West Main Street as the community continued to suburbanize.

Circulation and Access – The west end of the corridor could be classified as a standard urban commercial strip corridor designed for heavy through traffic, wide travel lanes and center turn lane, with closely spaced driveways, wide open access/parking lot areas, deep setbacks, vast areas of open parking, limited private or public landscaping and very little separation of pedestrian traffic from vehicular traffic.

Connectivity - Like the Village Center, there are limited connections between local side streets. There are also limited access points between adjacent lots and streets. For example, the Tops Plaza has no access to Steele Avenue which abuts the property to the west. The lack of internal site and local street connectivity adds to the congestion on West Main Street as vehicles have few options but to re-access the highway in order to get to various local destination.

The possibility of creating a network of local street connections to redistribute Main Street traffic and reduce congestion is discussed in Section 3 below. Possible local street network connections include the following:

- Driveway in front of Prestolite could connect Main Street to Prospect Street.
- Possible use of land along the railroad corridor to connect Main Street at West Street/Bixby Hill Road to Prospect Street, Park Street, Haskell Avenue, and Liberty Street (Rt. 98)).
- Long term connection between Bixby Hill Road and Steele Avenue.
- Steele Avenue and Edward Road
- Mill Street, Liberty Street and Grove Street with bridge over Clear Creek.
- Reconnect Sanford Street to North Street and Water Street (rebuild Cattaraugus Creek Bridge).
- Connect Park Street, Prospect Street and Mill Street

Aesthetic Appeal - Several curb cuts are very wide creating a significant visual and physical to the pedestrian and bicyclist. There are also very few examples of shared parking, curbcuts or internal access (both pedestrian and vehicle), transit pull-outs/shelters, or other common traffic calming techniques. These are not desirable characteristics for a vibrant rural village.

Main Street Transportation Characteristics

NYS Routes 98/39 – Main Street is a State highway that travels primarily in an east/west orientation through the Village of Arcade. Route 98 overlaps with Route 39 between Water Street and Liberty Street then proceeds in a north/south orientation. Main Street is classified as a Minor Arterial and primarily provides one lane in each direction with auxiliary lanes at cross street locations. On the west end of the village, Main Street widens to a three lane section and eventually to a four lane section by Edward Street. Main Street has the following characteristics:

- Functional classification..... Minor Arterial
- Average Annual Daily Traffic..... 15,833 (2008) west end
7,839 (2007) village core

- 2,010 (2007) east of Water St.
- Historical Growth Rate..... 0.2% since 1990
- Truck traffic..... 10% trucks
- Right-of-way..... 60 feet typical
- Sidewalks on both sides..... 5 feet, varies
- On-street parking..... 8.5-10.5 feet wide - village core only
- Speed limit..... 30 mph within village
40 mph west of Tops
- Bicycle facilities..... Permitted to share the road,
no designated bicycle route
- Traffic signals..... Liberty, Church, Prospect, Tops,
Edward

Traffic Volumes - Existing turning movement counts provided by the New York State Department of Transportation were supplemented by updated counts obtained during the weekday morning commuter/school (6:45-8:15AM) and weekday evening commuter/school (2:00-5:15pm) vehicular turning movement count volumes and pedestrian crossing volumes were collected in the study area in June 2009. The existing peak hour volumes are provided in the Appendix. In addition, other information such as queuing, heavy vehicle traffic and other general traffic operation observations were made throughout the corridor.

Capacity - The data collected was used to assess the quality of traffic flow for existing peak hour conditions. Two measures of effectiveness are used, Level of Service (LOS) and Intersection Capacity Utilization (ICU). Levels of Service provides an indication of the amount of delay that a motorist experiences while traveling through an intersection, with LOS 'A' indicating free-flowing traffic flow, and LOS 'F' representing long delays, traffic congestion and queuing. The Intersection Capacity Utilization can be thought of as an intersection-wide volume-to-capacity ratio. The method calculates a sum of the critical movements' volume to saturation flow rates. ICU is an ideal technique for traffic impact studies, future roadway design considerations, and congestion management/mitigation programs. Suggested ranges of service capacity and an explanation of LOS and ICU are included in the Appendix. A Summary of LOS/ICU calculation for the study area intersections are presented in the table below.

Intersection Capacity Analysis Results

| Intersection | Approach | Existing Conditions (2009) | | 20-Year Projections (2029) | |
|---|----------------------------------|----------------------------|-----------------------|----------------------------|-----------------------|
| | | AM | PM | AM | PM |
| Liberty St.(NYS Route 98) @ Main St.(NYS Route 39) (Traffic Signal) | Eastbound - Main Street | B | B | B | B |
| | Westbound - Main Street | C | C | C | C |
| | Northbound - Liberty St | B | A | B | A |
| | Overall LOS (Delay) / ICU | B(13.5) / 38% | B (16.8) / 53% | B (13.5) / 38% | B (16.8) / 53% |
| Main St.(NYS Route 39) @ Church St. (Traffic Signal) | Eastbound - Main Street | B | B | B | B |
| | Westbound - Main Street | C | A | C | A |
| | Southbound - Church St | A | B | A | B |
| | Overall LOS (Delay) / ICU | C (21.8) / 40% | B (10.9) / 54% | C (21.8) / 40% | B (10.9) / 54% |
| Main St. (NYS Route 39) @ Prospect St. (Traffic Signal) | Eastbound - Main Street | A | B | A | B |
| | Westbound - Main Street | B | B | B | B |
| | Northbound - Prospect St | B | B | B | B |
| | Overall LOS (Delay) / ICU | B (10.1) / 40% | B (14.0) / 51% | B (10.1) / 40% | (14.0) / 51% |
| Main St.(NYS Route 39) @ Tops Plaza (Traffic Signal) | Eastbound - Main Street | A | B | A | B |
| | Westbound - Main Street | A | B | A | B |
| | Northbound - Tops Plaza | A | A | A | A |
| | Southbound - Driveway | A | A | A | A |
| | Overall LOS (Delay) / ICU | A (6.5) / 33% | B (13.0) / 47% | A (6.5) / 33% | B (13.0) / 47% |
| Main St. (NYS Route 39) @ Edwards St. (Traffic Signal) | Eastbound - Main Street | A | A | A | A |
| | Westbound - Main Street | A | B | A | B |
| | Northbound - Edwards St | A | B | A | B |
| | Southbound - Sawmill Dr | A | B | A | B |
| | Overall LOS (Delay) / ICU | A (7.0) / 49% | B (11.4) / 68% | A (7.0) / 49% | B (11.4) / 68% |
| Main St. (NYS Route 39) @ Water St. (NYS Route 98) (Stop Sign Controlled) | Eastbound - Main Street | A | A | A | A |
| | Westbound - Main Street | A | A | A | A |
| | Southbound - Water St | B | B | B | B |
| | ICU | 39% | 47% | 39% | 47% |
| Main St. (NYS Route 39) @ Bixby Hill Rd. (Stop Sign Controlled) | Eastbound - Main Street | A | A | A | A |
| | Westbound - Main Street | A | A | A | A |
| | Northbound - Bixby Hill Rd | B | C | B | C |
| | Southbound - West Street | B | C | B | C |
| | ICU | 42% | 56% | 42% | 56% |

To account for normal increases in area-wide traffic growth, including any unforeseen developments in the project study area, a growth rate of 0.5% per year has been applied to the existing traffic volumes based upon historical traffic volume growth in the study area. A twenty (20) year traffic forecast was derived and used for future traffic analyses.

Analyses of the existing intersections indicate that all of the intersections studied are currently operating at overall level of service "B" or better during the peak periods, with exception of the Church Street intersection which is operating at level of service "C" during the weekday morning peak hour. The study area intersections were also analyzed using the projected future traffic volumes with the existing geometry and traffic control at the intersections. The future analyses indicate that will continue to operate at LOS "C" or better during both the weekday morning and evening peak hours.

All of the study intersections are currently operating at less than 68% of their capacity during both peak hours. Under the future volume conditions, the intersections will continue to operate at or below 68% capacity during both peak hours. These percentages indicate that there is excess capacity available at these intersections and opportunities may exist for pedestrian, bicycle and parking enhancements without significantly compromising vehicular capacities.

Queuing – Field observations were recorded between 2:30pm – 4:00pm at the Prospect, Church and Liberty Street intersections. Uncharacteristic queuing occurs at these intersections due to proximity to one another combined with overlapping discharge from the Prestolite facility and the elementary school. This false peak occurred in the afternoon between 2:30pm and 3:30pm. The following observations were made:

Prospect/Main Street:

- Eastbound Queue: 8-40 vehicle range (200' - 1000')
- Westbound Queue: 2-3 vehicle range (50' - 75')
- Prospect Queue: 3-20 vehicle range (75' - 500')
- Queue on Main Street observed backing up to Bixby Hill Road between 3:40-3:55pm with heavy bus traffic on Main Street

Church/Main Street:

- Eastbound Queue: 7-18 vehicle range (170' - 450')
- Westbound Queue: 4-10 vehicle range (100' - 250')

- Church St Queue: 4-15 vehicle range (100' - 375')

Liberty/Main Street:

- Eastbound Queue: 7-22 vehicle range (175' - 550')
- Westbound Queue: 5-6 vehicle range (125' -150')
- Liberty Queue: 6-10 vehicle range (150' – 250')
- Liberty Street queue very noticeable when construction trucks (3-4 trucks) observed traveling the corridor at half hour intervals.

Travel Time – Travel time, delay and average speeds along the Main Street corridor estimated by the Synchro software are shown below for existing and future travel conditions. This information does indicate the increase in delay experienced at the signalized intersection, longer travel times and a drop in travel speeds between the weekday morning and evening peak hours.

Travel Run Times in Synchro

Hurdville Road to Water Street

2.08 Miles

| | Existing (2009) | | | Future (2029) | | |
|-----------|-----------------|-------------|----------------|---------------|-------------|----------------|
| | Signal Delay | Travel Time | Average Speed* | Signal Delay | Travel Time | Average Speed* |
| AM | | | | | | |
| Eastbound | 50.6 | 293.3 | 28.0 | 52.3 | 295.1 | 28.0 |
| Westbound | 73.9 | 316.6 | 23.6 | 79.7 | 322.5 | 23.2 |
| PM | | | | | | |
| Eastbound | 82.8 | 323.9 | 25.8 | 87.9 | 330.4 | 25.5 |
| Westbound | 75.9 | 317.0 | 23.4 | 81.1 | 323.6 | 23.1 |
| | | | | | | |

2.4 Motor Vehicle Safety

Accident reports were investigated to assess the safety history along the Main Street corridor. The accidents included in the current review collectively covered a three-year time period from December 1, 2005 through November 30, 2008. During this period, 64 accidents were documented in the study area; comprised of 35 accidents at 8 intersections and 29 accidents in the segments between intersections. Accident collision diagrams are available in the appendix.

Accident rates were calculated for the intersection where accidents occurred and compared to average rates for similar intersections. The calculated accidents rates and statewide average rates are summarized in the table below. Accidents rates are reported in accidents per million entering vehicles (ACC/MEV).

Crash History Summary

December 1, 2005 - November 30, 2008

| Intersection | Number of Crashes | Crash Rate Acc/Mev | SWA Acc/Mev |
|----------------------|-------------------|--------------------|-------------|
| Edward Street | 5 | 0.3 | 0.39 |
| Bixby Hill Rd | 11 | 0.7 | 0.22 |
| Prospect St | 3 | 0.22 | 0.22 |
| Church St | 2 | 0.15 | 0.22 |
| Liberty St | 3 | 0.22 | 0.22 |
| Water St | 1 | 0.13 | 0.1 |

SWA - NY Statewide Average Accident Rate

Acc/Mev - Accidents per million entering vehicles

The accident rate at the Bixby Hill Road intersection is over three times the average rate for similar intersections. It is noted that most of the accidents were either right angle or left turn accidents. The notable pattern on the contributing factors was identified with these accidents. It should be noted that these accidents could be due to the complexity of the intersection with the multiple commercial access points at the corners of this intersection, combined with three (and previously four) travel lanes, speed, volume and the railroad crossing just west of the intersection. The other intersections studied have accident rates that are lower than, or similar to, the average rates for similar facilities.

Considering major changes in the roadway cross section was completed by the New York State Department of Transportation in 2008, it is too early to tell if the narrowing of Main Street has had any affect on these crash occurrences and rates. Additional accident reports were obtained from the Arcade Police Department covering the period of December 1, 2008 till June 1, 2009 to determine if any changes in the historical patterns were noted. No identifiable pattern change or rate is evident at this point.

2.5 Existing Parking Capacity

An evaluation of aerial photography, site plans, and on-site observation indicates that parking is generally adequate and well distributed around the Main Street Corridor. While there are certain locations that may be at capacity during certain times of the year and on certain days, the vast majority of private commercial developments were observed to have ample parking available to local and visiting customers.

Village Center

In the Village Center, the historic building pattern should be preserved with the continuation of public on-street and off-street parking used commonly by downtown businesses, services, civic/institutional uses and residents. In total, there are an estimated 284 public parking spaces in the Village Center, of which about 221 (78%) are off-street spaces as identified in the table below.

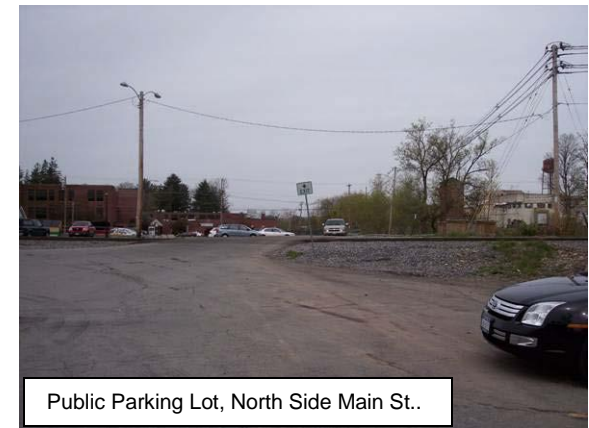
There is a significant imbalance in the availability of *off-street public parking* spaces between the north side and south side of Main Street with 284 of the total spaces (94%) located on the north side of Main Street. While there is a fair amount of private parking in selected locations, this may explain the difficulties that some properties on the south side of Main Street have maintaining occupancy.

On June 11, 2009 a parking occupancy assessment was made with observations at 8:30am, 10:15am, 11:30am, 12:30pm, 2:00pm and 4:15pm to determine the level of use of the on-street and off-street parking. With the exception of the Church Street parking lots during the 2:00pm observation, current public parking is ample for the village uses. The high peak parking observations along the Church Street lots observed on 6/11/09 were due to a special school function (kindergarten graduation ceremony).

Village Center parking lots are one of the “first impressions” visitors get and aesthetic treatments should be considered in an effort to provide a cohesive village identity:

- Creation or enhancement of obvious pedestrian pathways/ sidewalks through the parking areas to direct pedestrians to Main Street;
- Identify preferred pedestrian corridors to discourage people from using the current railroad tracks to Main Street;
- Enhance public parking lot signs to better direct vehicular traffic;
- Aesthetic treatments: planter boxes, lights, signs, fencing/ guardrail, routine parking lot maintenance (re-striping, debris clean up, brush removal, etc.); and,
- Screen large parking areas with streetscape elements to improve walkability throughout the corridor.

The village parking lots have a front row view of Cattaraugus and Clear Creeks. These pristine natural viewsheds should be preserved, enhanced, marketed and enjoyed by the community. Continuation of the Cattaraugus Trail connecting the Village Park to West Street and beyond will provide for another visitor destination and need for increased parking.



On-street parking is scattered through the core village area. Some *on-street public parking* restriction signs are posted, but not apparent in some areas. Additional on-street parking enhancements to be considered: traditional parking striping; curb extensions and pavement treatments where appropriate and additional spaces added where the opportunities exist including on side streets such as Park Street, Church Street and Prospect Street.

| Public Parking Capacity and Occupancy Rates, Arcade Village Center | | | | | | | | | | | | | | | |
|--|-------------------|----------------------------------|-----------|------------|----------|------------|----------|------------|----------|------------|-----------|------------|-----------|-----------|----------|
| Location | On/Off St Parking | Time and Day (Thursday, 6/11/09) | | | | | | | | | | | | | |
| | | Capacity | | 8:30AM | | 10:15AM | | 11:30AM | | 12:30PM | | 2:00PM | | 4:15PM | |
| | | N. Side | S. Side | N. Side | S. Side | N. Side | S. Side | N. Side | S. Side | N. Side | S. Side | N. Side | S. Side | N. Side | S. Side |
| Water St. to Pearl St. | On St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pearl St. to Liberty St. | On St. | 14 | 3 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 1 | 5 | 2 | 2 | 1 |
| Liberty St. to RR Crossing | On St. | 11 | 4 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 0 | 4 |
| RR Crossing to Park St. | On St. | 4 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 |
| Park St. to Church St. | On St. | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Church St. Lot A | Off St. | 90 | | 72 | | 83 | | 82 | | 84 | | 95 | | 22 | |
| Church St. Lot B | Off St. | 14 | Bus Size | 3 | | 6 | | 9 | | 10 | | 52 | | 1 | |
| Church St. Lot C | Off St. | 54 | | 17 | | 31 | | 23 | | 31 | | 63 | | 16 | |
| Church St. Lot D | Off St. | 63 | | 30 | | 31 | | 38 | | 36 | | 68 | | 43 | |
| Along Church St (E/W side) | On St. | 10 | 11 | 0 | 3 | 2 | 0 | 2 | 1 | 2 | 7 | 6 | 9 | 1 | 1 |
| Church St. to Prospect St. | On St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prospect St. to Prestolite | On St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prestolite to Bixby Hill Rd. | On St. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 264 | 20 | 125 | 5 | 158 | 3 | 162 | 3 | 170 | 13 | 293 | 15 | 86 | 8 |

ARCADE VILLAGE CENTER PARKING DISTRIBUTION MAP & INVENTORY

| Parking Block | Description, Number & Type of Spaces |
|--------------------------------------|---|
| Block 1 | North Side of Main St. between Water St. and Clear Creek |
| Public Parking/On-Street | 10 |
| Public Parking/Off-Street | 0 |
| Private Parking/Lined | 20 |
| Private Parking/Unlined | UND |
| Block 2 | South Side of Main St. between Pearl St. and Liberty St. |
| Public Parking/On-Street/Main St. | 14 |
| Public Parking/On-Street/Liberty St. | 8 |
| Public Parking/Off-Street | 25 |
| Private Parking/Lined | 12 |
| Private Parking/Unlined | UND |
| Block 3 | North Side of Main St. between Clear Creek and Arcade Elementary School |
| Public Parking/On-Street/Main St. | 22 |
| Public Parking/On-Street/Church St. | 18 |
| Public Parking/Off-Street | 151 |
| Private Parking/Lined | 25 |
| Private Parking/Unlined | UND |
| Block 4 | South Side of Main St. between Liberty St. and Park St. |
| Public Parking/On-Street/Main St. | 8 |
| Public Parking/On-Street/Liberty St. | 12 |
| Public Parking/Off-Street | 10 |
| Private Parking/Lined | UND |
| Private Parking/Unlined | UND |
| Block 5 | South Side of Main St. between Park St. and Prospect St. |
| Public Parking/On-Street | 8 |
| Public Parking/Off-Street | 0 |
| Private Parking/Lined | 20 |
| Private Parking/Unlined | 30 |

Distribution Map



Central Segment of the Corridor

Parking in the central segment of the corridor between Prospect Street and West Street is mostly located to the side and behind existing residences and businesses (as is required in the zoning ordinance). For the most part, parking areas are discrete and well landscaped.



There are a few key exceptions to this characteristic including the two Prestolite parking lots on the south side of Main Street. These lots have wide, open curbcuts, no landscaping and pavement to the edge of the right-of-way. It appears through on-site observations that the majority of spaces are vacant throughout the day. This creates an unfriendly pedestrian environment and aesthetic detractor from this segment. However, the front portions of these parking areas provide a key opportunity for infill development that expands the desirable development patterns on this segment of Main Street as well as fulfills economic opportunities for the Village.

Western Segment of the Corridor

A key issue for the West Main Street segment of the corridor between West Street and Edward Street is not the amount of parking spaces available but the amount of area on a lot-by-lot basis that is wasted due to large and multiple curb cuts, poor internal parking design, minimal internal connections or shared parking, excessive setbacks, and parking located in front of the buildings rather than to the side or rear. These issues are prevalent throughout the corridor and are a strong visual indication of strip development and poor quality to the traveling public. Additionally, multiple curb cuts and limited internal access requires more turning movements to and from Main Street further creating congestion and safety concerns.

Combined with poor parking design on many commercial lots is the limited amount of public streetscape along the roadways or internal private landscaping. Public streetscape and private landscaping enhancements, as well as gateway treatments and directional signage, is also very limited and needed throughout the Main Street Corridor Project Area.

2.6 Existing Pedestrian and Bicycle Amenities

The sidewalk infrastructure on the Main Street/West Main Street Corridor was largely completed between 1974 and 1975 as part of the NYS DOT reconstruction project. Most of the infrastructure remains in good repair over 30 years later. There are scattered areas along the corridor where sidewalk and green strip repairs are needed.

Eastern Segment

Overall, the pedestrian environment is good on the eastern half of the Main Street Corridor between Water Street and West Street. There are 5-foot sidewalks on both side of Main Street between Water Street and Sanford Street that are separated by a 2 to 4-foot green strip. This segment of sidewalk and green strip is in good condition and adequate for pedestrian needs. Additional street trees could be placed in the green strip to improve buffering between the pedestrian and traffic as well as enhancing the eastern gateway into the Village Center.

Sidewalks in the Village Center are generally in good condition between Sanford Street and Church Street. The sidewalk on the north side of Main Street is typically 8 to 10 feet wide. This width is adequate for a village center the size of Arcade but is somewhat limiting for street trees and sidewalk use (i.e. outdoor dining). The pedestrian alley leading to and from the public parking lot on the north side of Main Street is not well identified or lit making it uninviting for pedestrian use. Substantial improvements are needed to this as well as other pedestrian connections to the parking lot on the north side of Main Street.

The sidewalk on the south side of Main Street and along Liberty Street varies substantially. Main Street (east of Liberty Street) and Liberty Street sidewalks are about 8-feet wide. To the west of Liberty Street, the area in front of the Arcade Hotel and Food King Chinese restaurant to the west of Liberty Street is the widest point at about 20 feet and contains four (4) mature street trees, the only ones in this segment of Main Street. However, this area is not used to its full potential as none of the adjacent uses take advantage of this potential amenity. Additionally, the street trees are low branching and block large portions of the buildings on this side of Main Street.

The narrowest point in this segment is the sidewalk between Park Street and Prospect Street on the south side of Main Street which is about 6 feet wide.

Western Segment

The sidewalk west of West Street does not service the corridor well as many of the commercial developments have large curb-cuts and parking lots with no internal sidewalk connections to West Main Street. There is no sidewalk on Steele Avenue or Edward Street while some of the largest employers in the village are located on these streets. The sidewalk on the north side of West Main Street currently terminates at the Larry Romance tractor repair shop across from the Arcade VFW. This sidewalk should be extended to the west village line.

There are no designated (painted or signed) bike lanes in the Village. However, there may be sufficient width along segments of the corridor to provide for safe bicycle travel. Sidewalk and bicycle lanes and trails in the Main Street Corridor Project Area should make connections to existing and future developments and points of interest.

2.7 Relevant Plans and Policies for the Main Street Corridor

There are two key planning documents recently completed in Arcade that address conditions and opportunities along the Main Street Corridor: the 2003 Town and Village Comprehensive Plan, and the 2005 Strategic Plan for Downtown Arcade. The Strategic Plan also contained a market analysis. These plans are reviewed below in terms of community goals and expectations for the Main Street Corridor:

Comprehensive Plan

The Town and Village of Arcade Comprehensive Plan does emphasize the importance of improving pedestrian and bicycle amenities throughout the Village. However, it does not put any additional emphasis on good design, quality redevelopment, or appropriate renovation of buildings along the Main Street Corridor. As part of the comprehensive plan effort, a resident survey was conducted. This survey appears to identify West Main Street as more important than the Village Center in terms of the need for pedestrian enhancements. The

plan does include "a pedestrian friendly, attractive downtown central business district (CBD) as a goal".

The Strategic Plan for Downtown Arcade

This plan was prepared in May, 2005 by the Genesee/Finger Lakes Regional Planning Council for the Village of Arcade. A Local Planning Committee was established for the study with broad representation from local and regional public and private interests. The plan was funded through a grant from the New York State Governor's Office of Small Cities.

The Strategic Plan includes a background and history of the Village of Arcade, existing physical conditions assessment, existing regulatory conditions, existing market conditions, and recommendations and actions. There are a total of 39 Action Items which are broken down into the following categories:

- Pedestrian Action Items
- Parking Action Items
- Street and Roadway Action Items
- Aesthetic Action Items
- Regulatory Action Items
- Structural/Programmatic Action Items

Key findings of the Strategic Plan include the following:

- The current zoning regulations are ill-suited for the existing Village Center Main Street or to facilitate new development to be built in a traditional village patterns in terms of scale and pedestrian orientation.
- With assistance from NYS DOT, traffic calming tools and applications should be studied and implemented on Main Street. This includes a range of short and long-term applications from re-striping to roundabouts.
- Utility infrastructure (public water, wastewater, electric) have the capacity and availability to support new growth and redevelopment.
- Electrical utilities are underground throughout much of Main Street providing an aesthetic advantage that few small villages have.
- Façade and sign improvements are needed in several buildings throughout the village.

- Current market conditions and projections are not likely to bring significant retail development back to downtown, and existing retailers and other local businesses must re-invent themselves to remain relevant to the community.
- Village government must address the perception that it is unresponsive to business concerns.
- The community must become engaged in the revitalization process and take ownership in partnership with the village on the implementation program.
- Focused community involvement is needed that may currently be diluted by several parallel committees working towards the same goals.
- A current capital improvement limited partnership is one way for Arcade to invest in its downtown.

The Strategic Plan defines the challenges facing the community ranging from traffic concerns, parking, walkability, deteriorated and unattractive buildings, vacant storefronts, and government policy and regulations. There are two overarching themes important to the revitalization process:

- Challenges facing downtown occurred over a long period of time and the solutions will require a sustained effort over a decade or more.
- Transportation and retail patterns have changes significantly regionally and nationally over the past 50 years, and the Village will have to change how it measures the vitality of downtown compared to 30 to 40 years ago.

Local Market Trends, Policies & Programs

Between the 1950s and 1970s several downtown buildings remodeled their “old-fashioned” facades. For example, the Howett’s and Simar building removed its decorative elements. The current M&T bank building removed its third story and decorative exterior, replacing it (and the adjacent building) with the current white marble cladding. By the 1970s, most of the downtown buildings had lost their original character in an effort to “modernize”. During this time, several older homes on West Main Street were moved or razed, followed by the removal of large street trees and the widening of the roadway.

Several downtown businesses relocated to newer buildings or constructed new ones on West Main Street during the 1970s and 1980s. McDonald’s opened in

1981 which was a strong visual indication of the evolving second commercial district in Arcade and the trend toward strip development.

As part of the 2005 Strategic Plan for Downtown Arcade, the Cornell Institute for Social and Economic Research (CISER) at Cornell University prepared a Consumer Demographics and Market Analysis Report. One of the key findings of the report was that Downtown Arcade is unlikely to succeed competing head-to-head with big box retailers in the area.

New state and regional programs may provide assistance in revitalizing the village and reversing some of the poorly conceived changes made to downtown buildings during the 1970s and 1980s. The New York State Main Street program offers various grant programs for downtown building renovations and business development. Wyoming County also provides revitalization programs that may be very useful in making Arcade more competitive in the regional market.

2.8 Existing Regulatory Framework

An evaluation of village land use regulations was made to determine how they may impact economic development and mixed uses currently and in the future as building renovation and redevelopment occurs in Arcade. A particular emphasis was placed on the Village Center (i.e. downtown). This evaluation was used as a baseline for comparison to existing property and land use characteristics to determine how well they fit existing and desirable land use patterns.

This review of the existing regulatory framework serves as a foundation for future regulatory amendments that better fit the community’s vision and provide incentives for economic and mixed-use development. A particular focus was made on walking and bicycling enhancements that can be facilitated through revised regulatory provisions for mixed-use development, intermodal facilities, and universal design.

Zoning Districts and Regulations

Zoning has been in place in the Village of Arcade for over 40 years. The following zoning districts are most relevant to the Main Street/West Main Street Corridor:

- Neighborhood Commercial

- Medium Density Residential/Restricted Business (R3B)
- Light Industrial
- Highway Commercial

Neighborhood Commercial (NC) – The NC District includes most of the Village Center Transect along Main Street from Water Street (Route 98) to Church Street. This district extends north to the Cattaraugus Creek. On the south side, the district extends west to the Prestolite parking lot and south between Liberty Street from and the railroad line to Mill Street.

| Village of Arcade Area and Dimensional Requirements | | | | | | | | |
|---|--|--------------------------|-------|-----------------|------|-----------|-------------|---------|
| District | Min. Lot Area | Min. Lot Dimensions (ft) | | Min. Yards (ft) | | | Max. Height | |
| | | Width | Depth | Front | Rear | Side | Feet | Stories |
| NC* | 10,000 sf | 75 | NA | 30/50P | 25 | 13/50R | 40 | 3 |
| R3B | Same as R3, no parking in front of building or FYS except civic buildings | | | | | | | |
| HC | 25,000 sf | 200 | NA | 30/50P | 50 | 20NR/100R | 40 | 3 |
| LI | 1 acre | 200 | NA | 60 | 50 | 15 | 40 | 3 |
| HC/LI | Same dimensional requirements of LI but all uses permitted in both LI and HC | | | | | | | |
| R2 | 11,250 sf | 80 | NA | 25 | 25 | 6-Dec | 30 | 2.5 |
| R3 | 11,250 sf | 80 | NA | 25 | 25 | 6-Dec | 30 | 2.5 |
| CR | 2 acres | 200 | NA | 50 | 100 | 120T/100M | NA | 2.5 |
| AG | 10 acres | 350 | 350 | 40R/240A | 100 | 100 | NA | 2.5 |

* NC District also has a 2,000 square foot maximum floor area per lot.

The maximum floor area allowed in the NC district is 2,000 square feet and the minimum lot size is 10,000 square feet with 20% coverage. In effect, these requirements create a maximum allowed floor area ratio (FAR) of 1:5 (essentially a 1-story building given the 2,000 s.f. maximum). These dimensional standards create a development pattern very inconsistent with the current pattern where 80% of the lot is required to be in open space, landscaping or parking. The 10,000 square foot lot size is also larger than the typical lot in the Village Center and counter to the traditional pattern of development, particularly for properties fronting on Main Street between Clear Creek and Church Street which average over 15,000 square feet and have a lot depths of 75 to 100 feet. Traditional development characteristics for similar types of small downtowns and village centers are as follows:

- Floor Area Ratio (FAR) - 2:1 to 3:1
- Minimum Lot Size – 4,000 to 7,000 s.f.
- Frontage – 25 to 75 feet
- Depth – 60 to 100
- Building Height – 25 to 45 feet (2 to 4 stories)

- Front Setbacks – None unless used for patio or sidewalk extension; civic uses 10 to 20 feet
- Side Setbacks – 0 to 15 feet typically used for pedestrian or vehicle access

With a traditional depth of 75 to 150 feet, the existing 10,000 s.f. required minimum lot size would yield lot widths of 67 to 133 feet, too wide for the Village Center.

In order to encourage and enhance pedestrian activity, lot widths should be fairly narrow, so that people can walk past multiple storefronts in a short distance rather than a long stretch of blank walls or parking areas. A general rule of thumb is that the building frontage or façade should change every 8 seconds for a pedestrian to maintain and capture their interest. At an average rate of 3.5 feet per second this would convert to about 28 feet of frontage. Lot widths in traditional village Centers, such as Arcade, should range from 25 to 50 feet with the goal of maintaining a continuous line of building fronts to the extent possible. (In many small village centers, lot widths have been as narrow as 20 feet across). In addition to reducing the minimum lot size and widths, the zoning regulations should mandate a maximum lot width (or a building segmentation every 50 to 75 feet) to present new structures from being too wide and out of scale with the traditional development patterns.

Lot coverage requirements in traditional downtowns are largely unnecessary and disruptive to the traditional development patterns. Density is desired in these areas and most open spaces in village centers are more formal public spaces such as commons, gardens or pocket parks. Floor area ratios are a more appropriate method of controlling development pattern and density in a village center environment.

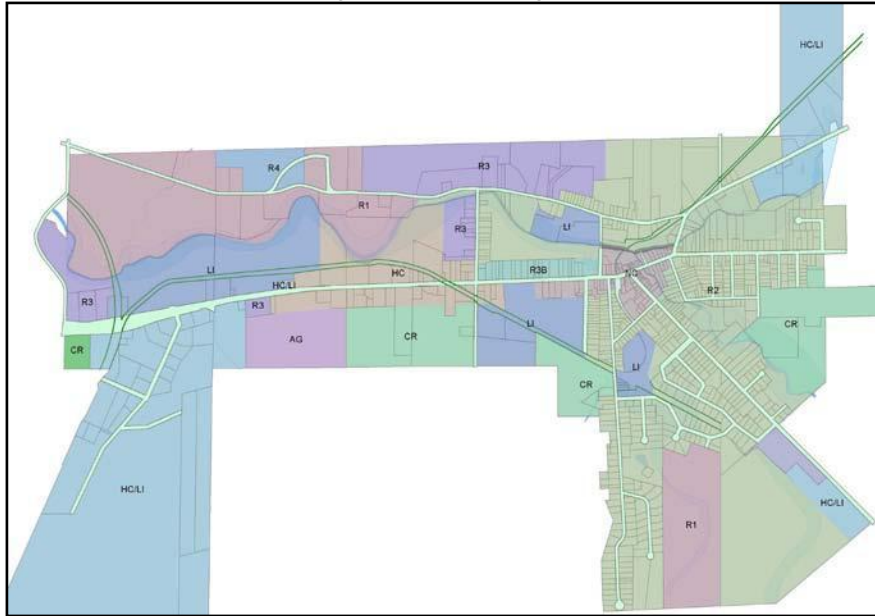
The required setbacks in the Village Center are far too large. The front yard setback is set at 50 feet if parking is involved, and 30 feet if there is no parking in front. The side setbacks are 13 feet from a non-residential building and 50 feet from a residential use. (Ironically, many of the downtown buildings have residential uses in the upper floors but setbacks are a horizontal rather than a vertical control).

The traditional development pattern in an historic village center, and goal for Arcade, is for buildings to come up to the sidewalk. Any setback should be

controlled and performance standards included so that this front setback area is an extension and enhancement to the sidewalk (such as a terrace for outdoor dining or sitting area). Side lot areas should abut the neighboring building unless there is a specific purpose for setback such as to create access to the rear or other public enhancements such as parking or outdoor activities. Minimum front setbacks should be set at 0 feet (or a build to line) and maximum setbacks should be 15 to 20 feet with specific uses that enhance the pedestrian environment (outdoor dining, courtyards, entryways and seating areas).

Off-street parking should be prohibited in the front yard of any building in the Village Center and only allowed in the side yard when it is well landscaped in front. Minimum side yard setbacks on Main Street should be 0 feet.

Village of Arcade Zoning Map



The maximum building height is 3 stories, which is consistent with the current development patterns in the Village Center. However, a minimum height should also be required. For example a height of about 15 feet with a front façade elevation of 18 feet allows buildings that are only one story tall to achieve enough height and bulk to reinforce the existing Village Center development patterns and continue to frame and enclose the street.

Other dimensional and design standards that should be considered for the Village Center address the openings and appearance of the building. A “fenestration ratio” defines the amount (as a percentage) of window openings on the building’s façade (i.e. a blank wall has a fenestration ratio of 0). Windows, especially retail display windows, greatly contribute to (or diminish) the pedestrian environment. Attractive window displays are a key issue in Arcade as many of the traditional storefronts have been altered, there are closed blinds in several locations, and others are not attractively decorated. Attractive window displays give people a reason to walk by. At night, lit displays (and even uplighting) add a secondary level of lighting to the street, improving the ambiance and providing a sense of security.



The old mill off Water Street has been used for several manufacturing operations. What will the future use be?

Traditional downtowns have very high fenestration ratios on the first floor, usually on the order of 70 to 80%. This was the case in Arcade looking at the old postcards on Main Street building facades. Fenestration ratios should be incorporated into the zoning regulations particularly for the front facades and first floors. This should be required for all new buildings and older buildings should be restored over time to bring back the original façade openings and architectural details.

VILLAGE OF ARCADE EXISTING DEVELOPMENT REGULATIONS TYPOLOGY

| | NEIGHBORHOOD COMMERCIAL (NC) | NEIGHBORHOOD COMMERCIAL (NC) | RESIDENCE RESTRICTED BUSINESS (R-3B) | HIGHWAY COMMERCIAL (HC) | LIGHT INDUSTRIAL (LI) | LOW DENSITY RESIDENTIAL (R-1) | MEDIUM DENSITY RESIDENTIAL (R-3) | CONSERVATION RESIDENTIAL (CR) | AGRICULTURAL DISTRICT (AG) |
|----------------------------------|------------------------------|------------------------------|--------------------------------------|-------------------------|-----------------------|-------------------------------|----------------------------------|-------------------------------|----------------------------|
| LOT SIZE & BUILDING PLACEMENT | | | | | | | | | |
| BUILDING HEIGHT | | | | | | | | | |
| BUILDING USES | SEE SECTION 420 | SEE SECTION 420 | SEE SECTION 422 | SEE SECTION 421 | SEE SECTION 430 | SEE SECTION 411 | SEE SECTION 413 | SEE SECTION 410 | SEE SECTION 415 |
| PARKING | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 | SEE SECTION 803 |
| ARCHITECTURAL STANDARDS | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| STREETS TYPE I MINOR STREETS | | | | | | | | | |
| STREETS TYPE II MAJOR COLLECTORS | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| STREETS CROSS SECTIONS | | | | | | | | | |
| LANDSCAPING | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 | SEE SECTION 1200 |

There appears to be unnecessary distinctions between various convenience and retail uses. Retail and service uses should be allowed for broad categories with specific performance standards required for certain types that may potential impact adjacent uses (i.e. Laundromat, etc.). Zoning regulations should facilitate an appropriate vertical and horizontal mix of uses, with commercial uses of public interest primarily occupying ground floor space.

Other than as a potential “accessory use” there are no provisions for residential uses in the NC District. Successful downtowns and village centers rely heavily on residents living in the district. These are the primary customers for downtown retail and service businesses. Arcade has several upper-floor apartments in the Village Center and some buildings on Main Street that are fully used for residential purposes. This type of use should be recognized and encouraged in the zoning regulations by adding specific forms of residential uses with specific performance standards. However, buildings with only residential uses should not be permitted on Main Street but allowed on side streets.

Medium Density Residential/Restricted Business (R3B) – This district encompasses the north side of Main Street between Church Street and West Street. This district consists primarily of attractive and traditional village homes that are slowly being converted from single family to institutional and commercial office uses.

The physical requirements of the R3B are largely governed by its companion residential zone, R3 (Medium Density Residential). The R3B minimum lot size is 11,250 square feet (just over ¼ acre) with a maximum coverage of 30%. These standards require 70% of the lot to be in open space.

The required lot width is 80 feet which is consistent with the traditional residential development pattern of the transect. An examination of existing lot widths shows a range of as narrow as 40 feet and up to 110 feet. A reduced width should be considered if smaller housing types are to be permitted in the future as described below.

The minimum setbacks are 25 feet, which is consistent with existing development patterns in the transect. However, maximum setbacks should also be considered to prevent new buildings from being built too far back on the lot and interrupting the regular pattern of building frontages. In this transect, the maximum should be around 30 to 40 feet.

Under the zoning regulations, parking is not allowed in the front of the house or business. This is an essential requirement in maintain the traditional development pattern in the transect. Front yard parking typically produces an unattractive streetscape and pedestrian environment, especially in older, historic neighborhoods such as this one.

While the 11,250 square foot lot size appears to be generally consistent with the existing patterns of development, the Village should consider a smaller lot size to facilitate specific forms of residential uses (such as townhouses, patio homes and smaller traditional village homes) that would be within walking distance of the Village Center core area businesses and civic uses such as the library and school. There is an opportunity for lifecycle housing by providing smaller second homes on existing lots that could be used for family members or to support the cost of maintaining larger older homes for single family uses.

With the availability of public water and sewer, single family detached lots could be as small as 4,000 square feet and attached residential (i.e. townhouses) could be as small as 2,500 square feet. More residents within walking distance of the Village Center would help pedestrian-oriented retail, food and entertainment businesses.

Light Industrial (LI) – The LI District incorporated some key properties in the project area including Prestolite, Emkay, Hilec, and the former Yansick Lumberyard. This zoning district is intended to permit wholesale, warehousing, and manufacturing facilities. Uses permitted by right include a variety of shops and facilities, but excludes junkyards (in accordance with Section 814). Minimum lot size is 43,560 square feet (1 acre). A minimum lot width of 200 feet is required and maximum lot coverage is 50%. The front yard setback requirement is 60 feet and the sideyard setback is 15 when abutting a non-residential use and 100 feet when adjacent to residential. A 50-foot planted buffer is required near residential lot lines. A 50-foot rear yard setback is required and the maximum building height is 3 stories (40 feet maximum).

Highway Commercial (HC) – The dimensional requirements for the HC district are reasonable for a highway-oriented commercial district (25,000 s.f. minimum lot size, 45% coverage, and 30 to 50 foot front setback). However, there are two specific dimensional standards that have created the appearance and affect of strip development in Arcade – a very wide frontage requirement of 200 feet and

permitting parking to be placed in front of the building. If the village is going to effectively address the aesthetic impacts of strip development, traffic and safety issues, improve walkability and bicycle use, and take advantage of economic opportunities it must allow for and encourage higher density, mixed use infill development.

The **HC/LI District** covers the areas of Steele Avenue and Edward Street. This zoning district combined the HC and LI district and expands to cover all that are permitted in each. The Village should consider future changes to the zoning regulations that would improve the separation of industrial and commercial retail uses and encourage industrial uses to locate on Steele Avenue and Edward Street. New regulations should facilitate the mix of commercial and residential uses in the Highway Commercial district.

Parking Requirements – Parking and loading requirements are addressed in Section 803 and 804 of the zoning ordinances. There is no difference in parking requirements between the various zoning districts. The minimum required for commercial and civic uses are identified below:

- 1 space/5 seats of a church
- 1 space/100 s.f. of a library or museum
- 1 space/sleeping unit in hotel
- 1 space/400 s.f. office of space or bank
- 1 space/4 seats for an eating/drinking establishment, whichever is larger.
- 1 space/300 s.f. of other commercial area
- R3B district - Planning Board determines the parking requirements.

Most of these parking standards were developed in the 1950s and 1960s and presume a suburban type of development pattern where business is primarily auto-oriented and each use is separated and distinct. These parking standards are poorly suited for a traditional village center, such as in Arcade, where there are a significant amount of public on-street and off-street parking which are commonly used by a variety of businesses and institutions.

If the current parking standards were applied retroactively in the Village Center, it would require a significant amount of building demolition. If these parking standards are strictly applied to new development in the Village Center it would prevent new construction from being built in the traditional pattern and in a way

that enhances the character of Main Street. New parking standards are necessary for zoning districts throughout the Main Street/West Main Street Corridor with a particular focus on the specific differences and needs in the village center. Amendments should provide for public parking offsets, parking reductions for mixed uses and shared lots, shared access, remote/auxiliary parking, and parking improvement funds in lieu of on-site parking.

Parking management and enforcement is also important in the Village Center. As redevelopment and revitalization occurs over time, it will become increasingly important that on-street parking spaces be available primarily to customers with a shorter time limit to encourage proper turnover. The other hand, employees and long term parking should be encouraged to utilize the outer areas of off-street parking.

Signage Requirements – Signs are regulated by Section 805 of the Village Zoning Law. These regulations contain basic dimensional standards for the size and height of signs but it is clearly intended for a commercial highway application as opposed to a downtown area. Along West Main Street there are a series of large and tall ground signs that create a cluttered appearance as various businesses compete for attention. Several of the signs are also in a deteriorated condition. The regulations allow for sign areas of 100 square feet with a maximum height of 40 feet in NC, HC, LI and HC/LI. A sign of this size would be entirely inappropriate in the Village Center and probably in the other commercial and industrial districts as well. The sign regulations should encourage smaller, high quality ground and monument signs along West Main Street to improve the aesthetic appearance of the corridor and portray an image of quality with new development.

The Village Center needs to have different requirements that focus on materials, lighting, and placement on buildings as well as the size. For example, there are several internally lit plastic wall signs and vinyl awnings in the Village Center that significantly detract from the aesthetic appeal of the Transect. There are also very few projecting wall signs that enhance the walkability of Main Street.

Externally lit wooden, metal, and historically appropriate neon signs should be encouraged or even required in the Village Center. Wall sign placement between the horizontal band of the building above the first floor windows should be required. Projecting signed (which are allowed but are rare on Main Street)

should be encouraged whenever possible to improve the pedestrian environment and enhance visibility from the street.

Site Plan Review - The site plan review process is contained in Article 1200 of the Village's zoning code. The Village, through its planning board, has the authority to encourage and require high quality development. Under Section 1200, Section 7.G site plans are to include "preliminary architectural and engineering sketches showing plan levels, elevations, landscape plan, and other necessary information related to water runoff control, slope, contours, type of building, etc."

The review process needs to be expanded and better defined to ensure adequate pedestrian access, signage, and landscaping. New developments should be required to provide sidewalk connections to the public sidewalk (if it exists) or a least to the public right-of-way. There also needs to be a system in place to ensure enforcement of approved site plans.

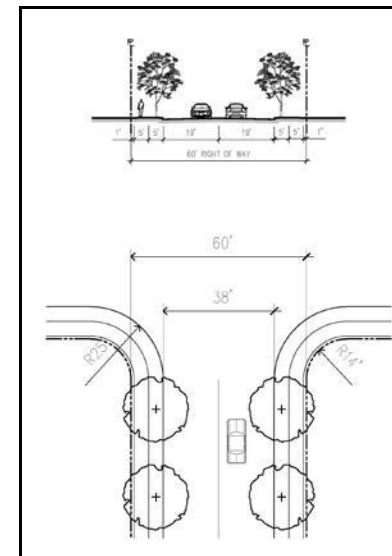
Subdivision Regulations

The Village of Arcade Subdivision Regulations were last revised on January 8, 2008. These regulations establish the process for subdividing and developing property in the Village including the design and provision of streets and utilities. The design requirements for new streets as illustrated below include a 5-foot concrete sidewalk (on both sides), a 5-foot tree lawn and 19-foot travel/parking lane.

While this street design may be appropriate in certain portions of the village it may not be in others. More specific design standards should be created for different areas of the village such as traditional neighborhoods, the village center, West Main Street, and industrial parks. The street design standards should apply to new private developments as well as public capital improvement programs to existing street reconstruction and new street construction carried out by the village. Other issues that need to be addressed in the subdivision design standards are as follows:

- There is a requirement for decorative shade trees in the Tree Lawn area but no specifications. Specific public and private area landscaping standards need to be developed and included in the subdivision regulations as well as the zoning laws.

- There is a minimum 60-foot radius for cul-de-sacs but no provisions for center landscaped islands. This is needed as these areas would create an expansive paved area and increase the heat island effect in the village.
- There is a minimum curb radius of 25 feet but no maximum.
- There are no specific provisions for curb cut design or access management techniques.
- There are no low impact design (LID) standards that would allow for stormwater and water quality control measures such as pervious pavement, grass pavers, bioswales, stormwater planters and similar applications.



Existing Village Street Design Standards

2.9 Planned Transportation Improvements and Land Development

There are no significant planned transportation improvements or land use developments that would impact the Main Street Corridor Project Area.

3.0 CHALLENGES & OPPORTUNITIES

Based on the data and information collected in Section 2, an assessment was made of specific physical, operational, design, policy, and regulatory challenges and future opportunities to enhance and improve the Main Street Corridor through the Village of Arcade.

3.1 Mobility Gaps and Future Connections

Main Street is the transportation, economic, and civic spine of Arcade. While the state has made various improvements to the corridor over the last several years, there are a number of smaller measures that can be taken by the village to improve site access, reduce the number and size of curb cuts, and improve pedestrian and bicycle safety without significant changes to the road's cross section. These smaller mobility issues and potential enhancements are identified on the Challenges and Opportunities Map Series below.

Potential longer-term opportunities to address mobility and connectivity gaps in the Arcade transportation network include:

- Facilitating alternative and additional access off of Main Street to larger facilities and land parcels;
- Creating opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 39 and 98 through the village;
- Creating a network of new roads over time and as development proceeds to improve traffic distribution and connectivity; and,
- Enhancing pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial, industrial, and civic developments.

These longer-term mobility and connectivity improvements are illustrated on the Conceptual Master Plan in Section 4.

3.2 Parking Needs and Opportunities

Currently the overall amount of public and private parking spaces is adequate in different segments of the Main Street Corridor. In fact, there is an excessive

amount of on-site parking in many of the existing developments along West Main Street. A portion of these spaces could possibly be used for additional infill development or landscaping and streetscape improvements. In the Village Center, the key issue is the distribution of public and private parking, with a distinct shortage on the south side of Main Street. The following challenges and opportunities are intended to enhance existing conditions as well as address the potential for future changes in demand for parking.

- Reconfigure parking spaces and add landscaping and pedestrian enhancements to the public parking lot on the north side of Main Street.
- Reconfigure parking on Church Street to improve streetscape and pedestrian safety and to provide additional parking spaces.
- Provide additional parking on the south side of Main Street between Liberty Street and Park Street by selective demolition and redevelopment over time.
- Reorganize parking and make pedestrian and streetscape enhancements in the public parking lot south of Main Street along Clear Creek.
- Add on-street parking spaces on the first segment of Prospect Street closest to Main Street.
- Coordinate and provide connectivity between parking lots on the north side of Main Street between the Arcade Elementary School and West Street.
- Coordinate, connect, and share parking on private development sites where feasible throughout the corridor.

3.3 Non-Vehicle Safety and Convenience

Pedestrian and Bicycle Improvements

The pedestrian environment is fairly attractive, safe, and inviting in the Village Center and portions of the Village Residential-Commercial Transitional transects but rapidly deteriorates west of Bixby Hill Road. The bicycle system is not functional throughout the village and must be addressed to better serve both the serious and recreational rider. Some key challenges and opportunities are

identified below. Specific improvements in different segment areas are identified on the individual transect challenges and opportunities maps later in this section.

- Design and install new wayfinding system elements (signs, interpretive boards, flags/banners, etc.) directing pedestrian and bicycle flow to parks, trails, historical landmarks, A&A Railroad and other points of interest.
- Enhance pedestrian and bicycle facilities with continuous sidewalk systems, wider pedestrian sidewalks, friendly streetscapes, high-visibility crossing locations, curb extensions, and pedestrian-scale wayfinding.
- Make pedestrian safety enhancements along Main Street from Arcade Elementary School to east of Liberty Street by curb extensions and cross-walk pavers at key locations.
- Make safety and pedestrian enhancements along Church Street from Cattaraugus Creek to Main Street where high levels of pedestrians concentrate between the public village parking lot, the village offices, and the elementary school.
- Reduce existing and excessively wide curb cuts onto Main Street, and prevent new wide and multiple curb cuts.
- Require that sidewalks be provided across all curb cuts in concrete to distinguish from paved driveways.
- Reduce the number of curb cuts by allowing and encouraging shared access and internal connections.

Safety and Aesthetic Improvements

Corridor-wide safety and aesthetic improvements are identified below and specific improvements in different segments area identified on the individual transect challenges and opportunities maps later in this section.

- Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- Designate and install high-visibility pedestrian crossing locations.
- Enhance and extend public streetscape features and private site landscaping including street trees, light poles, and street furniture that will provide an aesthetic pleasing environment while making the Main Street Corridor less of a thoroughfare.

Gateway Enhancements

This “entrance” to the Village Center along East Main Street between Water Street and Sanford Street is visually pleasant with a generally attractive streetscape and an appropriate transitional mix of residential, office, and institutional uses. Some potential enhancements include:

- Introduction gateway features and treatments at key locations on the corridor ranging from roundabouts and landscaped medians to themed streetscape features;
- Improvements to the intersection of Main Street and Water Street, possibly with a roundabout. This would involve tying all corners together visually and physically into the roundabout design including Pearl Street, the Garden, and the house on the northeast corner;
- Attractive directional signage and gateway treatments to notify the public of the Village Center;
- Appropriate renovation of existing structures and redevelopment/infill at selected locations. Renovations and infill development should be consistent with traditional village architecture and development patterns, which prevail on this segment of Main Street;
- Improved and enhanced pedestrian safety and traffic circulation through consolidation and sharing of curb cuts, internal connections and shared parking areas, and internal sidewalks that link buildings with public sidewalks, where applicable;
- Streetscape enhancements on Main Street to new curbing in selected areas, street trees, and bike lanes to create an inviting environment for bicycles and pedestrians;
- On-street, well marked parking on both sides of Main Street;
- Restrictions on the size and location of business signage in this transect to prevent signs that are geared to the automobile and uncharacteristic of village development; and
- Streetscape enhancements to the Water Street Bridge such as ornamental lighting, banners, and flower boxes.

The Main Street Corridor Concept Plan in Section 4 illustrates a network of new roadway configurations, internal connectors, and consolidated curb cuts throughout the Main Street Corridor Project Area. The purpose of these roadway improvements is to ensure that vehicles are well distributed to reduce

congestion, access to downtown is easy and attractive, and pedestrian and bicycle safety is enhanced throughout the project area.

3.4 Local Market Trends and Opportunities

The Village of Arcade Main Street Corridor (Route 98/39) is the hub for social, commercial, and economic activity within the surrounding area. The appearance, function, and performance of Main Street have a significant impact on the economic and community development opportunities within the village. The primary goal for the Village of Arcade transportation system is the efficient movement of people and goods. However, this transportation goal must be balanced with other community and socio-economic goals such as pedestrian access enhancements, preservation of the traditional “main street” character and scale in the context of a rural community, and economic vitality and civic necessity of downtown.

Socio-Demographic Trends

The village population has hovered around 2,000 residents for the last 40 years (2,026 in 2000). In the 1950s, about two-thirds of residents lived in the Village of Arcade but recent censuses indicate that there is now a much faster growth rate in portions of town outside the village. In the 1950s, economic activity began to shift from the downtown area along Main Street in the Town of Arcade to West Main Street and into the town of Yorkshire.

Market Challenges and Opportunities

Many successful small downtowns are dependent on the presence of a large public or private anchor such as a large local industry (Corning), a college or university (Fredonia and Geneseo), tourism (Ellicottville and Wyoming), a strategic location within easy commuting distance of a large employment center (East Aurora), or a combination of these attributes (Saratoga Springs). In the absence of these advantages, a community must develop sustained commitment, energy, and focus to position its downtown as a relevant, convenient “place of necessity.”

As part of the 2005 Strategic Plan for Downtown Arcade, the Cornell Institute for Social and Economic Research (CISER) at Cornell University prepared a

Consumer Demographics and Market Analysis Report. Some of the key findings of the report are as follows:

- Downtown Arcade is unlikely to succeed competing head-to-head with big box retailers in the area.
- A “farmers market” offering quality produce is an example of the type of event that can distinguish the village from the routine shopping experience offered by competing retailers.
- Business recruitment, expansion, and consumer attractions will require a coordinated effort. The Arcade Downtown Merchants Association, Chamber of Commerce, and Wyoming County-Livingston County Downtown Revitalization Program should have a major role in this effort.
- Measuring the market is an important process that needs to be regularly updated. Downtown merchants need to determine who their customers are, where they are from, what they are buying, and how much they spend. This type of data is key to national chains in preparing their business development plans.
- Arcade should consider hiring a person to coordinate a Main Street revitalization effort and complement the activities of the Wyoming-Livingston County Downtown Revitalization Program. Funding should be sought from the village and Chamber of Commerce as well as other grant programs such as the NYS Main Street program.
- There are no “silver bullets.” No single retail establishment, new or existing is going to accomplish downtown revitalization by itself. A combination of developments must take place that could involve the location of businesses with office workers, especially those that generate additional traffic such as health and professional services, convenience-oriented establishments such as drug stores that meet the essential need of consumers on a frequent basis, and gathering spots such as cafes and libraries.
- Demographic analysis shows several different types of residential neighborhoods within the Arcade trade area, defined as a 30-minute drive-time radius from Arcade. Almost 120,000 people live within a 30-minute drive of Arcade; collectively they spend over \$1 billion annually on consumer goods and services. However, much of this spending potential derives from the suburban Buffalo market where there are well established and extensive commercial services. Arcade must

understand this consumer market and offer targeted products or experiences to increase their share of consumer spending.

- CISER used a classification of residential neighborhoods, a market profiling system. This is a typical type of small area market analysis and often used by large retail chains to identify the types of neighborhoods that surround their best performing stores.
- Arcade's Village Center merchants must modify and adapt their strategies to appeal to consumers living in the trade area.

Tourist Rail

The Attica & Arcade Railroad is one of the key attractions to the Village Center. To further enhance this important visitor attraction and support economic development in the Village Center (particularly the south side of Main Street) the concept plan illustrates the renovation of the train alley and display train area on the north side of Main Street the expansion and coordination parking behind the buildings on the south side of Main Street. The improvements to the alley incorporate an historic railroad theme with a traditional platform design.

3.5 Policies, Programs, and Regulation Needs

Land Use Regulations

General Needs – Needs and opportunities for revising land use regulations along the Main Street Corridor are generally identified below:

- Establish lot sizes and development scale appropriate for different segments of the corridor.
- Establish setback requirements (minimum, maximum, and, in some instances, a build-to-line) that further enhance the village character and pedestrian scale in different segments.
- Require minimum landscaping requirements for private developments along the Main Street frontage.
- Encourage façade treatments to such features as windows, entries, awnings, architectural elements, signing, and lighting.
- Set parking space requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- Require sufficient driveway spacing and access control features.

- Revise business sign regulations to fit the specific characteristics and settings in different segments of the corridor.
- Encourage the preservation of historical village landmarks.

Dimensional Standards – Minimal dimensional standards provide the flexibility needed for desired commercial and industrial development. While a 4,000 to 6,000 square-foot minimum lot size may seem low, particularly for the segment of West Main Street between Prospect Street and West Street, the actual size of the lot is dictated by the size of the building and regulations pertaining to coverage, parking, and other on-site design elements.

Access and Connectivity Requirements – There may be adjoining properties located on the Main Street corridor where internal connections can be made. This would provide shared parking and access resulting in fewer trips, turning movements, and curb cuts, thereby improving the traditional development pattern, aesthetic character, and pedestrian and bicycle safety. To achieve these objectives, the village should consider creating a Main Street Overlay District that would:

- Establish an area of jurisdiction from the edge of the right of way with a minimum distance within the lot in which landscaping, hardscaping (i.e., terraces for outdoor seating and other activities), or buildings (built-to-lines) would be required;
- Establish limits on impervious surfaces, including parking areas;
- Control outdoor lighting and provide for attractive commercial signs;
- Adopt shared curb cut, internal connection, and parking standards for adjacent properties; and,
- Establish a design review process to address the following issues: advertising, outdoor lighting, landscape design, noise attenuation, circulation, and parking.

Signs in Commercial and Industrial Districts – The allowable size of business signs may be too large and out of scale in a village setting such as Downtown Arcade. Additionally, projecting signs are permitted but rarely utilized in the NC district. These signs (also known as blade signs) are very important in a walking district such as the Village Center where ground signs are not feasible. Detailed sign regulations should be adopted for Downtown Arcade allowing for a combination of wall, projecting, glass, and awning signs and specifying the

placement, size, color schemes, and materials used to ensure high-quality, attractive, and visible signage for drivers and pedestrians.

Intermodal Transportation Program Strategies

Public Transportation – Public transportation, including charter and regional bus service, should be integrated into the Main Street Corridor. There is currently no designated bus pullout in the Village Center, and private transit companies and regional services will pull over into the parking lane in front of the Attica & Arcade Depot. Attractive bus stops and shelters should be placed in strategic locations along the Main Street corridor to provide safety and convenience and encourage ridership.

Public transportation infrastructure is limited in Arcade with no formal bus stops or turn outs. Bus service, combined with other alternative means of transportation such as sidewalks and bikeways, are an important element in the future planning of the Main Street Corridor. Designated bus stops and shelters (or at least the provision for future installations) should be located along Main Street in key locations such as the following:

- Main Street at Parkview Court
- Main Street and A&A Depot
- Main Street at Arcade Free Library
- Main Street at West Street/Bixby Hill Road
- Main Street at Tops Plaza
- Main Street at Edwards Street
- Main Street at Hurdville Road



Lyons, New York



South Burlington, Vermont

3.6 Issues and Opportunities by Transect

Traditional Village Neighborhood Transect

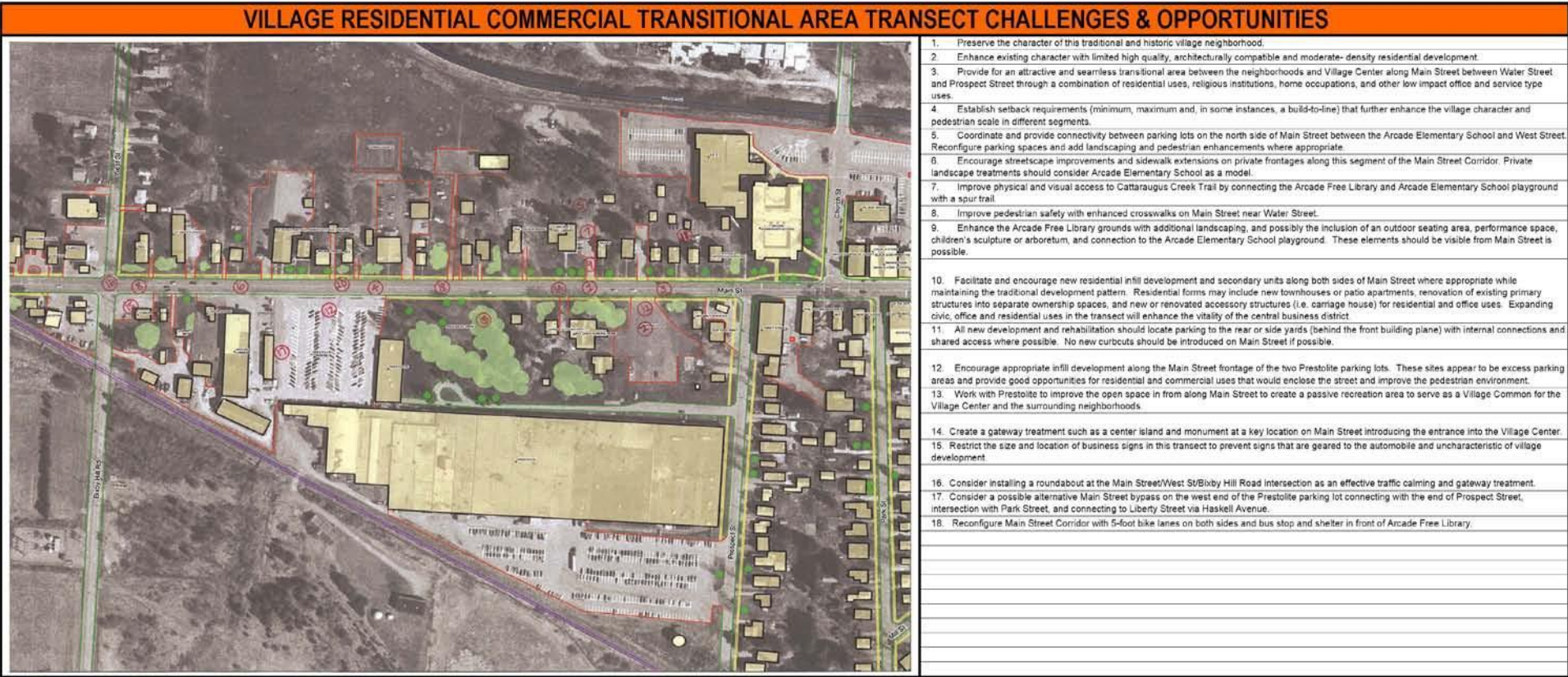
This transect includes the oldest and best preserved traditional village neighborhood in Arcade. Some model streets include Maple, Grove, Madison, East Main, Lower Liberty, and Park Streets. Future development potential is limited and should generally follow the established residential development patterns and characteristics. The form and intensity suggested for future development in this transect are as follows:

- Preserve the character of this traditional and historic village neighborhood;
- Enhance existing character with limited, high-quality, architecturally compatible, and moderate- density residential development;
- Provide for limited and compatible non-residential uses such a home occupations;
- Improve physical and visual access to Clear Creek and the Village Center via a trail and pedestrian bridge;
- Provide for an attractive and seamless transitional area between the neighborhoods and Village Center along East Main Street between Water Street and Sanford Street through a combination of residential uses, religious institutions, and low-impact office and service type uses; and,
- Improve pedestrian safety with enhanced crosswalks on Main Street near Water Street.



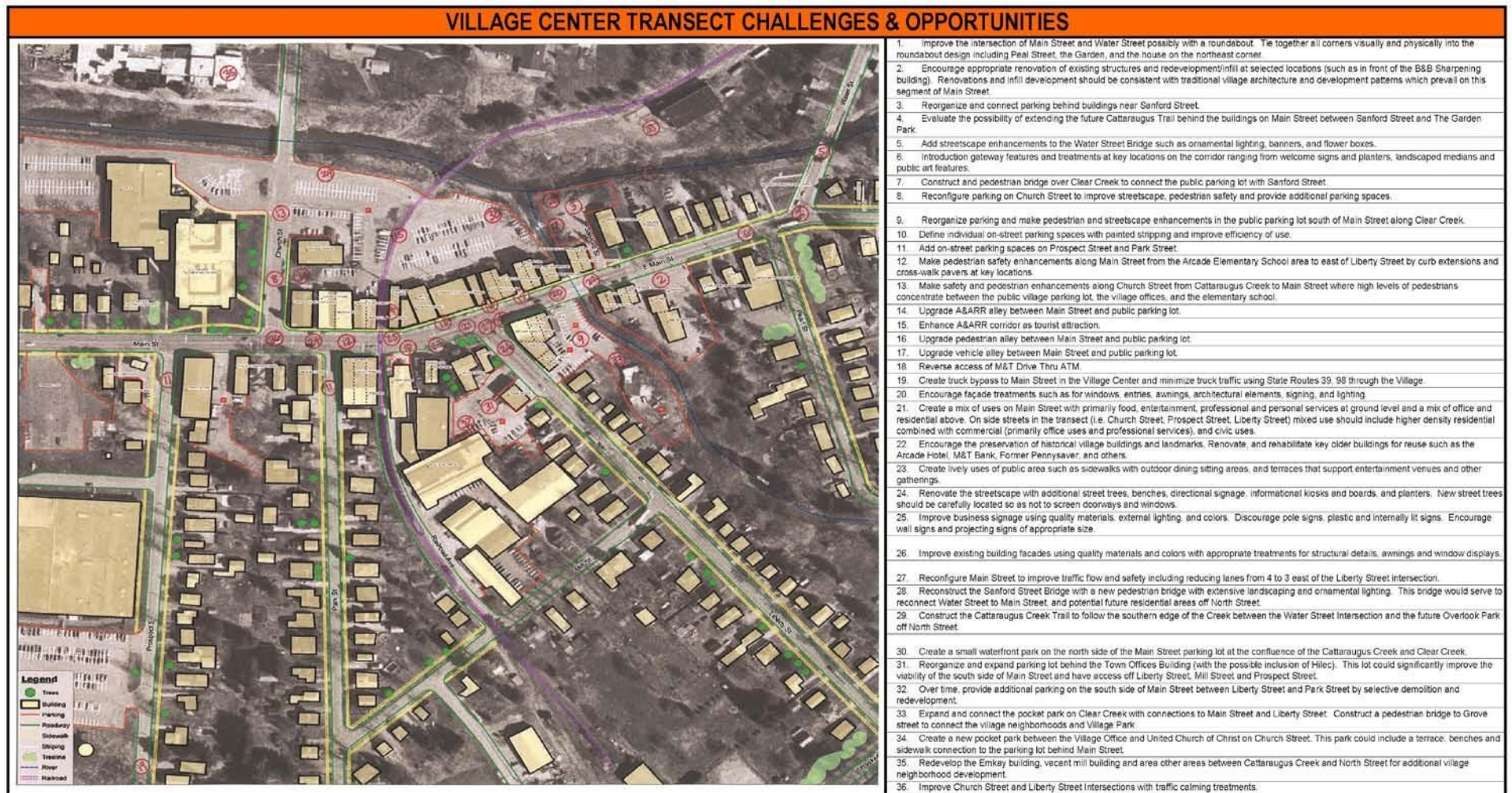
Village Residential-Commercial Transitional Transect Opportunities

This transect has evolved into a civic center with the Arcade Elementary School, Arcade Free Library, and Historical Society serving as anchors. While these public facilities and resources are a destination for many Arcade residents and should continue to be an integral part of the transect, there may also be an opportunity here for moderate-density, mixed-use development (residential, commercial, institutional) as it serves as a key gateway and transitional area between the Village Center Transect to the east and Highway-Commercial Transect to the west. Specific challenges, issues, and opportunities in the VRCTA Transect are identified on the map below.



Village Center Transect Opportunities

The Village Center has been the traditional center of Arcade for over 100 years. It began to decline in the 1950s with the loss of rail activity and new highway development in the 1970s that diluted the commercial potency of the central business district. Redeveloped efforts have been hampered by a limited market and investment resources. Still, there is significant potential in this transect.



In terms of the *Village Center Transect*, key traffic patterns and circulation characteristics include the following elements:

- Good access and visibility for retail uses
- Effective traffic-calming applications
- Effective and attractive directional signage
- Integrated bikes, pedestrians, and public transit
- Adequate loading and delivery zones



Village Center Infill Development Examples

There are several key attributes in the area that provide a good foundation for high-potential redevelopment as illustrated in the Challenges, Issues & Opportunities Map.

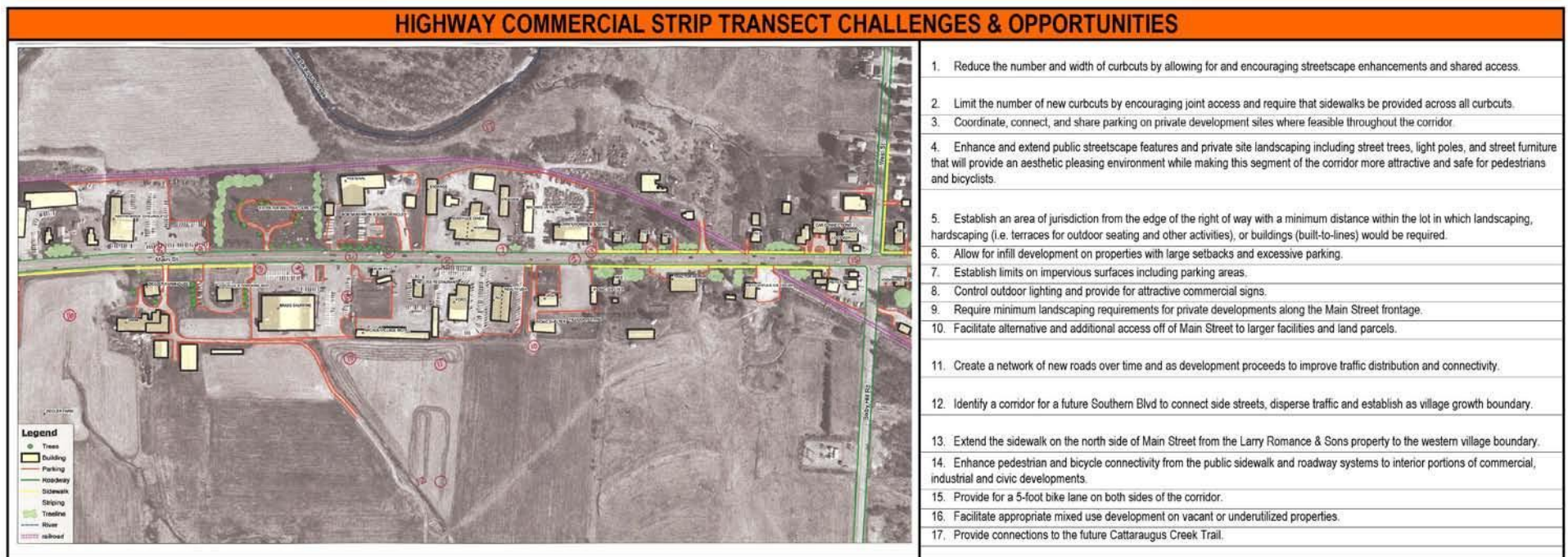
Overall Corridor Challenges, Issues & Opportunities

- Create a network of new roads and “Complete Streets” in phases as development proceeds to improve traffic distribution and connectivity.
- Enhance pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial, industrial and civic developments.
- Design and install new wayfinding elements (signs, interpretive boards, flags/banners, etc.) directing pedestrian and bicycle flow to parks, trails, sightseeing, historical landmarks, A&A Railroad, and other points of interest.
- Enhance pedestrian and bicycle facilities with continuous sidewalk systems, wider pedestrian sidewalks, friendly streetscapes, high-visibility crossing locations, curb extensions, and pedestrian-scale wayfinding.
- Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- Designate and install high-visibility pedestrian crossing locations.
- Establish lot sizes and development scale appropriate for different segments of the corridor.
- Establish parking requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- Require sufficient driveway spacing and access control features.
- Revise business sign regulations to fit the specific characteristics and settings in different segments of the corridor.
- Improve public transportation.
- Create opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 39 and 98 through the village.

Highway Commercial Strip Transect Opportunities

This segment of Main Street has developed over the last 30 years, primarily as an auto-oriented series of uncoordinated developments on a site-by-site basis. The major challenge in the Highway Commercial Transect is to transition this segment of the corridor over time into a more pedestrian-oriented, mixed-use district. Key opportunities exist to tie this area of Main Street together through a series of streetscape and traffic-calming improvements while encouraging future economic development through infill development and coordination of access and parking between properties.

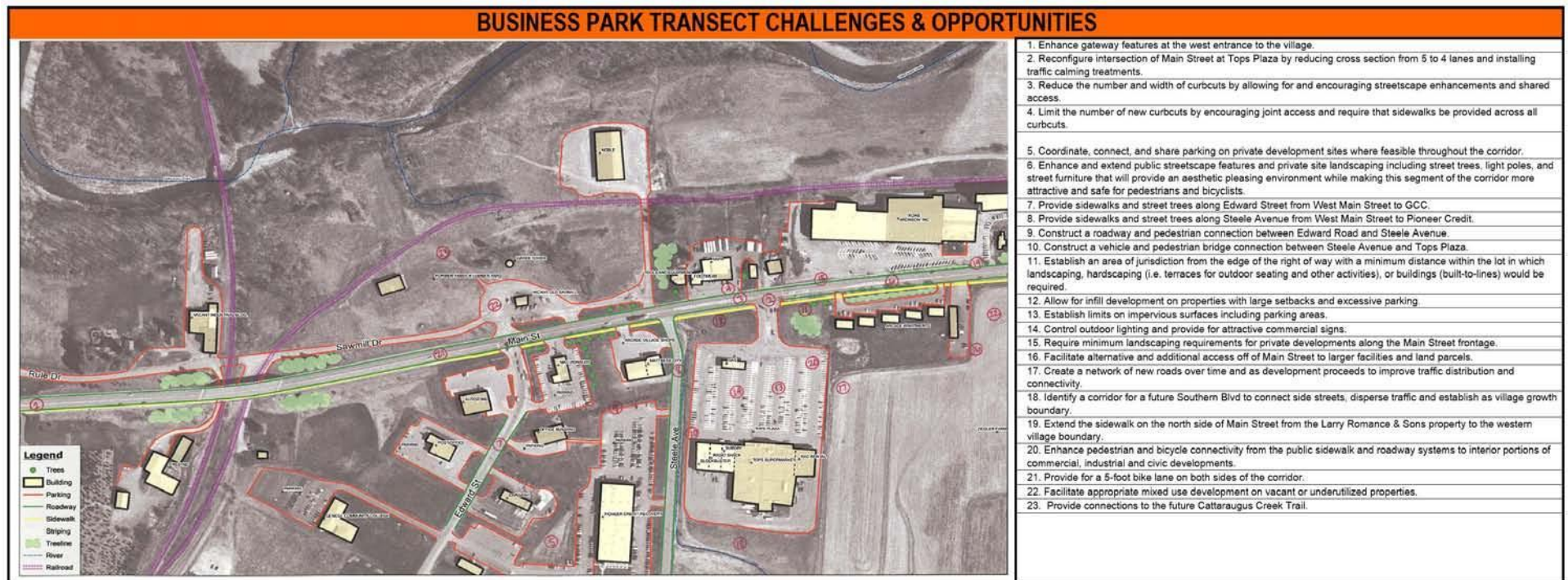
Specific challenges, issues, and opportunities in the HCS Transect are identified on the map below.



Business Parks and Special District Transect Opportunities

This transect on the western edge of the village along Main Street, which includes Hurdville Road, Sawmill Road, Edward Street, and Steele Avenue, was established for economic development activities. The key challenge for this area is to continue to grow and develop as a business park for its intended purpose, including commercial office and services, higher education, and industrial uses. Certain civic uses, such as the post office, are out of place in this transect and inconvenient for the majority of village residents to reach. In addition to commercial and industrial development, opportunities exist for streetscape enhancements, pedestrian safety, access management, and improved connections between public roadways that will support future private economic activity and investment.

Specific challenges, issues, and opportunities in the BP Transect are identified on the map below.



3.7 Future Development Parameters and Themes

Traditional village centers and small downtowns are characterized by compact mixed-use settlement patterns, a community focal point (such as a town common), moderate density, quality design, traditional regional architecture, and pedestrian (as opposed to auto) orientation. They offer basic employment, services and shopping for their residents as well as for visitors and those living in the surrounding areas.

| General Design Characteristics for Village Centers ¹ | |
|---|---|
| Characteristic | Guideline |
| Gross Land Area | 100 to 500 acres |
| Dwelling Units (DU) | 100 to 600 DU |
| Net DU/acre | 1 to 8 (or 5,445 to 43,560 s.f./DU) |
| Population | 200 to 1,800 residents |
| Jobs: Housing Ratio (at 200-350 s.f. per job) | 0.75:1 to 1.75:1 |
| Percentage of Overall Open Space | 45% to 70% district-wide |
| Percentage of Public Open Space | 3% to 8% district-wide |
| Local Retail Space | 26 to 52 s.f./DU |
| Civic Space | 300 s.f./DU minimum |
| Town Common or Green Space | 200 s.f./DU minimum |
| Water Treatment | Community or public wells |
| Sewage Treatment | Community or public wastewater treatment system |

| Village Center Pedestrian Precincts | | | |
|-------------------------------------|---------------|---------------|-----------------------------|
| Precinct | Radius (Feet) | Approx. Acres | Approx. Walking Time (Min.) |
| 1 | 750 | 41 | Under 3 |
| 2 | 1,500 | 162 | 5 |
| 3 | 2,000 | 230 | 8 |
| 4 | 2,640 | 500 | 10 |

Village centers also provide civic facilities and activities for social interactions. All of these village characteristics should be provided for

within about a quarter-mile of the "main street" (or commercial mixed-use spine) of the center. These characteristics indicate that traditional village centers are strongly supported by surrounding neighborhoods, local employment opportunities, and civic uses. Some general design characteristics for a traditional village center are as follows:

Attractive Viewsheds and Gateways – The Main Street Corridor should be visually distinct from surrounding landscapes. It should create a "sense of arrival" as one approaches the Village Center through a series of changes in land uses,

¹ From *Visions for a New American Dream*, Anton Clarence Nelessen, 1993.

topography, organization and density of buildings, and formal streetscapes. The Main Street Corridor Project Area includes a series of attractive viewsheds but few gateway features. As one travels through segments of the corridor from east to west, important visual characteristics deteriorate into a series of strip development and limited streetscape. This aesthetic issue needs to be addressed as the village continues to develop through a combination of attractive gateway treatments, infill buildings and existing building renovations with traditional village design and architecture, and formal streetscape improvements such as sidewalks, street trees, bicycle paths, and ornamental lighting. Additionally, some of Arcade's key landmarks such as the Cattaraugus and Clear Creeks need to be better connected visually to Main Street and the surrounding neighborhoods.

Example of Village Center Gateway Treatments



Niagara on the Lake, Ontario, CA



Batavia, New York



Celebration, Florida

Pedestrian Orientation – A key characteristic of successful village centers is that they are pedestrian-oriented. They also typically have a reasonable number of homes (100 to 600 representing the primary village customers) within a comfortable walking distance of the core area in order to be economically viable. The table and map below illustrates the pedestrian precincts (walking distances) for key points of public interest along the Main Street Corridor in Arcade including the Arcade Post Office, Tops Plaza, VFW, Arcade Free Library, Arcade Elementary School, Clear Creek Bridge on Main Street, and Village Park. The local landmarks east of Bixby Hill Road are within a comfortable walking distance of the majority of village residents. However, most of the shopping and some civic institutions located on West Main Street are too far for nearly every village resident to walk, particularly given the poor sidewalk conditions along this segment of the corridor. The Arcade Post Office is particularly removed from the residents, being located on Edward Street at the far western reaches of the village. This is particularly disappointing for local residents given the fact that it was located in the Village Center (and an easy walk for nearly all citizens) for over 100 years.



ARCADE PEDESTRIAN WALKABILITY MAP

SCALE: 1" = 400'

The maximum distance that most people would be willing to walk is half a mile, which takes about 10 minutes on average (Pedestrian Precinct 4). The Arcade pedestrian precinct map indicates that the Village Center core area would be within half a mile of several existing and potential new homes in the project area as well as a large portion of the surrounding neighborhoods. This graphic illustrates how important residential development is to a village center as well as civic and commercial uses that can draw area residents that are not within walking distance.

Mixed Uses – The long-term viability of Arcade is dependent on the expansion and flexibility of commercial, professional, light industrial, and residential uses. A combination of uses including retail, food and entertainment, professional services, light manufacturing and trades, recreational, cultural, and governmental must be permitted along the Main Street Corridor if the village is to become a “place of necessity” for residents, an attraction for visitors, and a viable option for prospective investors.

This mix of uses is particularly important in the Village Center. Well placed professional offices and residential uses fill vacant/underutilized spaces, create investment, provide built-in security, and reduce traffic (i.e., you can live, work, shop, and eat all within walking distance). Only truly incompatible uses should be separated in the Village Center Transect.

Traditional Village Development Patterns – Arcade’s Village Center has a scale and layout distinct from all other transects in the village. In the core area, new development should be built with pedestrians in mind; parking should not be located within the front-yard setback but rather behind or on the side of the building. Landscaping and streetscape amenities should be provided. Sufficient height is recommended to allow for a vertical mix of uses and to reduce travel needs.

Outdoor Activity – Outdoor uses are very important to attracting residents and visitors to Arcade. This may include formal areas such as recreational fields and the future Cattaraugus Trail and Outlook, but should also include accessory uses such as limited outdoor retail displays, outdoor dining, vendors, entertainment, farmers’ markets, and other attractive uses along the Main Street Corridor. In the Village Center, sidewalk cafés can generate new business and encourage additional pedestrian traffic, give identity and vitality to downtown, serve as a special attraction, and enhance the aesthetic quality of community life.

Examples of Outdoor Activities along Main Street Corridors



Farmer's Market



Concerts in the Park



Sidewalk Terraces

Smart Growth and Sustainable Development – New development standards and design guidelines for the Main Street Corridor should be based on the principles of smart growth and sustainable development, which are to protect open spaces, efficiently utilize local infrastructure and services, and invigorate existing employment centers and neighborhoods. As applied to the corridor, this means providing for a higher density of job and housing opportunities, enhancing the current mix of uses, improving intermodal transportation, enhancing civic amenities such as trails and open spaces, and constructing public buildings and sites that minimize the impacts on the natural environment.

A “Place of Necessity” – If the Main Street Corridor is to compete with other commercial districts locally and regionally, its plan must focus on providing a mix of uses that are essential and desirable to local residents on a daily basis such as food, entertainment, recreation, education, and employment. It must also have flexibility to attract new investments, which provides for a mix of uses and opportunities that serve all residents and visitors, and reflect the village’s traditional civic character. The Village Center must be reinforced as a “place of necessity” for local residents, and a place of interest to regional residents and visitors.

The “Civic Core” – The “civic core” theme is based on existing and proposed public facilities primarily located in the Village Center and VRCTA Transects including government buildings and services, public parks, and other civic amenities. New public facilities and open spaces should complement rather than compete with other uses in the community, and provide forums for public gatherings and community activities. They should be within walking distance for most residents and linked together by streetscape enhancements including sidewalks, trails, street trees, furnishings, and civic art. These enhancements

should create an element of formality to these common spaces and acknowledge civic values.

Examples of Common Open Spaces



Historic and Cultural Center – The Arcade Village Center should be recognized as a high-quality district for the arts, entertainment, and history that becomes the hub for local and regional cultural activities. The Village Center theme should build upon Arcade's extensive history and traditional settlement pattern. It should become the site of mixed venues and support services for art exhibits, music and theater productions, dining, and shopping. It should also serve as a business incubator for local tradesmen, artists, and entrepreneurs.

Traditional Village Neighborhoods – The Main Street Corridor Plan incorporates a series of infill housing and small neighborhoods that are laid out in a traditional development pattern. This development includes a variety of housing types to meet the income and age demands of the community today and in the future. Traditional neighborhoods are characterized by smaller house lots with the homes placed closer to the sidewalk, front porches, narrow tree-lined streets, common open space, and regional architecture. The concept plan integrates future traditional residential neighborhoods in various locations along the Main Street Corridor. The existing and proposed "village neighborhoods" serve as the primary market for the Village Center and magnet for other types of private commercial investment along the entire corridor.

Examples of Traditional Village Neighborhood Design & Streetscapes



Network of Recreational Trails – Alternative transportation corridors, such as bicycle and walking trails, can reduce parking demand and traffic congestion on the Main Street Corridor. The Vision Plan illustrates several sidewalk improvements on existing and potential future public streets within the village. Bicycle traffic can be accommodated with new bike lanes on major roadways such as Main Street, Liberty Street, Water Street, North Street, Church Street, Edward Street, and West Street, as well as along the shoulders of village connector roads (such as Park Street and Prospect Street) and recreational trails. New trails are illustrated on the concept plan between along the Cattaraugus Creek and Clear Creek. These "linear parks" should be well defined with signage and pavement markings at roadway crossings. They should also be coordinated with other existing and proposed neighborhood trail systems, and connect with other existing or planned public places (e.g., recreation centers, schools, cemeteries, and parks) in the community.

Employment Centers – The Village Center and the business park on Edwards Street/Steele Avenue should serve as Arcade's primary employment centers with commercial retail and services, and light industrial jobs. The Village Center should be the primary provider of public and civic service jobs. These employment centers should also include business incubators for local tradesmen, artists, and entrepreneurs. The concept plan illustrates new development and redevelopment in each of these sectors to encourage their growth as employment centers.

Commercial Development to Serve Local and Regional Markets – A series of medium-sized, mixed-use infill buildings (5,000 to 10,000 square feet) are illustrated on the concept plan along the Main Street corridor between Water Street and West Street. These buildings are envisioned to be two to three stories depending on their location on the corridor. Many of them would include a mix of commercial uses on the ground floor and residential and office uses on the upper floors. The concept plan illustrates a traditional layout with the buildings located at or near the front property line and parking located to the side and rear. Architectural designs and patterns should follow the traditional styles and materials used in the region. Much of this form of infill development would occur directly on Main Street between Water Street and West Street.

The concept plan illustrates a series of small to moderate-sized buildings (5,000 to 15,000 square feet) that would be used for professional services, research and

development, light industrial, and other business or institutional uses primarily on West Main Street, Steele Avenue, and Edwards Street. The emphasis here should not be on retail development. Village Center redevelopment could also occur at the Emkay, Hilec, and vacant mill buildings off Water Street. These sites could be reconfigured to serve as a business incubator for local entrepreneurs and clean industries.

The Desired Mix of Uses on the Main Street Corridor in Arcade

Desired new or enhanced uses for the Main Street Corridor as identified in public workshops and committee meetings include:

- Educational, institutional, light industrial, and research and development facilities
- Medical facilities to service an aging resident population
- Professional and personal services for the local population
- Moderate-density housing development providing opportunities for varying age and income groups
- Accommodations such as hotels with meeting space, boutique hotels, and bed & breakfasts
- Recreational facilities including formal and informal open spaces for passive and active recreational activities
- Retail establishments providing for local needs as well as attracting regional interests
- Public gathering venues for a farmers' market, live entertainment, and regular festivals and events
- Art galleries, antique shops, small museums, and other attractions
- Intermodal transportation services and facilities including regional bus service, and vehicle, pedestrian, and bicycle enhancements
- Restaurants, pubs, and other food/beverage businesses

be facilitated by creating "in-law" apartments and other secondary dwelling units within existing residential structures. New residential development should incorporate the attractive architecture and traditional neighborhood development patterns that are well defined in the village. Residential streets should retain their character as narrow (18 to 22 feet), tree-lined corridors with sidewalks.

Lifecycle Housing – With a limited supply of land, moderate-density residential development is appropriate. New residential units would contribute positively to the economic development potential of the Main Street Corridor and can be used to increase the tax base with a better mix of higher-quality and price, but smaller, units. The concept plan includes residential infill and redevelopment varying in style such as townhouse or apartment-type buildings, mixed-use buildings, senior housing complexes, duplexes, and single-family homes with in-law apartments. Established village neighborhoods should provide "lifecycle" opportunities as well for residents in various age and income ranges. This may

4.0 CONCEPTUAL VISION PLAN & RECOMMENDATIONS

The previous sections of the study provide the foundation for the Arcade Main Street Corridor Conceptual Vision Plan, parameters, themes, and descriptions. This Vision Plan contains conceptual diagrams and graphic illustrations based on the findings of the public meeting and input, existing conditions analysis, meetings with the steering committee and village staff, and interviews with property owners, business owners, and other stakeholders.

4.1 The Overall Corridor Conceptual Vision

The Vision Plan for the Arcade Main Street Corridor is driven by the revitalization and redevelopment objectives derived from the public visioning process. These objectives are tested here against existing conditions and trends in the project area. It also draws on several previously completed studies done by others, specifically the 2005 Strategic Plan for Downtown Arcade. Key characteristics and potential redevelopment opportunities and constraints in Arcade are documented.

The Main Street Corridor is well suited for a variety of future development opportunities including residential (mixed-income rental and ownership), commercial, light industrial, medical and personal service, and civic uses. The general areas and type of development potential throughout this corridor are illustrated in the overall conceptual vision plan for the Main Street Corridor below.

The overall Vision Plan identifies and suggests a phasing of new infill development, existing building renovation and reuse, traffic circulation and connectivity alternatives, parking improvements, streetscape treatments, waterfront access and facility improvements, pedestrian and bicycle improvements, and other public enhancements. The Vision Plan is further broken down by transect to better define and illustrate how each segment of the Main Street Corridor will become more accessible by various modes of transportation and will accommodate a mix of uses such as commercial, civic, and residential. More detailed illustrative plans, sections, and perspective sketches for each transect further depict these proposed improvements.

Circulation and Accessibility Improvements

Based on public input and in collaboration with the Steering Committee, Main Street Corridor circulation and accessibility improvements were identified and incorporated into the concept plan. This includes preferred circulation, accessibility, and parking concepts illustrating the principal goals of coordinated access, connectivity, and parking improvements both internal and external to the Village of Arcade Main Street.

Parking Access, Distribution, and Connectivity Improvements

The concept plan illustrates well distributed and connected public and private parking areas throughout the Main Street Corridor. Several private parking lots are shown to be reconfigured to provide better access, safety, and aesthetic appeal. The concept plan also shows new and reconfigured on-street parking on the secondary streets in the core area such as Park Street, Prospect Street, and Church Street, as well as lined spaces on Main Street. Throughout the concept plans, new private parking lots are distributed to the side and behind new residential and commercial buildings. Connections between parking lots (both public and private) are also shown, where possible, to improve internal circulation and maximize parking opportunities. This practice is in keeping with traditional village development patterns.

Streetscape and Aesthetic Enhancements

The last major reconstruction of Main Street was in 1975 by the NYS Department of Transportation (NYSDOT). Recently, NYSDOT re-striped the corridor to provide the current 3-lane section. As plans progress for future improvements with the state, the village should be heavily involved in providing guidance on streetscape, pedestrian safety, access management and other aesthetic improvements needed for different segments of the corridor to be incorporated early in the design process.

Streetscape improvements on the Main Street Corridor are necessary to create an attractive public environment for private investment. A consistent scheme of planting, sidewalks, bike lanes, street furniture, and signage should be consistent throughout the corridor as illustrated on the concept plans. The specific details of street and streetscape design should be based on the type and purpose of roadway. A hierarchy of street types and applicable streetscape treatments are identified and illustrated below.

Generally, streetscape improvements should be designed to improve crosswalk visibility and aesthetic value, provide barrier-free access, calm traffic, and accommodate alternative transportation such as bicycles and public transit. On the primary roadways, design elements should include uniform pedestrian-level ornamental lighting, new sidewalks where needed, new street trees, benches, trash receptacles, planters, and signage. Streetscape improvements should also enhance access to parking lots, residential areas, and other points of public interest.

Gateway Treatments

Attractive entrances or “gateways” into the Village of Arcade are critical to making a good impression on residents, visitors, and potential customers. Tree-planting programs, street banners, and decorative welcome signs and features should be installed to enhance aesthetic value at key entrances to downtown. The gateway improvements, as well as a wayfinding system, should highlight Arcade as a regional center for “living, working, and playing.” The gateway locations and potential improvements on the concept plan are identified and described in the following sections.

4.2 Corridor-Wide Concepts and Recommendations

While the Strategic Plan and earlier sections of this document look at a comprehensive Village network, this section on corridor wide concepts and recommendations focuses more on the direct improvements and strategies that affect Main Street. While some elements may not be mentioned in this report section, they should still remain viable considerations in the future.

O-1: Preserve Key Viewsheds along the Main Street Corridor (Recommendation D2 from the Strategic Plan) - Village centers should be visually distinct from surrounding landscapes. They should create a sense of

arrival as one approaches the center through a series of changes in land uses, topography, organization and density of buildings, and formal streetscapes. The view of Main Street looking west from the intersection of Liberty Street creates an attractive vista with the former Yansick Lumber water tower as a key landmark that terminates the view. As redevelopment of this site occurs, the village site plan review process should ensure that this local landmark is maintained.

The Main Street Corridor Project Area includes a series of attractive viewsheds that should be preserved and enhanced as the corridor is further developed. However, as one travels west out of the Village Center, these important visual characteristics deteriorate into a series of strip development and minimal landscaping.

O-2: Extend Ornamental Light Fixtures beyond the Village Center (Recommendation D3 from the Strategic Plan) - The ornamental light fixtures should be installed beyond the village center from the Water Street intersection to at least Bixby Hill Road/West Street intersection to reinforce the gateways, urban development patterns, and pedestrian scale of the core area. Further to the west along the corridor in the Highway Commercial Transect starting at Bixby Hill/West Street, the existing steel cobra head light fixtures should be replaced with more attractive poles and fixtures.

Choosing the appropriate scale is very important. While shorter (12–20 foot) poles are appropriate for the Village Center/Core Area, taller (20–30 foot) poles are important along West Main Street, which is more highway oriented. Here the buildings are shorter and further from the street and each other. Pedestrian fixtures should be attached to the taller poles at an appropriate height. Even though combinations of shorter and taller light fixtures are recommended for different transects, it is important that the general style and design is consistent in order to tie the entire village together. The existing ornamental light poles in the Village Center are appropriate in terms of scale and design. However, the village has noted that they do not provide sufficient lighting levels. The village should retrofit or replace these light fixtures with newer, high-efficiency ones.

Specific designs could be selected to provide a distinction for Arcade from other villages that tend to use two or three more popular models. Nearby communities that have recently installed streetscape enhancements including new lighting include Springville, Warsaw, and East Aurora.

O-3: Develop the Cattaraugus Overlook Park and Creek Trail (Recommendation A6 and D6 from the Strategic Plan) – North Street was recently relocated away from a bluff on the north side of the Cattaraugus Creek due to erosion problems. The new section of the road is called Cramer Drive. The village owns the former North Street right-of-way that follows the top of the bluff overlooking the creek. The strategic plan recommended constructing a small park and overlook at this site using the eastern portion of the right-of-way. A small terrace, interpretive signage, benches, and selected pruning of creek-side vegetation would create a very attractive public space. This park could also be tied into the future Cattaraugus trail.

The proposed Cattaraugus Creek Trail would create a highly attractive pedestrian and bicycle corridor that could draw a significant number local users and visitors alike. The preliminary route would extend through the village, linking “The Garden” at Main and Water Street, along the south side of the creek through the village parking lot and Arcade Elementary School, and continuing on to West Street. Portions of this trail are currently under design. From there, a new sidewalk/pathway over the West Street bridge would continue along North Street to Cramer Street.

Between “The Garden” on Main Street (at the Main/Water Street intersection), the trail route would follow existing sidewalks on Main Street to the pedestrian alley at 259/261 Main Street. Alternatively, it could follow Sanford Street to Cattaraugus Creek with a pedestrian bridge over Clear Creek to the parking lot and then westward. If possible, the village might try to acquire a right-of-way from five property owners along the north side of Main Street between the Garden on Main Street and Sanford Street allowing the trail to follow the creek all the way to West Street. However, these are small lots with limited frontage width along the creek for providing a trail without infringement on privacy.

O-4: Create a “Complete Street” Design Hierarchy of New Streets and Corridors - Arcade should take a stronger role in guiding new growth and development into targeted areas of the village. New development then takes the form around, and is guided by, the public investment of community plans, rather than the other way around. While constructing new streets may not be in the near future for the village, providing detailed design standards for a hierarchy of new and reconfigured public streets in Arcade is achievable. The main objective is creating “Complete Streets” that integrate various modes of travel including private vehicle, public transit, pedestrian, and bicycles. These can be integrated

into the village’s land use regulations (subdivision and zoning ordinance/map) and become part of the site plan review process. The proposed network and design of new public streets should be incorporated in the comprehensive plan, including the future land use plan. By doing this, the village can provide clear direction to future developers of the intended pattern of development and supporting infrastructure.

There are four key areas identified and illustrated on the concept plan in the village where new streets are recommended in order to guide new development and redevelopment.

- Proposed West End Connector between Steele Avenue and Edward Street
- Proposed Main Street Bypass between Bixby Hill Road and Liberty Street (Via Haskell Avenue)
- Proposed residential access street off both sides of West Street between Main Street and Cattaraugus Creek to access potential future residential development
- Proposed Sanford Street extension and Cattaraugus Creek bridge reconstruction with connection between Main Street and Water Street

“Complete streets” are a balanced transportation system that can bolster economic growth and community stability by providing intermodal accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations. Design characteristics of complete streets include:

- ADA-compliant curb cuts
- Sidewalks
- Bicycle lanes
- Roadside improvements for public transportation, including bus shelters
- Traffic-calming measures - curb extensions, medians/refuges, chicanes, and speed humps
- Improved landscape features - street trees, benches, and street lighting
- Intersection and crosswalk improvements for non-motorized users
- Other improvements to the safety, accessibility, and quality of the road

A hierarchy of complete street design standards has been prepared for the Arcade Main Street Corridor to achieve the overall goal of enhancing the

pedestrian environment and providing an attractive public roadway environment to attract private investment:

Streetscape Type 1: Village Boulevard – This streetscape type would apply to the proposed Southern Boulevard, Edwards Street, and segments of West Main Street.

Streetscape Type 2: Main Street Gateway Arterial – This streetscape type would generally apply to the eastern segment of Main Street from Water Street to Sanford Street, and West Main Street between West Street and Prospect Street. Streetscape improvements are needed in these segments to set the stage for an entrance into the Village Center. One variation would be to provide for a partial center landscaped median at key locations to enhance the gateway and introduction to the Village Center coming from the east and west.

Streetscape Type 3: Central Business District/Main Street – The streetscape type would apply to Main Street between the Clear Creek Bridge and Prospect Street, and Liberty Street between Main Street and Mill Street. While improvements were made to this segment of Main Street in 2008, additional enhancements and adjustments should be made.







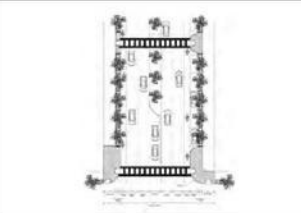
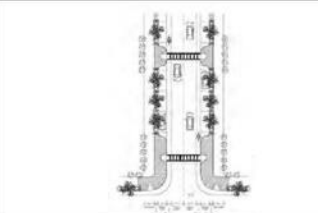
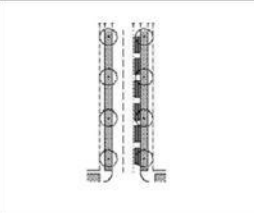
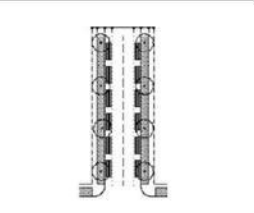
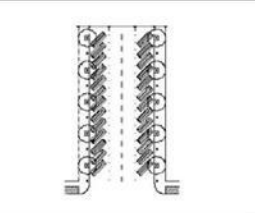
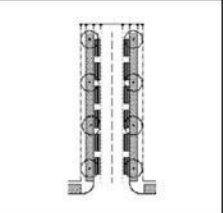
Street Type 4: Village Connectors – This streetscape type would typically apply to major side streets that serve as connectors between neighborhoods and the Main Street Corridor. This streetscape type typically has designated on-street parking on one or both sides, a planted green street with street trees, and sidewalks/trails on one or both sides depending on the pedestrian travel patterns, potential destinations, and demand. Key side street connectors may include Church Street, Water Street, and West Street.

On-street parking would typically be parallel to the curb and on both sides depending on the width of the right-of-way. On some streets with very wide right-of-way areas (Church Street), angled parking is another possibility. Angled parking generally increases the number of spaces by 30 percent over parallel parking. It is also preferred by many drivers over parallel parking.

Streetscape Type 5: Village Neighborhood Street – This streetscape type reinforces a traditional low-scale neighborhood access road with narrow

travel lanes, informal or no street parking, and large mature trees. Depending on the location, need, and application, this type of street is narrow (18–22 feet) with an optional sidewalk on one or both sides and a green strip. This streetscape type would apply to well established residential areas in the village such as Park Street and Prospect Street.

New streets developed as part of public or private development plans should follow the streetscape type hierarchy and general design standards. Currently, the subdivision regulations provide design standards for all new public streets. These may be adjusted, however, to specifically address new residential streets in small neighborhoods within the project area.

| RECOMMENDED COMPLETE STREETS HIERARCHY & DESIGN GUIDELINES FOR VILLAGE OF ARCADE MAIN STREET CORRIDOR - PART 1 | | | | | | |
|--|---|--|---|---|---|---|
| EXAMPLE USE OF HIERARCHY ST-57-20-BL | DEFINITION OF THOROUGHFARE: The man-made element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number and width of lanes, by the centerline and curb radius, and the elevation of the pavement. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect. | | | | | |
| ↑ With Bicycle Lane | | | | | | |
| ↑ 20 Ft Pavement Width | | | | | | |
| ↑ 57 Ft Right-of-Way Width | | | | | | |
| Thoroughfare/Streetscape Type | | | | | | |
| CLASSIFICATION | BOULEVARD | DOWNTOWN AVENUE | DOWNTOWN STREETS | | | |
| DEFINITION | Boulevard: A long-distance, speed movement thoroughfare traversing an urbanized area. This thoroughfare-type should be designed to include two or more travel lanes with the potential for designated parallel parking along one or both sides of the street. A landscaped median separates the two travel lanes. A separated sidewalk should be placed on one or both sides of the street along with designated bicycle lanes. Continuous plantings should be placed on both sides. This design treatment should be applied to the Buzzards Bay Bypass. | Downtown Avenue: A short, axial, local speed-movement thoroughfare suitable for downtown center and core zones, providing frontage for higher density mixed-use buildings such as storefronts, shops, and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters creating a sidewalk of maximum width with areas accommodating street furniture. Clear trunks and high canopies are necessary to avoid blocking views of storefronts, signage, and awnings. An avenue may be conceived as an extension of a boulevard. | Downtown Street: A local slow-movement thoroughfare suitable for primary downtown streets, providing frontage for higher density mixed-use buildings such as houses, shops, and offices. It is urban in character with raised curbs, storm-drain inlets, and striped on street parking. A single species of tree is planted in opportunistic alignment and confined by individual planters creating a sidewalk of maximum width with areas accommodating street furniture. Clear trunks and high canopies are necessary to avoid blocking views of storefronts, signage, and awnings. | | | |
| CROSS SECTION/ PERSPECTIVE VIEW |  |  |  |  |  |  |
| PLAN VIEW |  |  |  |  |  |  |
| CHARACTERISTICS | SOUTHERN BLVD (BV-108-64-BL) | CBD MAIN STREET (DA-70-46-BL) | CBD SIDE STREET (CBD-40-20) | CBD SIDE STREET (CBD-50-40) | CBD SIDE STREET (CBD-70-56) | CBD MAIN STREET (CBD-65-34-BL) |
| Type | Speed Movement | Free Movement | Free Movement | Free Movement | Free Movement | Free Movement |
| Movement | Two-Way | Two-Way | Two-Way | Two-Way | Two-Way | Two-Way |
| Traffic Lanes | 4 11-foot (2 in each direction); partial left turn lane | Two- 11 foot | Two- 11 foot | Two- 11 foot | Two- 11 foot | Two- 11 foot |
| Parking Lanes | One side - south side only/OR no parking either side | Both Sides @ 8 ft. Marked | One Side @ 8 Feet Marked | Both Sides Parallel @ 8 Feet Marked | Both Sides Angled @ 8 Feet Marked | Both Sides @ 8 ft. Marked |
| R.O.W. Width | 108 feet | 70 feet | 40 feet | 50 Feet | 70 feet | 60 feet |
| Pavement Width | 64 ft. to 76 ft. (intermittent turn lane) | 46 feet | 20 feet | 40 Feet | 56 ft. | 34 feet |
| Traffic Flow | Two Ways | Two Ways | Two Ways | Two Ways | Two Ways | Two Ways |
| Curb Type | Raised | Raised | Raised | Raised | Raised | Raised |
| Curb Radius | 30 feet | 15 feet | 15 Feet | 15 Feet | 15 ft. max | 25 feet if swale, 15 feet if curb |
| Vehicular Design Speed | 40 MPH | 30 MPH | 25 MPH | 25 MPH | 25 MPH | 25 MPH |
| Pedestrian Crossing Time | 8 seconds | 4.5 Seconds | 4.5 Seconds | 4.5 Seconds | 4.5 Seconds | 4.5 Seconds |
| Road Edge Treatment | Curb | Curb | Curb | Curb | Curb | Curb |
| Planter Width | 4 feet | 3x3 Planters | 4 feet | 4 feet | 4x4 Planters | 4x4 Planters |
| Planter Type | Continuous | Individual | Continuous | Continuous | Individual | Individual |
| Planting Pattern | Trees at 30 Feet O.C. Average | Trees at 30 Feet O.C. Average | Trees at 30 Feet O.C. Average | Trees at 30 Feet O.C. Average | Trees at 30 Feet O.C. Average | Trees at 30 Feet O.C. Average |
| Tree Type | Selected Street Trees | Selected Street Trees | Selected Street Trees | Selected Street Trees | Selected Street Trees | Selected Street Trees |
| Street Light Type | Street Light Ornamental | Pedestrian Scale Ornamental | Pedestrian Scale Ornamental | Pedestrian Scale Ornamental | Pedestrian Scale Ornamental | Pedestrian Scale Ornamental |
| Street Light Spacing | 30 ft. intervals | 30 ft. intervals | 30 ft. intervals | 30 ft. intervals | 30 ft. intervals | 30 ft. intervals |
| Bike Way Type | Bike Route | Bike Route | Bike Route, Optional Bike Path | Bike Route, Optional Bike Path | Bike Route, Optional Bike Path | Bike Route, Optional Bike Path |
| Bike Way Width | 6 feet | None | None | None | None | One Side |
| Sidewalks | Both Sides | Both Sides | Both Sides | Both Sides | Both Sides | Both Sides |
| Sidewalk Width | 12 feet | 9 feet | 8-12 feet | 10 Feet | 12 ft. | 9-15 feet |
| LOCAL APPLICATIONS | Future Bypass | Main Street between Clear Ck Bridge and Church St. | Liberty St., Park St., Prospect St. | Liberty St., Park St., Prospect St. | Church St. | Main St - Clear Ck Bridge and Church St. |

RECOMMENDED COMPLETE STREETS HIERARCHY & DESIGN GUIDELINES FOR VILLAGE OF ARCADE MAIN STREET CORRIDOR - PART 2

| | | | | | | | |
|---|---|---|--|---|---|--|---|
| EXAMPLE USE OF HIERARCHY ST-57-20-BL | DEFINITION OF THOROUGHFARE: The man-made element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number and width of lanes, by the centerline and curb radius, and the elevation of the pavement. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect. | | | | | | |
| | ↑ With Bicycle Lane | | | | | | |
| | ↑ 20 Ft. Pavement Width | | | | | | |
| | ↑ 57 Ft. Right-of-Way Width | | | | | | |
| ↑ Thoroughfare/Streetcape Type | | | | | | | |
| CLASSIFICATION | VILLAGE NEIGHBORHOOD STREET | ALLEY | LANE | PASSAGE | BIKE TRAIL | FOOT PATH | |
| DEFINITION | Downtown Neighborhood Street: A local, yield moving thoroughfare suitable for downtown neighborhoods. Streets provide frontage for low to moderate density residential buildings such as single family detached or attached homes, apartment buildings, and rowhouses | Alley: A narrow vehicular access way to the rear of more urban lots providing service areas, parking access, and utility easements. Alleys as they are used by trucks and must accommodate dumpsters should be paved from building face to building face and screened if possible. | Lane: A vehicular access way located to the rear of more rural lots providing access parking and outbuildings and utility easements. Lanes are paved as lightly as possible (to driveway standards) and may be just gravel or left unpaved. | Passage: A pedestrian connector passes between buildings. Passages provide shortcuts through long blocks and connect rear parking with street frontages. Passages may not be roofed over and lined by shop fronts. | Bike Trail: An independent bicycle way generally running through the countryside or parallel with parkways and highways. | Footpath: A pedestrian way traversing a park or the countryside. Paths should connect directly with the sidewalk network. | |
| CROSS SECTION/ PERSPECTIVE VIEW | | | | | | | |
| PLAN VIEW | | | | | | | |
| CHARACTERISTICS | | | | | | | |
| Type | VNS-50-20-A | VNS-50-20 | AL-20-20 | LA-20-8 | PS-18-0 | BT-VAR-8 | PT-VAR-6 |
| Movement | Slow Movement | Slow Movement | Slow Movement | Yield Movement | Pedestrian Only | Bicycle & Pedestrian Only | Pedestrian Only |
| Traffic Lanes | Two- 10 foot | Two- 10 foot | Two- 10 foot | Two- 8 foot | varies | varies | varies |
| Parking Lanes | One Side @ 8 ft. Marked | Informal | None | None | NA | NA | NA |
| R.O.W. Width | 50 ft. | 20 ft. | 20 ft. | 20 ft. | varies | varies | varies |
| Pavement Width | 24 ft. | 24 ft. | 20 ft. | 8 ft. | N/A | N/A | N/A |
| Traffic Flow | Two Ways | Two Ways | One Way or Two Way | One Way | N/A | N/A | N/A |
| Curb Type | Raised or None | Raised or None | None | Swale | N/A | N/A | N/A |
| Curb Radius | 15 ft. max | 15 ft. max | 15 ft. max | 15 ft. max | N/A | N/A | N/A |
| Vehicular Design Speed | 15 MPH | 15 MPH | 15 MPH | 15 MPH | N/A | N/A | N/A |
| Pedestrian Crossing Time | 2.7 Seconds | 2.7 Seconds | NA | NA | NA | NA | NA |
| Road Edge Treatment | Curb | Curb or Swale | Curb or Swale | Curb or Swale | Swale | Swale | Swale |
| Planter Width | 4-7 feet | 4-7 feet | None | 6-7 feet | varies | varies | varies |
| Planter Type | Continuous | Continuous | None | Continuous | Continuous | continuous | continuous |
| Planting Pattern | Trees at 30 Feet O.C. Average | Varies depending on size of tree | None | None | occasional | Single and cluster, avg. 1/30 ft. | Single and cluster, avg. 1/30 ft. |
| Tree Type | Selected Street Trees | variable species | None | Selected Street Trees | Natural | Natural | Natural |
| Street Light Type | Pedestrian Scale Ornamental | None | None | None | None | None | None |
| Street Light Spacing | 30 ft. intervals | None | None | None | None | N/A | N/A |
| Bike Way Type | Bike Route, Optional Bike Path | None | None | None | N/A | Bike Path | N/A |
| Bike Way Width | None | None | None | None | N/A | 8 to 15 feet | N/A |
| Sidewalks | Both Sides | Both Sides | None | None | One | none | One |
| Sidewalk Width | 6 ft. | 6 ft. | N/A | N/A | 9-18 ft. | N/A | 6 ft. |
| LOCAL APPLICATIONS | Village Neighborhood Streets | Village Neighborhood Streets | Behind Main Street | New TND Development | Connections to Main St. | Connections to Downtown and Cattaraugus Ck. | Connections to Downtown and Cattaraugus Ck. |

O-5: Southern Boulevard – (Recommendation C2 in the Strategic Plan) – Segment 1 - From Bixby Hill Road, the new Southern Boulevard would precede further east running back down the hill and between Prestolite and the Arcade Cemetery, parallel to the railroad tracks. The boulevard would create a new connection at the southern terminus of Prospect Street and form an attractive northern boundary to the Arcade Cemetery. At Prospect Street, the boulevard would proceed east and intersect with Park Street and then onto Haskell Street to Liberty Street. This corridor would create a direct east-west connection between Bixby Hill Road and Liberty Street. It would be used to disperse neighborhood traffic and possibly truck traffic that is currently using Main Street to make connections between the Buffalo Metro Area to the west and Allegany County to the south via Liberty Street (Route 98).

The potential for the Southern Boulevard is significant. It could become a tree-lined street with a planted median, bike lanes, and walking trails. Land uses along the street should be primarily residential with traditional village houses and development patterns. Further off the corridor to the north (toward West Main Street), uses should be mixed with higher-density residential and primarily commercial uses along West Main Street. Further off the corridor to the south, land should remain rural-residential with active agricultural uses.

Segment 2 - This is a long-term and phased project that may not come to fruition for decades. Until development pressures exist for the properties in this section, this option is cost prohibitive (+\$3.3M) and little justification for its need is eminent. The new street running parallel to West Main Street approximately 250 to 400 feet to the south would begin at Steele Avenue and run eastward and parallel to West Main Street through present Ziegler farmland and climbing the hill to the intersection with Bixby Hill Road near the existing electrical substation.

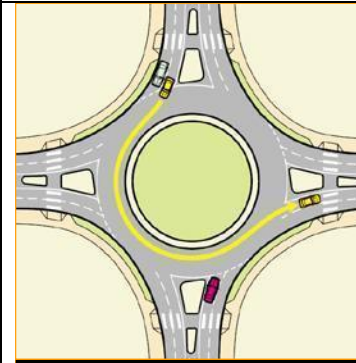
The Southern Boulevard would create building envelopes for new mixed-use development between this roadway, Steele Avenue, West Main Street, and Bixby Hill Road. Existing developments, such as Pioneer Credit and Tops Plaza, would be connected by small connector roads. New development within these envelopes would be required to extend the street network by providing new connections between West Main Street and Southern Boulevard. This would result in dispersing traffic rather than all traffic funneling onto West Main Street. It would also create a distinct separation and growth boundary between the Highway Commercial and Mixed Use transect to the north and the Rural-Residential transect to the south.

O-6: Potential Intersection Roundabouts (Recommendation C3 in the Strategic Plan) - There are two locations in the village where roundabouts may provide an alternative to signalized intersections while enhancing traffic calming and gateways into the Village Center. These two locations are ideally located to slow traffic as it transitions from an open highway into a village center environment.

- Intersection of Main Street (Rt. 39) and Water Street (Rt 98)
- Intersection of Main Street/West Street/Bixby Hill Road

Nearby examples of modern roundabouts are Ferry Circle in the City of Buffalo at Richmond Avenue and Ferry Street, and a new roundabout in the City of Batavia at the intersection of Route 98 and Route 33. Several roundabouts are planned for the Village of Hamburg as part of its on-going Route 62 reconstruction project. The existing traffic circle in East Aurora is not an example of modern roundabouts but they are in the process of rebuilding it as of the summer of 2009.

Roundabouts



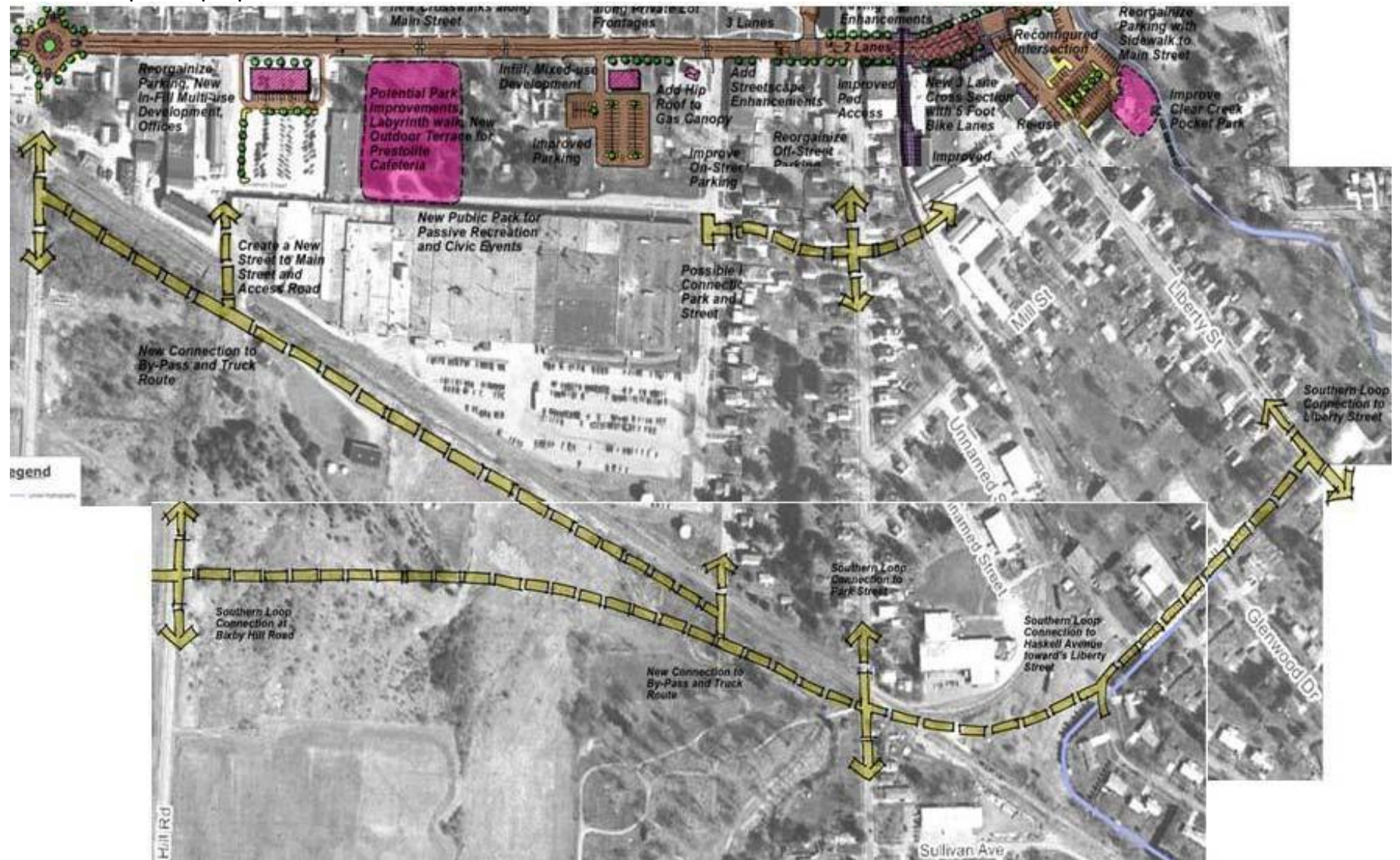
Modern Design Example



Example, Main Street, Keene, NH

O-7: Establish an Access Management Program - Access management involves a set of strategies to improve the safety and efficiency of traffic by reducing congestion and decreasing the number of accidents, while simultaneously preserving community character through land use planning and site design.

Southern Loop Concept Options



An effective local access management program can play an important role in reducing accidents, preserving highway capacity, and avoiding or minimizing costly roadway improvements to correct safety and congestion problems. Some of the benefits include:

- Safer and more efficient travel, including pedestrians and bicyclists.
- Land and surrounding infrastructure are often more efficiently utilized when access management tools are applied.
- Businesses benefit from increased economic vitality along a well managed corridor because of easier access to and from their establishments.
- Reduced congestion can also reduce fuel consumption and air quality impacts related to traffic delays, as well as save time.
- Taxpayers benefit from the more efficient use of existing transportation facilities. By improving the safety and efficiency of existing highways, a community or agency's limited resources can be utilized elsewhere. Likewise, many access management strategies are relatively low in cost to implement.

Key elements of access management include:

- Interconnected street networks - rear access roads and through streets
- Connections between adjacent properties - "cross access"
- Limited driveway openings - driveway spacing standards
- Shared driveways
- Safe and efficient driveway design
- Corner clearance standards
- Intersection spacing and traffic signal spacing
- Center medians and other means of restricting turns
- Shared parking, centralized public parking, and side and rear parking
- Convenient internal circulation and connections - motorists, bicyclists, and pedestrians

The key factor to successfully implementing access management strategies is the development of partnerships between the transportation agencies that build, operate, and maintain streets and highways, and the village, which makes planning, zoning, and development decisions. The concept plan illustrates several site-specific examples of access management improvements throughout

the Main Street Corridor. Most of these projects involve reducing curb cuts, sharing access, and making internal connections where feasible.

Access management does more than improve the safety and efficiency of travel. Well designed access systems can also help preserve community character, advance economic development goals, and protect the substantial public investment in roads and highways. As state and local governments strive to cope with traffic problems, limited rights-of-way, rising construction costs, and revenue shortfalls, increasingly they are recognizing the benefits of access management.

O-8: Complete Key Components of the Sidewalk Network (Recommendation A7 and A8 in the Strategic Plan) - There are gaps in the sidewalk network in key parts of the village. In particular, sidewalks need to be completed in the following locations:

- North side of Main Street from Larry Romance & Sons to the west village line
- Both sides of Water Street (Route 98) from Main Street to the Arcade Fire Hall
- Both sides of Steele Avenue from West Main Street to the Pioneer Credit building
- Both sides of Edward Street from West Main Street to the Arcade Post office

Curb extensions (or bulb outs) are short sections of the street, usually at intersections, where pavement has been narrowed. At mid-block, curb extensions usually extend into on-street parking lanes. This reduces the crossing length for a pedestrian, making crossing times shorter, easier, and safer. It also places pedestrians in a place of greater visibility, so the pedestrian can see traffic more easily and motorists can see them. Pedestrian refuge islands are placed in the center of the road between the travel lanes, providing an opportunity for pedestrians to cross one lane at a time safely. An additional benefit of curb extensions and pedestrian refuge islands is that the street is narrowed so vehicles tend to slow down. These traffic-calming treatments can also be designed to enhance aesthetics through pavement treatments and landscaping.

Currently, there are curb extensions on the north leg of the Main Street/Church Street intersection and a mid-block curb extension at Main Street between the A&ARR Depot and the railroad alley. The curb extension is shallow at Main/Church Street and could be further extended, particularly with the number

of children that use this crosswalk. Other potential applications for curb extensions and pedestrian refuge islands are illustrated on the concept plan and identified below:

- Main Street and Park Street Intersection (curb extensions)
- Main Street and Prospect Street Intersection (curb extension)
- Main Street and Liberty Street Intersection (curb extension)
- Main Street and Sanford Street Intersection (curb extension)
- Main Street and Water Street Intersection (curb extension or roundabout with pedestrian refuges)
- West Main Street in front on of Arcade Free Library (pedestrian refuge/center island)
- West Main Street in front on of Prestolite Park (pedestrian refuge/center island)
- West Main Street/Bixby Hill Road/West Street (curb extensions or roundabout/pedestrian refuges)
- West Main Street at Brass Shurfine and Saint Peter and Paul's Cemetery (pedestrian refuge)
- West Main Street at Tops Plaza (pedestrian refuge)
- West Main Street at Edward Street and Former Yansick Lumber/future redevelopment (pedestrian refuge)

Examples of Pedestrian Safety/Traffic Calming Treatments



Curb Extension and On-Street Parking



Narrow Lanes with Pedestrian Refuge

Curb extensions and pedestrian refuge islands should be included in the next major reconstruction of Main Street.

O-9: Design and Install Directional "Wayfinding" Sign System - Attractive directional signage should be installed to guide visitors and potential customers to public points of interest throughout the Village Center. Business directory maps should be installed in attractive cases and in informational kiosks at strategic locations for customers and visitors to easily identify. The wayfinding

system should be implemented in concert with traffic calming and crosswalk improvements at key intersections along Main Street, Liberty Street, Church Street, Park Street, and Prospect Street. Wayfinding elements should be installed (or renovated) at the following locations:

Examples of Wayfinding Sign Systems



Englewood, FL



Amherst, MA



Shelburne Falls, MA

Informational Kiosks – The information kiosks should contain a Business Directory Map and Arcade Walking Tour Brochure/Map (Recommendation D11 in the Strategic Plan) which identify various businesses, services, parks, historic landmarks, public parking, and other points of interest. The kiosk should contain graphic materials explaining and illustrating Arcade's history, architecture, and point of public interest. The village should work with the Historical Society, Pioneer Regional High School, and GCC art students to help create these brochures and maps. Suggested locations include the following:

- Entrance to the public parking lot off Church Street
- Next to the Gray Fox Pub
- On the south side of Main Street, at the corner of Liberty on the insurance building or in front of the Arcade Hotel
- Pedestrian alley on the north side of Main Street
- Railroad alley on the north side of Main Street
- At the Arcade Free Library
- At the Garden on Main Street

Parking Signage (Recommendation B2 in the Strategic Plan) – Existing signs directing motorists to public parking lots are small and difficult to read. They should be replaced with a high-quality system of new signs and

banners placed in strategic locations to lead visitors to off-street parking. Suggested locations include:

- Sanford Street Westbound
- Vehicle Alley (Wall mounted)
- Liberty Street at Main Street Intersection Northbound
- Main Street at Church Street intersection (both directions)
- Prospect Street Eastbound

Interpretive Boards (Recommendation D10 in the Strategic Plan) – Potential locations for interpretative signage include the Cattaraugus Trail and proposed park, the pedestrian and A&ARR alleys, the Garden pocket park, proposed Prestolite Park, Clear Creek pocket park and proposed trail, and on the Main Street bridge.

Examples of Informational Kiosks and Boards



O-10: Screen Large Parking Areas (Recommendation B4 in the Strategic Plan)

- Large parking lots open and visible to the sidewalk, particularly in the pedestrian oriented Village Center, significantly detract from the walking experience in Arcade. Pedestrians walking in front of such parking areas feel exposed and vulnerable to turning traffic. There are several locations throughout the Main Street Corridor where large exposed parking areas exist. Specific locations that should be given priority and are illustrated on the concept plan include the following:

Reduce curb cut(s), screen and landscape:

- Convenience mart on southwest corner of Main and Prospect Street
- Church Street entrance to public parking lot

- Arcade Lumber parking lot on south side of Main Street
- Lots at SE and SW corners of Main Street and Bixby Hill Road
- Delightful's Ice Cream
- VFW
- Ford Dealership, Nellie's Restaurant, and Kwik Fill
- Romance & Sons and Machias Veterinary Clinic
- Jerry Lee Diner and Agway
- Castille & Tomkins Bank
- Martin Brothers Chevrolet
- Napa

Potential lot improvements or infill opportunities:

- Phil's TV and Thrift Store parking lot across from Arcade Elementary School – Reorganize, screen and landscape, line, reduce curb cut, and improve side street access.
- Town Office building – Re-organize lot, reduce curb cut, screen and landscape.
- B&B Sharpening on south side of East Main Street – Possible infill development site and/or screen and landscape.
- Prestolite parking lots on south side of Main Street – Both are possible infill development site and/or reduce curb cut, screen and landscape.
- Brass Shurfine – Possible infill development site and/or reduce curb cut, screen and landscape.

Creative solution would be to work with property owners to create a green strip either on the outside edge of the sidewalk or between the street and sidewalk to create separation. Large street trees should be planted within the green strip to provide a buffer and shading for pedestrians as well as to enclose the street. Other treatments may include low shrub or flower plantings and ornamental fencing depending on the site.

In certain locations, these parking lots are significantly oversized for their intended uses and may be good locations for infill development that can utilize excess parking, enclose the street and create a more pedestrian environment. These sites are examples of the need for enhanced site plan review to ensure that sufficient pedestrian and landscaping improvements are made to the perimeter of the property.

4.3 Concept Plans and Recommendations by Transect

Village Center Transect

Concept Plan Themes and Parameters – The Village Center Transect Concept Plan reinforces Arcade's downtown with key civic, residential, waterfront, and commercial uses. The concept incorporates the essential characteristics of a traditional village district with moderate density, buildings positioned close to the street, parking on the street and behind the buildings, an attractive streetscape, an intimate pedestrian atmosphere, and a mixed-use environment. The concept plan envisions a place where folks can comfortably grab a bite to eat, make a variety of stops for business and pleasure, and converse with friends, neighbors, and acquaintances.

The Village Center Concept Plan illustrates a balanced mix of commercial, residential, and civic buildings and open space as envisioned by the public and the Main Street Study Steering Committee. To support public and private development within the project area, several other key improvements are depicted on the concept plan including:

- Waterfront access and improvements on both Cattaraugus Creek and Clear Creek;
- Parking connectivity and distribution improvements;
- Pedestrian and bicycle circulation and safety improvements;
- Traffic circulation improvements, traffic calming, and partial separation of local and through traffic;
- New mixed-use infill building development within the existing traditional village scale and context;
- Selected building rehabilitation, redevelopment, and reuse; and
- Streetscape and open space improvements.

Public improvements in the Village Center are predominately confined to those lands or areas within the rights-of-way owned or controlled by the town, state, or federal government. These improvements will benefit the general public, creating barrier-free, pedestrian-friendly access to enhanced public spaces and downtown buildings. Public improvements are intended to create a positive environment for private investment.

While the Village Center reflects the current vision of the Arcade community, development patterns (and pressures) over the past 30 years along Main Street

have created a trend that is counter to village development themes and parameters. For example, past development trends that has separated land uses, increased building setbacks, and allowed parking in front yards thereby disconnecting buildings from the street which have created pedestrian barriers is undesirable in Arcade's future vision. Local regulations and policies must be revised to reinforce the essential and well established characteristics of the traditional village downtown development pattern.

Key Recommended Projects and Programs:

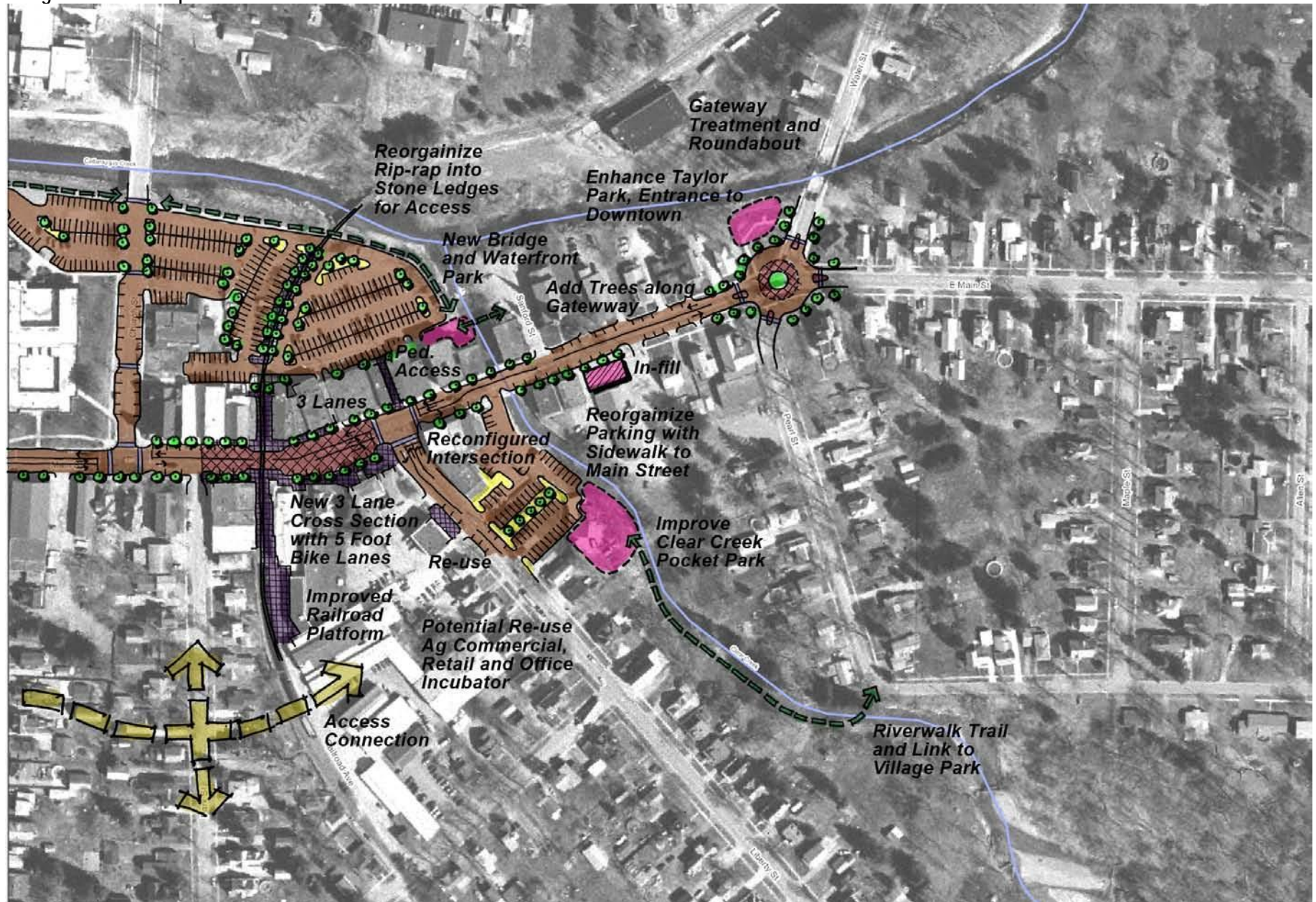
VC-1: Implement a Main Street Façade Program (*Recommendation D7 from the Strategic Plan*) - The Village of Arcade, working in conjunction with the Arcade Chamber of Commerce, the Arcade Beautification Committee, Wyoming County Economic Development, Community Action for Wyoming County, the Alliance for Business Growth, and local property owners, proposes to utilize NY Main Street funding to continue and expand Main Street revitalization efforts in the village's downtown area. Specific objectives for the proposed Arcade downtown revitalization include:

- Redesign or renovation of a minimum of six commercial spaces;
- Improvement of a minimum of ten building façades;
- Renovation of a minimum of ten existing apartments;
- Creation of a minimum of three new residential units; and,
- Downtown "streetscape" - installation of signage directing pedestrians and drivers; replacement of streetlight heads; and improve crosswalks.

The Village Center has a significant number of historic and attractive buildings. However, several have been inappropriately altered over the years including the razing of upper stories, removal or covering of architectural details, inconsistent façade treatments, and poor signage. To enhance visual appeal, economic opportunity, and walkability of the Village Center, various recommendations for façade treatments, upgraded signage and lighting, awnings and other window treatments, storefront displays, and use of public spaces in front of the building are suggested. Some specific buildings include:

- Arcade Hotel (façade renovations, signage, tree pruning, outdoor seating, and possible reuse);
- Arcade Pennysaver Building (same as abutting Arcade Hotel);
- Phil's TV (façade improvements, signage, and parking lot changes);

Village Center Concept Recommendations



- Howlett's Building (Simar Enterprises): restore distinct and decorative cornice with architectural detail (façade restoration, new signage, awnings, and possible second floor);
- M&T Bank: white panels cover the remaining two floors of this once three-story building. The hidden Victorian style brick should be uncovered allowing for the window openings to be seen from the street again (façade restoration, new signage, and awnings);
- Creekside Fabrics and Quilts/Wolfe's Wine and Brew House (façade restoration, new signage, first-floor window displays, awnings, and possible outdoor seating); and
- Hear USA (first-floor display window improvements, lighting, awning and signage).
- M&T is one of a number of examples in the Village Center of buildings that covered upper-floor windows. Covering or obscuring upper-floor windows deteriorates the pattern of window spacing and projects dead space to the pedestrian or observer. Regardless of the uses on upper floors, windows should be restored or fitted with Plexiglas. For unused spaces, windows can be fitted with curtains and inexpensive lights on timers to project vibrancy and improve ambiance at night time.



VC-2: Reconfigure the Main Street and Liberty Street Intersection. The NYSDOT completed the last pavement resurfacing program in 2008, which included milling and repaving Main Street (NYS Rt 39) from the Arcade East Village limit to the intersection with NYS Rt 16 in Yorkshire. The striping that

presently exists on the corridor was done at that time. The bump outs and crosswalk located at the Arcade and Attica Railroad building and alley was installed as a part of this project. Prior to this project, Route 39 was four lanes (two in each direction) from Liberty Street westward. The striping from Liberty Street to the east was unchanged as part of the 2008 project. The concept plan illustrates and recommends the re-striping of Main Street from four lanes to three lanes from the intersection of Liberty Street to the west. This should first be completed as a "test configuration" followed by a permanent reconfiguration if no major concerns occur.

Currently, only two of the three legs of this T intersection have crosswalks and pedestrian signals. The western leg of Main Street has no crosswalk. Like Church Street, the Liberty Street/Main Street intersection has a high degree of pedestrian activity and a significant amount of cross-walking at the intersection. Liberty Street and Main Street are considered the core of the downtown area and very important in presenting a visual impression on local residents and visitors alike. Several short- and long-term pedestrian enhancements can help enhance walkability and safety at this intersection.

As with Church Street, similar pedestrian enhancements are recommended for the Liberty Street intersection including adding a crosswalk with enhancing materials, pedestrian signal phasing, and mast-arm signal mounts. Signage is particularly important at this intersection as there is presently no Liberty Street sign, and, for visitors, it is important that they pick up directly to local points of interest at this intersection.

VC-3: Improve the Main Street and Church Street Intersection (Recommendation A2 in the Strategic Plan). Currently, only two of the three legs of this T-intersection have crosswalks and pedestrian signals. (The eastern leg of Main Street has no crosswalk.) Given the orientation of the Village Center toward pedestrian access and the significant amount of cross-walking at this intersection with the school, it is very important that people can easily cross Main Street. All three legs of the intersection should be reconfigured by adding prominent crosswalk striping (or possible concrete pavers or block) as well as pedestrian signals.

The pedestrian signals should be configured to activate automatically with regular cycling of the red and green signal phases for vehicles. Currently, the pedestrian signal only changes from a red hand (Don't Walk) to a white walking

person (Walk) when the button is pressed. Pedestrians, particularly school-aged children, should not have to “ask” to cross the street by pressing the button in a highly active pedestrian zone as is the case in the Village Center.

The traffic signal at the Church Street/Main Street intersection is currently strung on overhead wires. The village should consider replacing this with ornamental mast arms providing an attractive and more urban feel, when they are scheduled for replacement. The mast arms can also be used to attach signs indicating the cross street, a “no turn on red” sign, “public parking,” and other points of interest signage, as well as decorative banners, hanging flowers, or other amenities.

VC-4: Improve the Main Street and Prospect Street Intersection (*Recommendation A4 in the Strategic Plan*). Currently, only two of the three legs of this T-intersection have crosswalks and pedestrian signals. There is no crosswalk from the west side of Park Street to the north side of Main Street. As with the Church Street and Liberty Street intersections, similar pedestrian enhancements are recommended at Prospect Street, including adding a crosswalk with enhancing materials, pedestrian signal phasing, and mast-arm signal mounts where there is a high degree of pedestrian activity.

VC-5: Upgrade Main Street Vehicle Alley. This alley located between Cottrill’s Pharmacy and Wolfe’s Wine and Brewhouse is underutilized. The alley should remain one-way entering the parking lot from Main Street. A 4-foot sidewalk should be added to the east side of the alley along the building to facilitate pedestrian access, and attractive and visible signage should be installed along Main Street. A wayfinding street sign should be located near the Clear Creek bridge, and a parking entrance blade sign should be attached to the Cottrill’s building. (See concept plan.)

VC-6: Upgrade Main Street Pedestrian Alley at 259/261 Main Street (*Recommendation A5 in the Strategic Plan*). There is a narrow (8 to 10 feet) publicly owned pedestrian walkway on the north side of Main Street between the 259 and 261 buildings providing access to the public parking lot and Cattaraugus Creek. This is the only pedestrian access between Main Street and the public parking lot until Church Street. (The right-of-way between the buildings further west is highly used by pedestrians but is not recommended under its current configuration as it is adjacent to an active rail line). The alley is currently paved with asphalt. This pedestrian alley is in a strategic location along Main Street being approximately 8 feet from the Liberty Street intersection.

The concept plan illustrates this alley as being converted into an attractive, well lit pedestrian lane with plantings, surface treatments, and a trellis extending partially onto the Main Street sidewalk to enhance visibility.



VC-7: Upgrade Main Street A&AR Alley (*Recommendation A5 in the Strategic Plan*). Approximately 20,000 to 30,000 customers ride the scenic railroad per year, and most of them park in the public parking lot on the north side of Main Street. With the rail depot located on the south side of Main Street, most customers use the informal access along the railroad lines between the tracks and Downtown Domes Book Store at 281 Main Street. This access way is potentially dangerous in its current configuration given its close proximity to an active rail line and its occasional use by vehicles accessing the parking lot. At the southern end of the access on Main Street, there are new curb extensions and a crosswalk to the depot directly across the street, which has proven to be very successful. Many people cross the street at this point, which is the natural and most direct walking line rather than walking out of the way to the nearest crosswalk at Church Street or Liberty Street.

The concept plan illustrates the alley as being converted into an attractive, well lit pedestrian lane with plantings, surface treatments, and a trellis extending partially onto the Main Street sidewalk to enhance visibility. Barriers (such as bollards or an iron fence) should be provided between the pedestrian lane and tracks. A trellis could be modeled after an old depot platform (such as one in Buzzards Bay on Cape Cod) and the surface treatments could include rail-road inspired applications.

Specific improvements for the 259/261 and A&ARR pedestrian alleys could include:

- Removal of asphalt and replacement with concrete, stamped concrete, or concrete paving bricks
- Installation of trellis or canopy/arcade-style awnings attached to the adjacent building(s)
- Installation of decorative lighting fixtures, either wall-mounted or overhead, within the trellis or canopy
- Extension of access lanes into the public parking lot and to Cattaraugus Creek and connection or coordination with other pedestrian access enhancements. This may include raised sidewalks with pedestrian-scale lighting fixtures, trees, and planters
- Inclusion of directional and interpretive signage to direct people who are unfamiliar with Arcade to public parking and local points of interest in the Village Center

VC-8: Reverse Access to M&T Bank Drive Thru Alley. The bank has a narrow northbound alley/drive-through lane between Main Street and the public parking lot. This is an unusual arrangement for a downtown bank, which typically (or ideally) has drive-up ATMs behind the building. There is room for approximately four vehicles to queue up within the alley until vehicles begin to back up onto Main Street. This poses a safety problem for pedestrians and vehicles alike. The traffic flow on this alley should be reversed so that vehicles enter the ATM lane from the rear (behind the building) and exit onto Main Street. This would prevent vehicles from backing up onto Main Street and blocking the sidewalk, parking spaces, and travel lanes. Adjustments would have to be made by the bank to reposition equipment to the left side (the driver side) of the alley but the long-term safety improvements would be beneficial to customers as well as the general public. Consideration of exiting vehicles at this location and how they interact with pedestrians and the Liberty Street intersection and signal should be evaluated further before any changes occur.

VC-9: Install Gateway Treatments at the East Approach to the Village Center. The intersection of East Main Street and Water Street is a key gateway into the Village Center. Depending on selected intersection enhancements, such as a roundabout, a prominent welcome sign and monument is recommended. These treatments should be located in the center of the roundabout (if selected) and include a landscaped bed. If the intersection improvements do not include a roundabout, the gateway treatments should be located at the edge of the "Garden on Main Street" so that they are highly visible from Water Street and Main Street traveling west into the Village Center.

The eastern gateway at the intersection of Main Street (Rt. 39) and Water Street (Rt. 98) provides an excellent opportunity for a roundabout. The Pearl Street intersection should be included as a leg in the roundabout. A portion of the property at the northeast corner of Water and Main Street may have to be acquired to provide sufficient space. It should be noted that a traffic signal is not warranted nor envisioned at this intersection in the near future. The roundabout option would serve only to enhance this eastern gateway. Nearby examples of modern roundabouts are Ferry Circle in the City of Buffalo at Richmond Avenue and Ferry Street, and a new roundabout in the City of Batavia at the intersection of Route 98 and Route 33. Several roundabouts are planned for the Village of Hamburg as part of its on-going Route 62 reconstruction project.

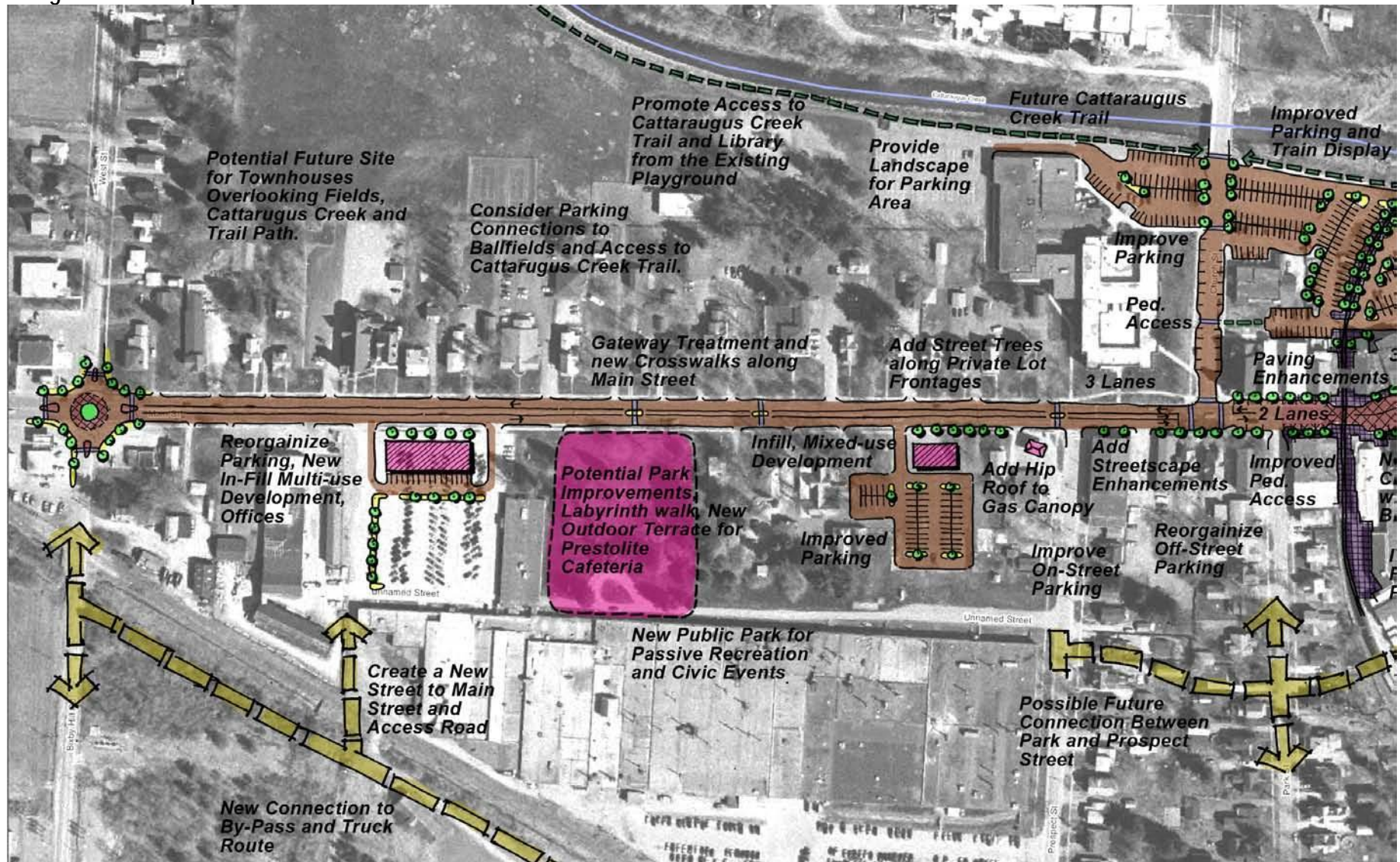
VC-10: Install Streetscape Improvements on the Church Street Corridor (Recommendation A1 in the Strategic Plan). Church Street is an important public street in the Village Center as it serves as a primary access to the Arcade Middle School, village offices, and public parking for the downtown area. Church Street also extends over the Cattaraugus Creek, providing access from the center to other underutilized sites and rural residential areas within the village.

The school and public parking lots create a significant amount of traffic on Church Street and turning movements off of Main Street. Currently, there is a painted crosswalk at all three legs of the Main Street/Church Street intersection, as well as a crosswalk between the school grounds and public parking lot. Within the public parking lot there is a pedestrian zone used for school bus drop off and pick up which is separated from the parking lot by a concrete Jersey barrier.

The current configuration of Church Street is approximately 46 feet of paved cross section from curb to curb with parallel parking on both sides, leaving approximately 16 feet per travel lane. A 5-foot sidewalk is also located on both sides with no green strip separating pedestrians from the parking aisle and very few street trees within the right-of-way.

The concept plan illustrates new streetscape treatments along Church Street as well as the school and parking lot access points and bus loading areas. Recommended improvements to the Church Street corridor are to create a "Complete Street" with narrower travel lanes, a 4-foot bicycle lane on each side, on-street parking (parallel, angled, or possibly perpendicular), ornamental lighting, and a 5-foot planting strip with street trees.

Village Core Concept Recommendations



The curb cut into the public parking lot is excessively wide and should be reduced with curbing and a planting strip. The pedestrian walkway should be improved with concrete pavers, bollard or decorative concrete barriers with planters and trees, pedestrian-level lighting, benches, and other decorative fixtures as appropriate. The crosswalk between the school and public parking lot could be reconstructed with concrete blocks or pavers to make it more prominent and visible to drivers.

The vacant lot between the church and village offices could also be used as a secondary pedestrian access between Church Street and the Main Street businesses. Extra space on this lot could be transformed into a public garden and picnic area, adding a gathering spot in the village, which lacks public open spaces. The Cattaraugus Creek bridge could also be enhanced with decorative lighting and flower boxes.

VC-11: Improve Town Office Building Frontage (*Recommendation A10 in the Strategic Plan*). The Town of Arcade currently leases the historic building at 15 Liberty Street from the village. This former fire hall is an attractive building that significantly contributes to the Village Center development pattern but the open curb cut and wide driveway apron in front of the three-bay, street-level garage detracts from the public streetscape. Currently, the truck bays are used for storage but have the potential to house a variety of uses that would provide an attraction to the Village Center, such as a farmers' market. While it is critical to maintain civic uses in the Village Center (after the loss of the post office and middle and high schools), the ground floor can provide much needed vitality through a public-private partnership.

Examples of Adaptive Reuse



Plymouth, MA



Honeoye Falls, NY



Milford, MA

The concept plan illustrates reconstruction of the driveway apron with a standard sidewalk, street trees, and decorative paving materials, allowing the building use to spill out onto the front yard. The garage doors could be replaced with

architectural glass and wood panels that would allow transparency and natural light into the building space. They could also be opened during pleasant weather. Interaction of the space with the sidewalk and being able to view inside the building contributes to the walkability of the Village Center.

The concept plan also illustrates the reorganization of parking behind Town Office building, as well as the partial demolition and reuse of the Hilec building. The renovated portions of the Hilec building could be used for commercial purposes including as a business incubator for local entrepreneurs. This is a long-term vision for the Village Center that would create new commercial and creative business uses while providing better off-street parking and connections to the south side of Main Street.

VC-12: Reconfigure/Renovate Village Parking Lot and Add a New Pocket Park on Cattaraugus Creek (*Recommendation B3 in the Strategic Plan*). The village public parking lot on the north side of Main Street is currently a large expanse of gravelly asphalt containing approximately 170 spaces and bisected by the active Attica & Arcade Railroad track. The parking lot is bordered to the north by the Cattaraugus Creek and Clear Creek where a deteriorated steel guard rail protects vehicles from falling over the bank, which is heavily covered with rip-rap.

Enhancing the parking lot's accessibility, safety, and aesthetic appeal is a key priority of the Village Center. This is where the majority of local business customers and visitors park, which provides a "first impression" of Arcade for people walking around the downtown area. Recommended enhancements illustrated on the concept plan include:

Short Term:

- Add planter boxes, lights, and signs to the Church Street entrance.
- Replace jersey barriers with more attractive fencing.
- Replace the guardrail with a more attractive barrier system such as wooden posts and guard rails, decorative metal fencing, and bollards.
- Re-stripe and reorganize the parking lot to provide pedestrian corridors and links to Main Street.
- Provide attractive pedestrian enhancements and landscaping treatments along the rail line through the parking lot.

Long Term:

- Reconstruct the Church Street entrance with new curbing, planted islands, street trees, and signs.
- Repave and re-stripe the entire parking lot.
- Construct a sidewalk from the pedestrian alley to the north edge of the parking lot and potential location of a pocket park along Cattaraugus Creek.
- Construct the **Cattaraugus Trail and "Confluence Park,"** a small pocket park where the two creeks come together to be symbolic of the Village Center as a place where people come together.
- Work with property owners to make improvements to the rear facades, signs, and landscaping on Main Street buildings facing the parking lot.
- Connect the parking lot, Cattaraugus Trail, and Confluence Park to Sanford Street by a new pedestrian bridge over Clear Creek.

VC-13: Redevelop and Add New Parking on the Southside of Main Street (*Recommendation B5 in the Strategic Plan*). Public parking on the south side of Main Street in the Village Center was identified as a critical need for business development in the strategic plan for Downtown Arcade. The Attica & Arcade Railroad is a significant tourist attraction on the south side but relies heavily on the public parking lot on the north side of Main Street for customer parking. There are also several historic storefronts and buildings on the south side that are reportedly having difficulty maintaining business due to a lack of parking.

A short-term and partial approach as shown on the concept plan is to work with NYSDOT to re-stripe and line parking spaces more efficiently on the south side of Main Street to gain some additional spaces. Another potential solution illustrated on the concept plan is to add on-street parking on the northern segments of Park Street and Prospect Street.

A longer-term solution (as shown on the concept plan) would be to purchase and demolish a portion of the Hilec electrical components manufacturing complex currently located in the center of the block bound by Main Street, Liberty Street, Park Street/railroad tracks, and Mill Street. This facility is outmoded and difficult to access. The remaining buildings could then be used for light industrial and commercial spaces while the parking lot behind the Town Office building could be reorganized and expanded. This new public parking lot could also be connected to Park Street with the acquisition of one house lot. Hilec might also benefit by relocating to a more suitable industrial parcel on or nearby Edward

Street or other underutilized industrial buildings. This would provide the manufacturer with a more cost-efficient facility while retaining the employment base within Arcade.

The advantages of this scenario would be the following:

- Providing much needed parking in the center of the block, mostly screened by buildings facing Main, Liberty, and Park Streets.
- Supporting business development and revitalization on the south side of Main Street in the Village Center.
- Coordinating with improvements on other lots and buildings on the south side of Main Street such as the Town Office building, Arcade Hotel, Food King, and others.

VC-14: Install Streetscape Improvements. As illustrated on the concept plan, the proposed streetscape in the Village Center includes an extension of the sidewalk on the north side of Main Street where the westbound travel lane would be reduced from two to one. New street trees are also identified in selected locations as well as curb extensions. The concept plan also encourages the additional active use of public sidewalks and private frontages to add vitality to the downtown area such as siting areas, planted, outdoor dining terraces, and patios. The street trees on the south side of Main Street near the intersection of Liberty Street should be pruned to provide better visibility of the buildings. This is the widest portion of sidewalk on Main Street and should be a center point of sidewalk entertainment and outdoor uses.

Examples of Sidewalk Enhancements



Nashua, NH



Portsmouth, NH



Winter Park, FL

Village Residential - Commercial Transitional Area Transect

Concept Plan Themes and Parameters: This transect provides many public facilities and resources creating a destination for many Arcade residents. The civic nature of this segment of Main Street should continue to be an integral part of any future development or redevelopment plans. Within this context, there are opportunities for moderate-density, residential mixed-use development as it serves as a key gateway and transitional area between the Village Center transect to the east and Highway-Commercial transect to the west.

Key Recommended Projects and Programs

VRCTA-1: Create the New “Prestolite Park” (*Recommendation D5 from the Strategic Plan*). This large open space between the Prestolite facility and West Main Street has great potential as a public park. The site was formally occupied by several homes and has beautiful mature trees and green spaces. It is also within easy walking distance of the Arcade Free Library and Elementary School across West Main Street.

As recommended in the strategic plan, the village should work with Prestolite to explore options for public access and use of the space. Fencing may be required along the west, south, and east perimeters to meet Prestolite's security requirements. This property is ideally suited for passive recreation such as picnic areas, benches, and informal entertainment. The park could also be connected by trails and sidewalks to other public spaces such as the library, elementary school playground, future Cattaraugus Trail and Overlook Park, Park Street, and the Arcade Village Cemetery.

VRCTA-2: Enhance the Prestolite Wall or Consider Infill Development (*Recommendation D4 in the Strategic Plan*). The side of the Prestolite building facing West Main Street is painted white with no landscaping and very few door or window openings. This creates a large blank space highly visible from the sidewalk and roadway. The combination of this blank wall and the large and unscreened parking lot detracts from the attractiveness of this segment of the Main Street corridor. As a short-term measure, a mural could be considered as recommended in the strategic plan with the assistance of the Chamber of Commerce's Beautification Committee and art students from Pioneer Central High School. Another alternative would be to paint the building a more muted tone, consolidate curb cuts along West Main Street, expand the green strip, and

plant street trees. A longer-term solution would be to facilitate infill development at the street edge to provide economic opportunity while enclosing West Main Street to make it more walkable.

VRCTA-3: Install Gateway Treatments at West Approach to Village Center. Along Main Street, a prominent gateway is needed as the driver approaches the Village Center from the west. The center turn lane provides an excellent opportunity to create an attractive entrance into Downtown Arcade. The area between the Arcade Free Library and the Davis Funeral Home (also adjacent to “Prestolite Park”) has no curb cuts on the south side of Main Street and could include a center median. The median should be landscaped and include a prominent welcome sign. Various forms of public art could also be used here; a clock tower, raised planter, statue, or a railroad icon from the A&AR have been identified as potential installations. This would make a bold statement to local and regional travelers. The center median should also be used as a pedestrian refuge for those walking between the library and middle school on the north side to Prestolite Park on the south side.

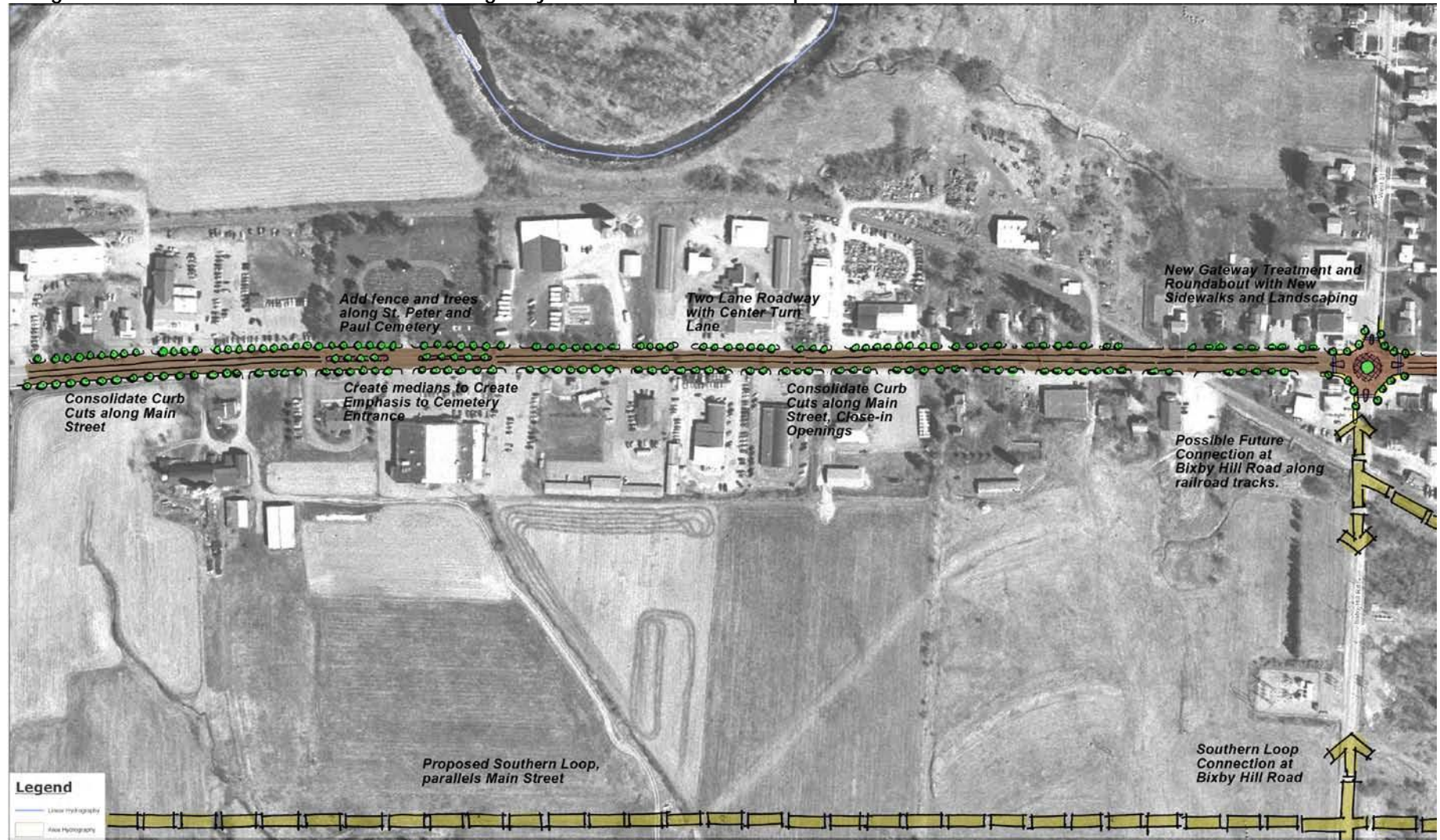
VRCTA-4: Install Streetscape Improvements on West Main Street. As illustrated on the concept plan, the proposed streetscape in this segment would include the addition of bike lanes in each direction and improved green strips with new trees in selected locations. The concept plan also encourages additional street trees to be planted on private frontages, and sidewalks to be expanded in coordination with potential future infill developments.

Highway Commercial Transect

Concept Plan Themes and Parameters

This segment of Main Street has been developed over the last 30 years, primarily as an auto-oriented series of uncoordinated developments on a site-by-site basis. The primary theme in the Highway Commercial transect is to tie this segment of the corridor together with streetscape and traffic-calming improvements while encouraging future economic development through infill development and coordination of access and parking between properties.

Village Residential-Commercial Transitional & Highway-Commercial Area Concept Recommendations



Key Recommended Projects and Programs

HC-1: Install Streetscape and Pedestrian Safety Enhancements. Streetscape enhancements on this segment of the Main Street Corridor is focused on balancing access, safety, and appeal for all modes of travel including vehicle, public transit, bicycle, and pedestrian. The concept plan illustrates a consistent three-lane cross section with a 5-foot bike lane on each side, an intermittent green strip (varying width), and a continuous 4-foot sidewalk on both sides. Because of the limited width of the right-of-way, much of the proposed landscaping, such as street trees, would be encouraged on private properties. As future infill development occurs along the corridor, developers should be encouraged to orient the buildings toward the street and extend the sidewalks and streetscape enhancements from the public right-of-way.

The application of access management principles and techniques may also provide opportunities to enhance this segment of the corridor's aesthetics. Access management projects often involve widening existing roadways to add an additional two-way left-turn lane (TWLTL) or a raised median. Such projects could lead to a wide expanse of concrete and asphalt. Unique aesthetic treatments can and should be incorporated into access management project plans in an effort to enhance the attractiveness as well as the safety and efficiency of a corridor.

Moreover, access management projects are much more likely to be accepted by the public and by business owners of adjacent properties if they look good as well as improve safety and traffic flow. Some possible aesthetic treatments include:

- Landscaped raised medians, including the addition of gateway treatments
- Adding pavement textures and designs to medians and parking areas
- Adding well designed retaining walls where needed to prevent erosion
- Planting street trees and other vegetation (maintain sight distance)
- Removing signs from the clear zone and otherwise modifying commercial signs to make them less obtrusive
- Adding uniform, well designed street lights and other hardware, including pedestrian amenities like benches, transit shelters, and pedestrian-scale lighting
- Burying utility lines underground to eliminate them from view

Access management is usually promoted as a way to improve driving conditions for motorists. Clearly, access management techniques can lead to roads and streets that are dramatically safer and much easier and more pleasant to drive. However, research also indicates that several key access management techniques are just as valuable to pedestrians. These include:

- Reducing the number of driveways, particularly commercial driveways, within a given distance (per block or mile);
- Providing for greater distance separation between driveways; and
- Providing a safe refuge for pedestrian crossings with raised medians.

HC-2: Reconfigure the Intersection of West Main Street and Tops Plaza. The current configuration is a five-lane cross section with two travel lanes and a left turn lane in both the eastbound and westbound direction. Traffic data indicate that this high-capacity intersection design is not needed today or in the foreseeable future. The concept plan proposes a reduced cross section with one travel lane and left turn lane in the westbound direction, and a thru lane/right turn and left turn lane in the eastbound direction. This provides some additional space at the intersection for pedestrian and streetscape enhancements.

HC-3: Provide Sidewalk and Parking Connections to Private Development (Recommendation A9 in the Strategic Plan). As new development in this transect goes through the site plan review process, key design issues such as building and parking placement, the amount of parking needed, quality internal landscaping, coordinated exterior landscaping (within public ROW), and sidewalk connections need to be carefully evaluated and integrated.

Tops Plaza on West Main Street is one of the key examples where internal connections between the public sidewalk to private developments have not been made. Tops Plaza is a significant new development and destination, but the plaza is poorly sited in terms of pedestrian friendliness. It is set back approximately 460 feet from the public sidewalk behind an enormous parking lot that does not appear to be more than 50% occupied.

The concept plan illustrates internal/external sidewalk and parking connections, shared access, and landscaping improvements at the Tops Plaza, as well as several other key developments along this segment of the Main Street Corridor.

Business Park Transect

Concept Plan Themes and Parameters: This transect on the western edge of the village along Main Street includes Hurdville Road, Sawmill Road, Edward Street, and Steele Avenue. The primary theme for this area is to continue to grow and develop as a business park with a focus on commercial office and services, higher education, and industrial uses. Streetscape enhancements, pedestrian safety, access management, and improved connections between public roadways are the focus of public improvements in the transect.

Key Recommended Projects and Programs:

BP-1: Proposed West End Connector (*Recommendation C2 in the Strategic Plan*). This new public street would be constructed between Edwards Street and Steele Avenue starting from the north driveway of the Arcade Post Office on Edwards Street and proceeding east through the Pioneer Credit Recovery parking lot to Steele Avenue, and to the front of the Tops Plaza building. Pioneer Credit Recovery has additional underutilized parking on the west side of the building, and the new roadway would create an additional development lot off Steele Avenue on the northern portion of their property. The new street would allow employees at Pioneer Credit Recovery and others on Steele Avenue and Edwards Road (i.e., the post office, Genesee Community College, and various retailers) to walk directly to the Tops Plaza, which is currently not possible because of the drainage ditch separating the plaza from Steele Avenue. There are no sidewalks currently on Steele Avenue forcing people to drive a circuitous route to places within close proximity and add unnecessary traffic and turning movements on West Main Street.

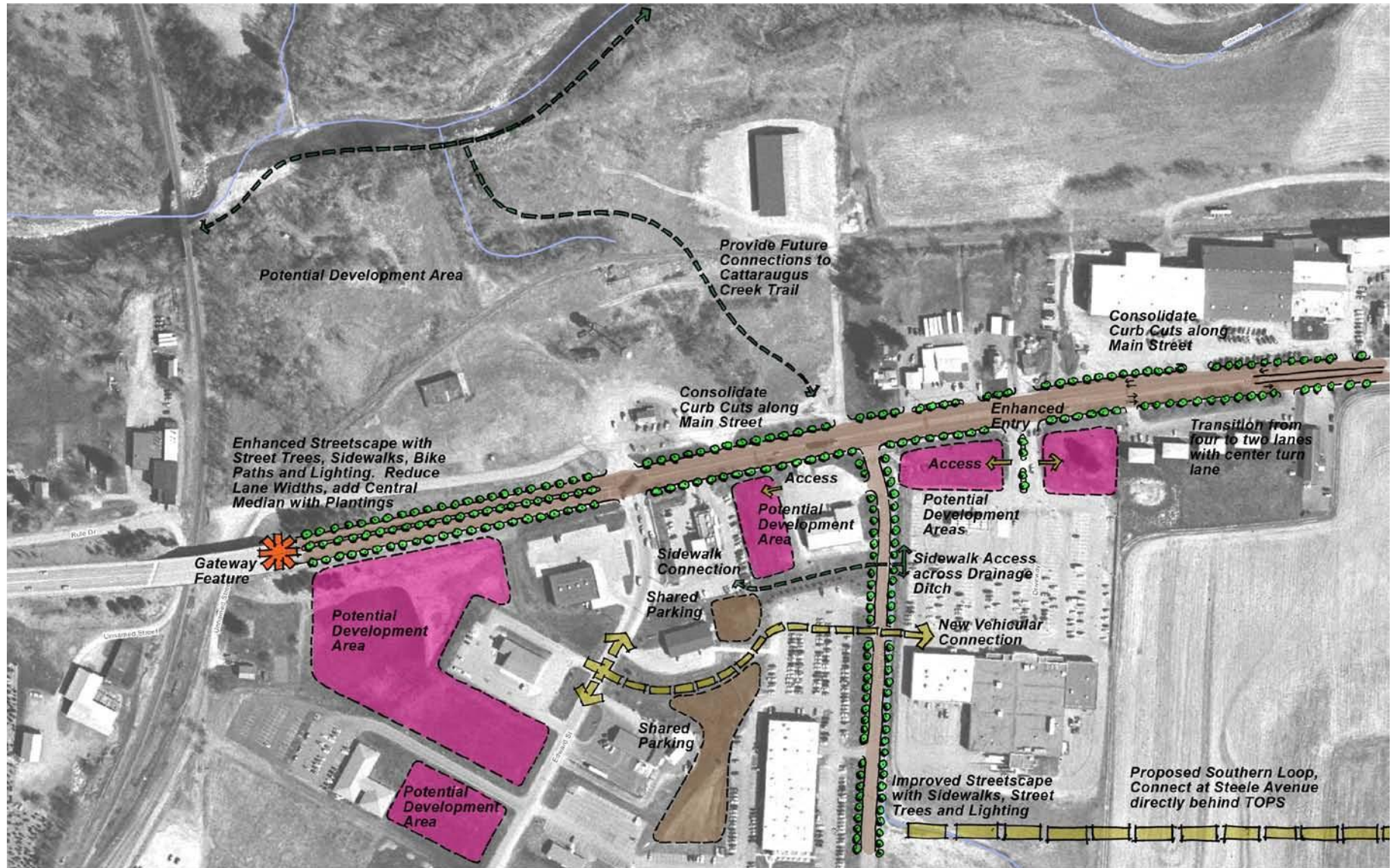
The new street should be relatively narrow with two 10-foot travel lanes, bike lanes, sidewalks, and a green strip. It should be attractively landscaped with street trees and pedestrian-level lighting to encourage walking and biking as well as vehicle use. Highly visible crosswalks should be provided at both intersections on Edwards Street and Steele Avenue. There should also be a sidewalk connection on Steele Avenue or the Tops site connecting the new street to West Main Street.

BP-2: Install Streetscape Improvements on Edwards Street. The concept plan illustrates streetscape improvements on Edwards Street including sidewalks on both sides and street trees in selected locations up to and including Genesee

Community College. Sidewalk extensions could be added as future development takes place.

BP-3: Install Streetscape Improvements on Steele Avenue. The concept plan illustrates streetscape improvements on Steele Avenue including sidewalks on both sides and street trees in selected locations up to and including the Pioneer Credit office. A pedestrian bridge is also shown connecting Steele Avenue to Tops Plaza. Sidewalk extensions could be added as future development takes place.

Business Park Transect Concept Recommendations



4.4 Policy and Regulatory Strategies

Appropriate land use regulations and policies can accomplish the desired development, rehabilitation, and design objectives on the Main Street Corridor. Unlike conventional ordinances, which tend to deter traditional development patterns and mixed uses, updated regulations and policies should be crafted with the following themes and objectives:

- Maximize mixed-use opportunities.
- Enhance property characteristics and opportunities.
- Define surrounding neighborhoods with clear edges.
- Encourage residential, commercial, educational, employment, recreational, and civic opportunities.
- Design streets to balance the needs automobiles, pedestrian and bicyclists.
- Provide for building sizes and character that define streets and public spaces.
- Provide for open spaces designed for social activity and recreation.

Updated public policy and regulations for Arcade should:

- Create a new Village Center Zoning District (replace NC District).
- Revise zoning regulations in HC, V3B, R2, R3, LI, and HC/LI.
- Create a Traditional Neighborhood Development Overlay Bylaw (TND).
- Prepare and adopt design guidelines for all development along the Main Street Corridor.
- Facilitate coordinated public and private parking through local policies and regulations.
- New commercial, educational and residential developments should strive to become LEED certified and use Low Impact Design (LID) applications.
- Encourage the preservation and rehabilitation of key historic buildings and sites.
- Address absentee or unresponsive landlord issues.
- Strengthen code enforcement in the Village Center.

Village Policy and Regulatory Changes apply to:

Comprehensive Plan - Amend Comprehensive Plan

Amend Zoning Regulations

Amend Parking Requirements

Sign Ordinance

Develop Site Plan Review Process

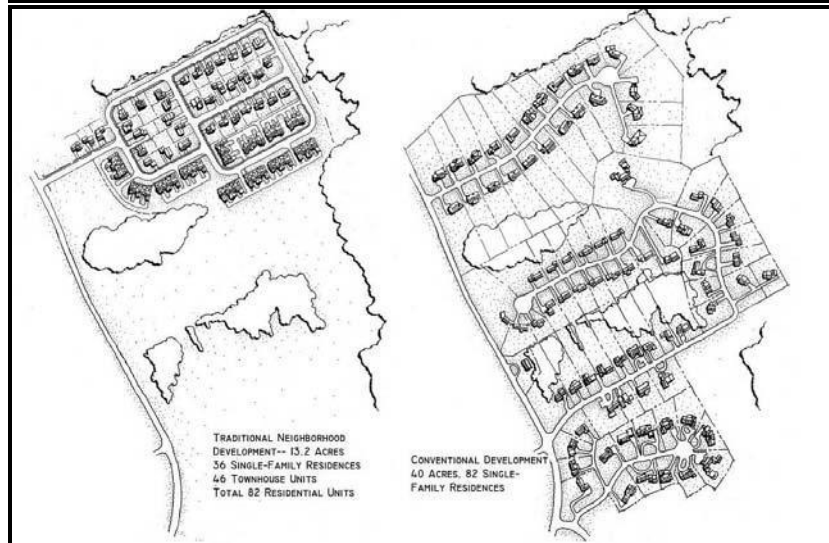
Design Guidelines

Subdivision Regulations

Create a Traditional Neighborhood Design Bylaw (TND) - Traditional neighborhood design (TND) is a development approach that reflects historic settlement patterns and town planning concepts such as narrow and interconnected streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian-oriented "town center." Traditional neighborhood development (TND) bylaws set standards and procedures for traditional neighborhood and mixed-use projects. A TND bylaw for Arcade should provide an alternative to conventional residential subdivisions and highway-oriented commercial development through a series of design and performance standards that facilitate high-quality design and mixed uses.

The key to the TND bylaw is the set of principles and objectives that guide the content of the regulations. These principles will be a factor in determining local preference and should be used to assess proposed TND projects. The principles and performance standards should address the following areas:

- **Sustainability** – The principles of smart growth and TND are based on a sustainable development plan that includes environmental, land use, and market support for the long-term viability of the plan.
- **Compact Development** – For the land uses and infrastructure to effectively interact with each other and the people who frequent the TND area, the project must have moderate density and at the same time, a scale that makes a pedestrian feel comfortable.
- **Mix of Uses** – The typical mix of uses creates business and residential spaces, but it is also important to fully integrate civic uses and open spaces.
- **Accessibility and Transportation** – Within the project, easy pedestrian movement is very important, but the project must also be connected to adjoining areas by accommodations for public transit and safe road systems.
- **Cultural and Environmental Context** – A TND should extend and distinguish the traditional Village Center Neighborhoods from the rural countryside in Arcade by complementing and building on historical architecture and traditional development patterns planned for the Village Center.



Comparison of Traditional Neighborhood Development and a Conventional Subdivision

TND projects can vary significantly depending on the size, density, and local context. If large tracts of open lands are available, projects can include major new construction. But smaller infill TND projects may be more appropriate in many instances, particularly along Church Street, North Street and segments of West Main Street.

Economic Development Initiatives and Incentives

Business Development & Property Redevelopment Initiatives - Business assistance and redevelopment incentive programs should facilitate business retention and enhancement as well as rehabilitation and redevelopment of targeted projects in selected sites within the project area. A particular focus of this program should be strengthening the downtown core by working with existing and perspective property owners and developers on redevelopment that expands businesses, fills market niches and expands mixed uses, as well as creating new high quality jobs. Economic development incentives may include revisions to the local tax structure and programs that provide for investment and expansion of the tax base. Various programs have been used in the Northeast United States with good results. In Arcade, the following options should be considered.

Recommended programs are summarized below:

- Establish a **joint redevelopment committee** for community and economic development efforts. Once the joint committee is assembled, the committee should fill the following roles:
 - Act as an umbrella organization that pulls together and coordinates constituents from both the private and public sectors.
 - Become the centralized and authoritative voice for business development, capital projects and marketing.
 - Position the village as a major asset within the region.
 - Provide and cultivate the leadership necessary to implement the plan.
 - Promote Arcade businesses, locally and regionally.
 - Assist businesses in understanding and complying with village regulations.
 - Represent the downtown business community at the village level and increase communication between municipal officials and businesses.
 - Create a forum for sharing ideas and resources and development of cooperative programs.
 - Create opportunities for mentoring and training youth, including linking schools and business.
- Recruit successful regional businesses.
- Support cottage industries and home-based businesses.
- Establish a low-interest business loan pool with the assistance of local banks.
- Establish a Façade and Sign Improvement Program.
- Consider establishing a Main Street Program or Business Improvement District (BID) and tax improvement financing (TIF) district for the Village Center.

Regional Examples of Business Improvement Districts (BID)

There are several small BIDs throughout Upstate New York including Auburn, Batavia, Canandaigua, and Geneva. Geneva's BID, formed in 1986, encompasses 18.5 acres and was formed to promote an attractive and economically viable downtown that is high quality in appearance and design, and safe and attractive to property owners, business owners, tenants, shoppers, and visitors. Geneva has developed several tools for revitalization including the Downtown Revitalization Loan Program (funded by local banks at reduced interest rates), a façade improvement program, and the Property Improvement Preferred Plan (PIPP), a special loan program for BID members.

Marketing & Communications Programs

Marketing and communications have become increasingly important to small cities, villages, and towns as they compete for jobs, a sustainable tax base, the best schools, a vibrant civic life, and recreational activities. Business recruitment has become very aggressive and advertising has grown rapidly as prospects are bombarded with messages and materials. This trend has made it much more difficult for business owners to differentiate between the products, services, and places offered by a municipality. As a result, communities have to fight hard to keep and grow the businesses they have and to attract new ones. If Arcade is to keep and grow key businesses and, at the same time, attract new business to downtown, it must develop a simple and compelling story that differentiates it from its competitors.

The marketing and communications program calls for a combination of traditional advertising, business recruitment, and a public relations campaign that will create the necessary “buzz” and give the village an opportunity to tell its story. The following marketing and communications strategies are recommended:

- Define and take advantage of village market opportunities and niches. Some key parameters of a comprehensive market analysis are the following:
 - Local and regional are the targeted primary market.
 - Building off existing assets.
 - Change local and regional perceptions.
 - Capture a small percentage of the Finger Lakes and Niagara Falls visitors markets.
 - Capture a percentage of visitors to Letchworth and Allegany State Parks.
 - Continue to promote the history of Arcade and the Attica & Arcade Railroad.
- Develop strategic marketing projects and programs - The Village, Arcade Chamber of Commerce, GFLRPC, GTC, Wyoming County Planning and Economic Development, civic organizations, and downtown business community must work in partnership to implement the following actions:
 - Create and distribute regionally an economic resource guide and brochure specific to Arcade.
 - Create and publish a list of available commercial and industrial properties.
 - Improve the Village web site.

Develop a new **branding program** for the village complete with a new logo and slogan and integrate it in wayfinding signs, banners, and gateway treatments brochures, posters, and leaflets, and other marketing materials.

General Marketing Parameters & Recommendations

- *Accentuate and indicate positive advantages of operating a business or investing in redevelopment in Arcade.*
- *Wherever possible, quantify these advantages, especially in terms of operating costs, labor and productivity, and other cost advantages.*
- *Respond swiftly and effectively to companies and developers showing interest.*
- *Seek out executives in the Buffalo and Rochester areas who may seek new business opportunities in a small village with lower operating costs and higher quality of life.*
- *Target industry sectors which have a strong constituency locally and regionally.*
- *Mobilize a small task force of regionally successful businesses who can suggest similar types of business prospects.*
- *Develop a list of appropriate information-based companies nationally, contact them, and encourage personal visits.*
- *For both internal and external purposes, adopt a new economic development theme line for Arcade. A new theme line should suggest the contrasting cost and living quality advantages of the village compared to others in the southern tier.*
- *Include a wide spectrum of marketing techniques and tactics. In terms of priority, the most important are special events*

Community initiated developments (CID) are civic projects intended to improve the quality of life for local residents, attract visitors to downtown, and create a foundation for private investment through a series of new public amenities that expand the market and generate interest in redevelopment.

5.0 Action Plan & Funding

The action plan for the Main Street Corridor includes recommended projects, responsible parties, a timeline for short and long-term projects, and potential funding sources. It is the culmination of the existing conditions analysis and conceptual planning developed between the Main Street Steering Committee, the Village and the Arcade community. Each component of the action plan relates to the overall vision and follows a logical implementation sequence. Ultimately, the action plan will direct the community toward accomplishing physical, economic, regulatory, and operational improvements in the project area under a phased approach.

The previous sections of the study illustrate and describe existing and potential future building and land uses (such as residential, commercial, civic and mixed uses), infrastructure improvements, natural and man-made attributes, parking and streetscape enhancements, architectural preferences, and actions to be implemented in the project area. Detailed conceptual design scenarios for selected priority sites identified in the project area were illustrated, including building layout and use, associated parking areas, landscaping, pedestrian walkways and other amenities that could be constructed in various segments of the Main Street Corridor project area.

The Overall Vision for Arcade

Create a higher quality of life for the residents, including economic opportunity, affordable housing, passive and active recreational facilities, and attractive living conditions. A four-pronged approach defines the guiding principles to land use choices to be made regarding Arcade: Sustainability, Connectivity, Village Life, and Community Identity. In order to fulfill the overall vision, a specific focus of the action plan is on the following:

- *Public improvements and programs that create an attractive and functional setting for new development and redevelopment.*
- *Regulatory and policy actions and programs needed to facilitate redevelopment or new development.*
- *Sustainable economic development and community building incentives.*

The **Action Plan** includes short, medium, and long-range tasks. Each project is organized by category: Gateway Features, Circulation & Access, Multi-Modal Improvements and Public Policy and Regulation. Projects include “short-term projects to be completed in one to five years, mid-range projects to be completed in five to ten years, and long-range projects to be completed in ten plus years.

It is recommended that certain planning tools be adopted to guide new development, including the zoning amendments and design standards. Many of these development stages include public infrastructure improvements, so additional funding sources should be identified and applied for early in the process.

5.1 Potential Funding Sources

The Village of Arcade is encouraged to work with neighboring municipalities and the Genesee Transportation Council (GTC) and other State and Federal agencies to leverage funding and resources available. GTC is the designated agency charged with administering a continuous and comprehensive transportation planning process for the area and, as such, is responsible for the programming of all FHWA and Federal Transit Administration (FTA) for planning and capital funding. Whether the Village wishes to pursue Federal transportation funding assistance for planning studies or funding to implement capital projects; they will need to be pursued via the GTC process.

The following table outlines various funding sources for consideration throughout the implementation process.

| FUNDING SOURCE | DESCRIPTION | WEB SITE | FUNDING AMOUNT |
|---|---|---|--|
| NYS Quality Communities Clearinghouse | Listing of Grants and Financial Assistance for NYS | http://www.qualitycommunities.org/grants.shtml | |
| New York State Consolidated Local Street & Highway Improvement Program (CHIP) | The objective of the New York State Consolidated Local Street and Highway Improvement Program (CHIP) is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, sidewalks, or other facilities that are not on the State Highway system. | https://www.nysdot.gov/portal/page/portal/programs/chips | The annual allocation is calculated according to the formula specified in Section 10-C of the Highway law. |
| New York Main Street Program (MSP) | The NY Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to business improvements districts and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts and village centers. | http://www.nymainstreet.org/ | Maximum \$200K; up to \$25K for streetscape improvements with no match requirement. |
| New York Safe Routes to School | Safe Routes to School is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school - and to make walking and bicycling to school safe and appealing. | http://www.nysdot.gov/portal/page/portal/divisions/operating/opdm/local-programs-bureau/srts | \$25K-\$150K for non-infrastructure projects; \$25K-\$400K for infrastructure projects |
| Community Development Block Grant | The Small Cities CDBG Program provides funding to eligible communities for the development of projects that address new or aping infrastructure. Although streetscape enhancement projects are not eligible, the Village could obtain funding to re-construct water and sewer lines under Main Street at the time the enhancements are put into place. Technical Assistance grants to develop strategic planning documents are also available by this agency. | http://www.nysmallcities.com/FundingOpportunities/fundingavailability.asp?gid=30 | \$400K - \$650K for Towns, Cities or Villages depending on the nature of the project |
| US Environmental Protection Agency, Office of Smart Growth (SGIA) | The SGIA program is an annual, competitive solicitation open to state, local, regional and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development. | http://www.epa.gov/smartgrowth/index.htm | Technical Assistance from EPA Smart Growth Team |
| Transportation Enhancement Program (TEP) | In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance. | https://www.nysdot.gov/portal/page/portal/programs/tep | Varies, 20% local match required |
| NYS Small Cities Technical Assistance Grants (SCTAG) | Municipalities across New York State often have some specific issues or goals that they would like to achieve, but do not have the resources to turn the ideas into a plan of action. The Office for Small Cities provides technical assistance grants to communities to conduct research, analysis and development of a strategic plan that will guide local community development efforts. | http://www.nysmallcities.com/ProgramInformation/documents/TA.pdf | Varies, 40% match required |

| FUNDING SOURCE | DESCRIPTION | WEB SITE | FUNDING AMOUNT |
|---|---|---|---|
| NYS DEC Urban Forestry Grants (DECUFG) | Grants are designed to encourage communities to actively enhance tree cover along their streets in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees. | http://www.dec.ny.gov/lands/5285.html | \$25K to \$75K depending on community size with a 50% local match requirement |
| NYS Quality Communities Program (QC) | Funds are available for planning projects that revitalize downtowns, develop strong economies and protect environmental resources | http://www.qualitycommunities.org/index.asp | No minimum match requirement |
| Transportation Improvement Program (TIP) | The TIP includes both highway and transit projects as well as urban and rural projects on both State and local facilities. | http://www.gtcmppo.org/Docs/TIP.htm | Varies |
| National Recreational Trails Program (RTP) | The Recreational Trails Program is a State-administered, Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use. | http://www.nysparks.state.ny.us/grants/programs/recreation.asp | Varies |
| Rails-to-Trails Conservancy (RTC) | RTC is a key advocate and protector of the Transportation Enhancements Program, has played a major role in the policy promotion of the program. At the local level, the RTC provides leadership, technical assistance, and training that local trail advocates will need to build a successful, safe trail system for their community. | http://www.fhwa.dot.gov/safeteal | Technical assistance and training |
| NYS Brownfield Opportunity Areas (BOA) | BOA provides municipalities and promotional community-based organizations and agencies financial assistance for eligible costs to develop plans and strategies focusing on redevelopment and revitalization of derelict and dormant industrial and intensive commercial parcels. | http://nyswaterfronts.com/grantops_BOA/ | Up to 90% of eligible costs |
| NYS OPRHP Environmental Protection Fund (EDF) | Matching grant programs for the acquisition or development of parks and recreational facilities, and for projects to preserve, rehabilitates or restore lands, waters or structures for park, recreation or conservation purposes. Funds may be awarded to municipalities or not-for-profits with an ownership interest, for indoor or outdoor projects and must reflect the priorities established in the NYS Comprehensive Outdoor Recreation Plan (SCORP). | http://nysparks.state.ny.us/grants | Varies |
| Land and Water Conservation Fund (LWCF) | LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the US. | http://www.nps.gov/lwcf/ | Varies |

| FUNDING SOURCE | DESCRIPTION | WEB SITE | FUNDING AMOUNT |
|-------------------------|--|----------|----------------|
| Member Item Funding | Through the establishment and utilization of community groups could be on the receiving end of member items - state budget items in which elected officials are allotted funds to distribute to community organizations in their districts. By establishing an open dialogue with elected officials could put the Village in a position to be on the receiving end of these funding opportunities | | |
| Private Funding Sources | Similar to the use of public transportation funding for projects such as bicycle and pedestrian networks, private sector funding has become a very viable option. Projects such as this study that encourage physical and economic improvement within a community to help enhance growth, recreation and job creation have spawned a widespread movement of local non-profit organizations, many of whom have raised hundreds of thousands of dollars for the planning and construction of trails, parks, facade improvement programs, etc. In recent years, local corporations and businesses from particular industries have joined in financial support of local project programs. The Village is encouraged to identify any potential private funding sources in efforts to implement future planning and construction projects related to this CAP study. | | |

5.2 Planning Level Costs

Recommendation for implementation and general planning cost for the common treatments outlined in the Arcade Vision Plan concept recommendations outlined in Chapter 4.0 are tabulated below. They are subdivided into three categories: short term (0-5 years), medium term (5-10 years), and long term (10-20 years). Many of the short term concept recommendations can be implemented as part of ongoing maintenance and other programs while others in this phase of implementation are either relatively low cost modifications or funding for these types of improvements maybe available. Medium term options require more planning and funding to implement and can likely be accomplished in the 5-10 year timeframe. The long term recommendations are generally more expensive and are likely to require significant planning to implement or may be dependent on other actions or community growth and investment. It is noted that the longer timeframes may more closely align with typical NYSDOT timeframes used for programming funding. It should also be noted that any and all improvements on the New York State highway system will need to be further studies, justified and designed to NYSDOT standards. Specific improvements maybe made sooner as funding becomes available. The Village of Arcade may also consider implementing a Capital Improvement Program to providing their own funding for various projects and improvements.

| | Planning Cost | Time Frame |
|--|---|-----------------|
| Gateway Features | | |
| Roundabout | \$350,000 - \$500,000 each | Mid-Long Term |
| Wayfinding Signs | \$100 - \$5,000 /sign | Short Term |
| Circulation & Access | | |
| Signal Timing/Phase Changes | \$5,000 - \$10,000 per intersection | Short Term |
| Signal Coordination to Park Street | \$10,000 - \$30,000 | Short Term |
| Center Median | \$15,000 - \$20,000 (per 100 linear feet) | Mid-Long Term |
| South Loop Rd - Liberty to Prospect St. | \$1.75 million | Long Term |
| South Loop Rd - Liverty to Bixby Hill Rd | \$3.15 million | Long Term |
| Multi-Modal Improvements | | |
| Curb Bump Outs | \$10,000 - \$20,000 per bulb | Mid-Long Term |
| Enhanced Crosswalk marking/treatments | \$3,000 per crossing | Short Term |
| Enhanced Textured Crosswalks | \$30,000 each | Mid Term |
| Bicycle Lanes | \$10,000 - \$50,000 per mile | Short Term |
| Bike Racks | \$100 - \$300 each | Short Term |
| New Park Connections/ Trails | \$100 per linear foot | Short -Mid Term |
| Bus Shelter | \$10,000 each | Short Term |
| Policy & Regulatory | | |
| Zoning, Design Guidelines | Village Staff /Board time | on-going |

5.3 Follow Up Activities

The following identifies follow up activities not covered in this study and raised through the public involvement process:

- Safety assessment update to determine the after effects of narrowing Main Street.

Challenges, Opportunities, Conceptual Improvement Plans & Implementation Program

Village of Arcade Main Street Corridor Study

Appendix

Village of *Arcade*, New York

Prepared by:
Stantec Consulting, Inc.
October 2010

One Team. Infinite Solutions.



Meeting Notes



Stantec

Arcade Main Street Study Kick-off Meeting

Date: January 29, 2009
Place/Time: Village of Arcade, 17 Church Street/ 9:30am
Next Meeting: Mid February (TBD by Village)
Attendees: Larry Kilburn, Village of Arcade
Julie Gotham, Genesee Transportation Council
Todd Gadd, Wyoming County
Jayme Breschard, Genesee/Finger Lakes Regional Planning Council (phone)
Paula Benway, Stantec
Absentees: Marv Kleinberg, NYSDOT Region 4

Item:

Introductions & Roles

- Larry Kilburn welcomed everyone to the meeting and distributed the meeting agenda.
- This initial meeting includes members of the selection committee only as an introduction to the project.
- The first meeting with the full Steering Committee will be scheduled mid February by the Village.
- Steering Committee will include additional representatives from the Pioneer Central School District, Chamber of Commerce, Village, Police, and local business and industry representatives.
- The engineering services agreement has been circulated and under review by the Village attorneys and anticipated to be signed by the Village Board of Trustees at next weeks meeting.
- On behalf of the entire Stantec team, Paula expressed everyone's excitement for being given the opportunity to be a partner with the Village and entire Steering Committee in this project.
- Paula Benway provided a quick overview of the rest of the Stantec team including Bill Holthoff, Associate in Charge, Patrick McLean, Landscaping/Planning, Ted Brovitz, Land Use/Code & Regulations along with the rest of support engineering team members.

Project Tasks Paula provided an abbreviated overview of the majoring task components of the study including:

- Study coordination – mention was made as to what format the public meetings will take. Public meeting format will be developed by the team and proposed to the Steering Committee prior to the meetings.
- Inventory of Existing and Planned Conditions – A list of information/data needs will be provided to the Village to determine what is available (land use, zoning, development/redevelopment plans, mapping, parking, traffic, seasonal and community events). Once existing information is collected, Stantec will determine what supplemental information will need to be obtained. Available

One Team. Infinite Solutions.

information suggested included:

- Traffic volume counts, truck and speed information may be available with the NYSDOT from the Main Street resurfacing project.
- GTC will also check through their programs if any counts have recently been performed in the area.
- WYTS provides curb-to-curb loop and Dial-A-Ride transit services to Arcade.
- Accident history information can be obtained from the Wyoming County Sheriffs Office at 585.786.8989 or the Village Police Department.
- Needs and Opportunities Assessment – mention was made of the recent NYSDOT resurfacing project along Main Street and the effectiveness of narrowing from 4 to 3 lanes. Resident complaints at the Church Street intersection have been registered especially related to congestion between 3:30-4:30pm when the school and local industry is letting out.
- Recommendations – it was noted that recommendations should take into consideration the rural nature of the community and it's ability to fund recommendations. Short and long term recommendations should be aligned with potential NYSDOT planned future improvements.
- Follow – on Activities
- Report & Products
- Schedule – will be updated by Stantec to reflect official start date and meetings.

Next Step

- Village to finalize engineering services contract.
- Village to finalize list of Steering Committee members.
- Village to Schedule first Steering Committee meeting for mid February.

The meeting adjourned at 11:00 AM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.



Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

Meeting Notes



Stantec

Arcade Main Street Study – Steering Committee Meeting

Date: May 4, 2009

Place/Time: Village of Arcade, 17 Church Street/ 8:00am

Attendees: Larry Kilburn, Village of Arcade

Dan Laird, Foreman

John Laird, Police Chief

Jeffrey Bowen, Pioneer Central School

William Koch, Prestolite

Katie Domes, Domes Inc.

Hugh Ely, Arcade Chamber of Commerce

Marvin Kleinberg, New York State Department of Transportation

Julie Gotham, Genesee Transportation Council

Todd Gadd, Wyoming County Highway

Drew Shapiro, Wyoming County Planning

Ted Brovitz, Stantec

Patrick McLean, Stantec

Paula Benway, Stantec

Absentees:

Introductions

- Larry Kilburn welcomed everyone to the meeting, distributed a full copy of the study scope of services to the Steering Committee and introduced the consultant team.
- Paula Benway introduced the Stantec team members present and roles for the study.
- Introduction of all Steering Committee members present was made.

Project Overview Paula made a power point presentation of the major project components (attached) including:

- Circulation, parking and regulatory opportunities
- Study Scope
 - Existing and Planned Conditions
 - Needs and Opportunities
 - Recommendations
- Project Schedule
- Next Step

Next Step

- Inventory Existing and Planned Conditions
- Interview various stakeholders

- Document findings
- 2nd Steering Committee Meeting - mid July

Roundtable Discussion

A roundtable discussion ensued on existing opportunities as follows:

- A quick overview of the commercial growth in the village dating back to the 1970's Main Street widening from 2 lanes to four was provided.
- The train tours area a historical identification and main tourist attraction. Downtown businesses try to harness this activity. Outlying industries relate to transport trucking and farming.
- The central business district is the core from Water Street to Prospect Street, then a transition from Prospect to West Street / Bixby Hill Road, the commercial center is from West Street/Bixby Hill Road to the cemetery, the Commercial-Industrial center is from the cemetery on toward Edward Street and to the overpass.
- Most downtown power lines are located a building rear.
- River is underutilized and may offer a unique asset for passive recreation.
- Majority of town youth and activities are at the town park off Madison and Parkview.
- Pedestrian crossing concerns were raised at the Main Street/Liberty Street intersection related to traffic signal operations conflicting with the pedestrian crossing. Trucks heading westbound cross the entire roadway width while negotiating a turn off Liberty Street.
- Recent conversion to a three-lane section has heightened awareness of the queuing and back ups along Main Street.
- Lack of traffic signal coordination appears to be one of the primary contributors to the queuing and congestion experienced at Liberty Street and tops, as example. Heaviest times are Thursday's and Friday's as there is an abundant of pass-thru traffic.
- Bump outs at the A&A railroad are a safety concern. Traffic cones have temporarily been placed to draw motorist's attention to them.
- Parking availability for retailers and visitors is adequate. There's ample parking downtown behind the buildings but most business owners use the on-street locations. Opportunity for signage, create better access, realignment and attractive parking.
- Parking for residential users above the retail shops is insufficient.
- On-street parking is in high demand. Vehicles searching for downtown parking make a U-turn in the parking lot of one of the vacant buildings near Water Street.
- Truck bypass route would have a significant impact. Most trucking is gravel hauling from Hornell and Wellsville traveling northward, no other direct route unless they take I-86 to NY 16.
- Unconfirmed concern noted with second floor residential uses above retail need to be brought up to code.
- Allowing mixed uses in the retail buildings is essential for financial viability of some of the vacant buildings.
- Bus stop in front of the A&A railroad blocks through traffic. Blue Bird stops at this location a couple of times per day.
- Can additional travel be further reduced between Liberty and Church?
- Turning radius for eastbound left turns at Main Street/Water Street is too tight for trucks to safely maneuver this intersection.

- Prestolite generates approximately 50 truck trips per day. It has over 525 employees working various shifts.
- The end of shift at Prestolite is approximately at 3:30pm which overlaps with the school dismissal period.
- The elementary school dismissal time is between 3:30-3:45pm. Students that walk home are let out 10-15 minutes early, before bus traffic. Parent pickup/drop off occurs along Church Street and in public parking lot next to Village Hall, this area receives a lot of traffic congestion at peak times. Standard school conflicts occur during arrival and dismissal periods. There are school crossing guards positioned at Church and Liberty intersections.
- Is there a need for a sidewalk on the north side of Main Street along the western end of the corridor?
- Direct truck route from Prestolite area to Rt. 98 South, would significantly minimize truck traffic on Main Street.
- Access management should be considered to reduce number of driveways. There are numerous curb-cuts that provide access for both residential and commercial venues.
- During inclement weather months, vehicles traveling east on the railroad overpass slip and hit the curbing along the road. Sidewalks should be further away from the edge of pavement. Consider four feet from curb for snow storage.
- Getting in and out of the McDonald's driveway is extremely difficult due to proximity to traffic signal at Edward Street and vehicles heading eastbound off the overpass.
- Air quality resulting from truck traffic was noted as an issue. Similar comment received from a local restaurant owner, including air born pollutants on awnings and windows, making any outdoor seating unlikely, besides it not being allowed under the current zoning.
- Noise from ambient traffic and truck traffic is very high.
- River walk linkages, pocket parks and outside restaurants could present opportunities for business and residents.
- Outparcel/pad development in larger commercial lots should be a consideration to break up larger parking areas.

The meeting adjourned at about 9:30 AM with further discussions with individual committee members continuing. Stantec team members were available the rest of the day while conducting site investigations and verifications. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.



Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

Meeting Notes



Stantec

Arcade Main Street Study – Steering Committee Meeting

Date: June 17, 2010
Place/Time: Village of Arcade, 17 Church Street/ 9:00am
Attendees: Larry Kilburn, Village of Arcade
Katie Domes, Domes Inc.
Todd Gadd, Wyoming County Highway
Paula Benway, Stantec

Meeting minutes from the public meeting held on November 10, 2010 were distributed and a few highlights of the type of comments and concerns raised at the meeting were shared.

Conceptual Vision Plan & Recommendations An advanced copy of Chapter 4.0 Conceptual Vision Plan & Recommendations was made available on an FTP site to the Steering Committee. This chapter included feedback received at the public meeting held on November 10, 2009. Comments received included:

- Cattaraugus Creek Trail from Church Street to West Street has been funded and currently under design.
- Pedestrian bridge is planned/proposed crossing Clear Creek from the proposed Apartment complex to Sanford Street.
- Liberty Street Mill & Fill project is anticipated to rehab only the pavement section of Liberty Street from Main Street south to the Village line. Full reconstruction is anticipated in four years.

Any additional comments on Chapter 4.0 are encouraged.

Action Plan & Funding A preliminary rough draft of Chapter 5.0 Action Plan & Funding was distributed at the meeting. This final chapter focuses on the projects directly along Main Street, provides planning cost estimate and suggests if the project is a shorter term, mid or long term project. This chapter will be completed after gaining insight and feedback at the last public meeting.

Public Meeting

- Tentatively scheduled for July 13, 2010 at 6:00pm at the Village Hall.
- A quick overview of the project to date will be provided along with obtaining feedback on the recommendations and priorities.
- Public input will assist in guiding the final chapter of the report. Public comments will be summarized and incorporated in the report appendix.

The meeting was adjourned at about 10:00 AM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink, appearing to read "Paula T. Benway".

Stantec


June 17, 2010
Arcade Main Street – Steering Committee Meeting
Page 2 of 2

Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

MAIN STREET CORRIDOR STUDY


Village of Arcade, New York



DRAFT Main Street Corridor Study

Stantec Consulting Services Inc.
July 13, 2010


One Team. Infinite Solutions



Arcade Main Street Corridor Study

Study Objectives

- ✓ **Develop feasible transportation planning and design concepts** to improve circulation, access management, and parking in the Village of Arcade for pedestrians, bicyclists, and motorists.
- ✓ **Embrace economic and community development opportunities** while respecting the scale, character, and context of the community.
- ✓ **Focus predominantly in the "Downtown" Arcade Main Street** between the intersections of Route 98/North Street and Route 39/Hurdville Road.
- ✓ **Consideration of current and future development trends** within and outside the Village boundaries.
- ✓ **Identify physical and regulatory opportunities** for traffic calming, gateway treatments, enhanced parking and access management, and improved pedestrian, bicycle, and vehicular circulation.



Arcade Main Street Corridor Study



Segments (or Transects) of the Corridor

The Study Identifies 4 Segments:

- ✓ **Village Center Core Area** – Water St. to Prospect St.
- ✓ **Village Commercial-Residential Transitional Area** – Prospect St. to Bixby Hill/West St.
- ✓ **Highway-Commercial Transect** – West St. to Steele Ave
- ✓ **Business Park Transect** – Steele Ave to Hurdville Rd.

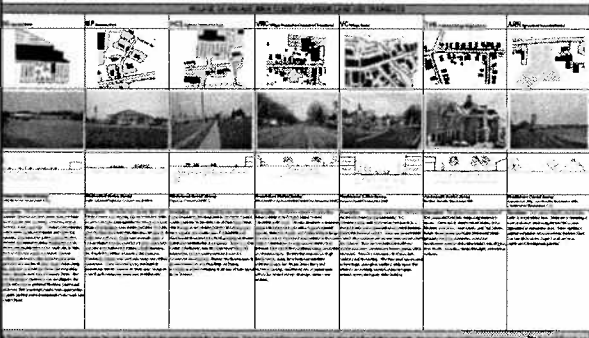

Segments (Transects) Defined by:

- ✓ Common land use characteristics
- ✓ Development scale and patterns
- ✓ Streetscape and roadway configuration

Arcade Main Street Corridor Study

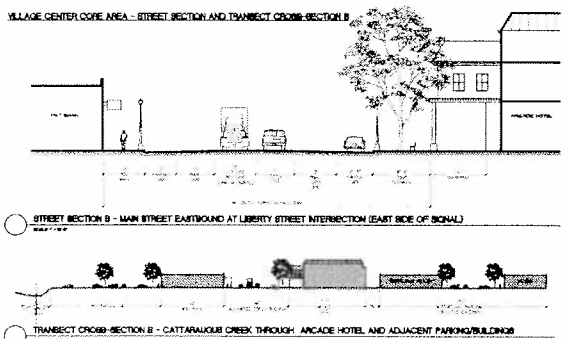
Land Use Transects

Arcade Main Street Corridor Study


Transect Cross Sections

VILLAGE CENTER CORE AREA – STREET SECTION AND TRANSECT CROSS-SECTION B



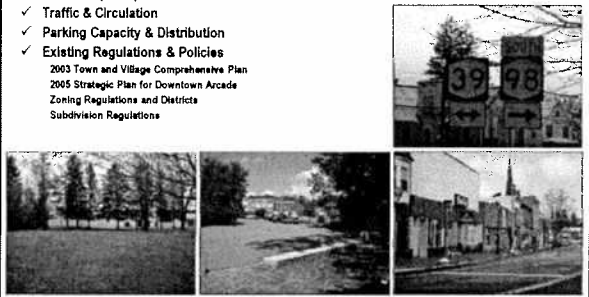

STREET SECTION B – MAIN STREET EASTBOUND AT LIBERTY STREET INTERSECTION (EAST SIDE OF SIGNAL)

TRANSECT CROSS-SECTION B – CATTARAUGUS CREEK THROUGH ARCADE HOTEL AND ADJACENT PARKING/BUILDINGS



Arcade Main Street Corridor Study

- ✓ **Existing Property Characteristics & Trends**
 - General Land Use Patterns
- ✓ **Parks & Open Space**
- ✓ **Traffic & Circulation**
- ✓ **Parking Capacity & Distribution**
- ✓ **Existing Regulations & Policies**
 - 2003 Town and Village Comprehensive Plan
 - 2005 Strategic Plan for Downtown Arcade
 - Zoning Regulations and Districts
 - Subdivision Regulations





Arcade Main Street Corridor Study

Challenges & Opportunities

Village Center Transect

- ✓ The Village Center has been the traditional center of Arcade for over 100 years.
- ✓ Began to decline in the 1950s with the loss of rail activity.
- ✓ New highway development in the 1970s diluted the commercial potency of the central business district.
- ✓ Redeveloped efforts have been hampered by a limited market and investment resources.
- ✓ Still significant potential in the Village Center.




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Arcade Main Street Corridor Study

Challenges & Opportunities

Village Residential-Commercial Transitional Transect

- ✓ Serves as a key gateway and transitional area between the Village Center and Highway-Commercial Transect.
- ✓ Evolved into a civic center with the Arcade Middle School, Arcade Free Library, and Historical Society serving as anchors.
- ✓ Opportunity for moderate-density, mixed-use development (residential, commercial, institutional).




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Arcade Main Street Corridor Study

Challenges & Opportunities

Highway Commercial Transect

- ✓ This segment has developed over the last 30 years.
- ✓ Primarily auto-oriented series and uncoordinated commercial developments.
- ✓ Coordination of access and parking between properties needed.
- ✓ A major challenge is to transition over time into a more pedestrian-oriented, mixed-use district.
- ✓ Key opportunities exist to tie the area together through a series of streetscape and traffic-calming improvements.
- ✓ Encourage future economic development through infill development.




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Arcade Main Street Corridor Study

Challenges & Opportunities

Business Parks and Special District Transect

- ✓ Western edge of the village including Hurdville Rd, Sawmill Rd, Edward St, and Steele Ave.
- ✓ Created for economic development activities.
- ✓ Key challenge is to continue to grow and develop as a business park including commercial office and services, higher education, and industrial uses.
- ✓ Certain civic uses, such as the post office, are out of place in this area and inconvenient for the majority of village residents.
- ✓ Opportunities for streetscape enhancements, pedestrian safety, access management.
- ✓ Improved connections between public roadways that will support future private economic activity and investment.

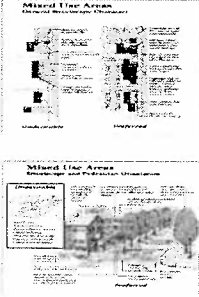


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Arcade Main Street Corridor Study

Overall Challenges & Opportunities

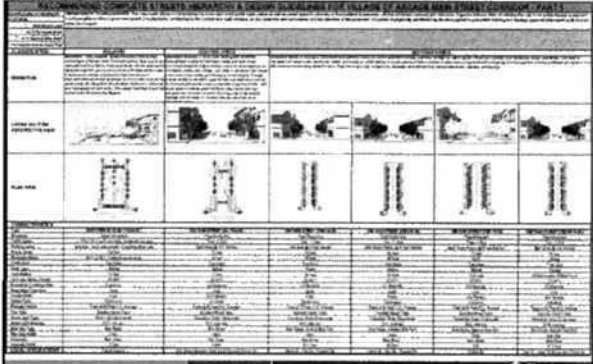
- ✓ Create a network of new roads and "Complete Streets" in phases as development proceeds to improve traffic distribution and connectivity.
- ✓ Enhance pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial developments.
- ✓ Design and install new wayfinding elements (signs, interpretive boards, flagpoles, etc.) directing pedestrian and bicycle flow to parks, trails, signage, historical landmarks, ASA Railroad, and other points of interest.
- ✓ Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- ✓ Designate and install high-visibility pedestrian crossing locations.
- ✓ Appropriate development use and scale regs for different segments.
- ✓ Parking requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- ✓ Require sufficient driveway spacing and access control features.
- ✓ Improve public transportation.
- ✓ Create opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 38 and 98 through the village.



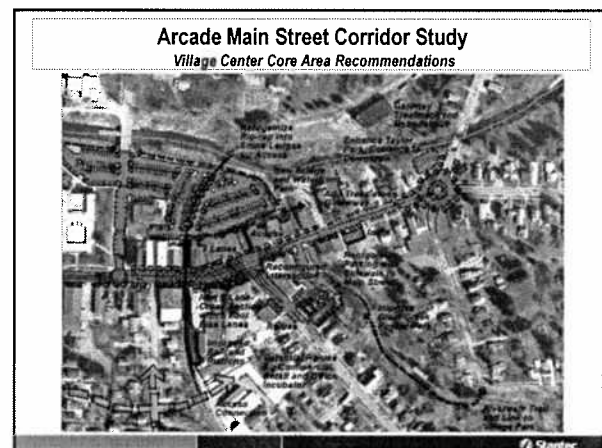
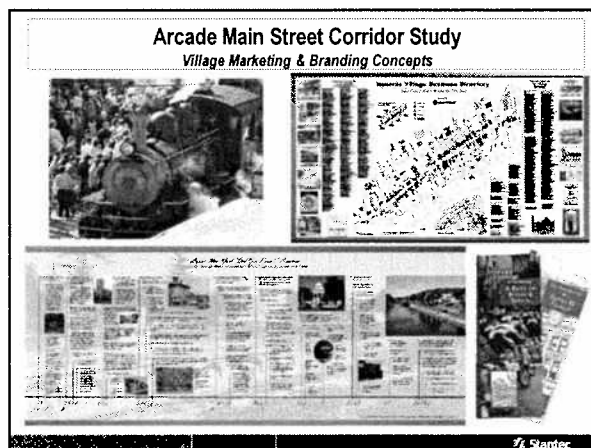
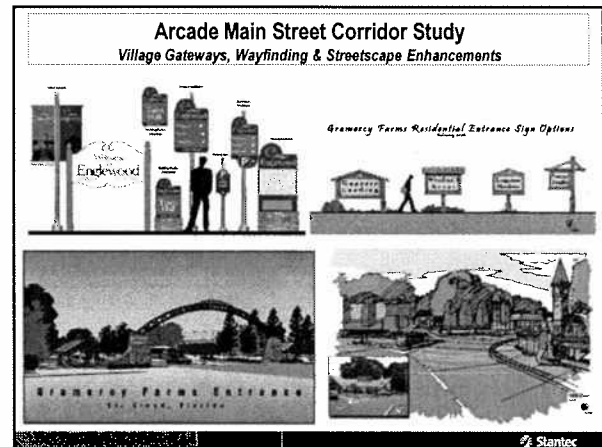
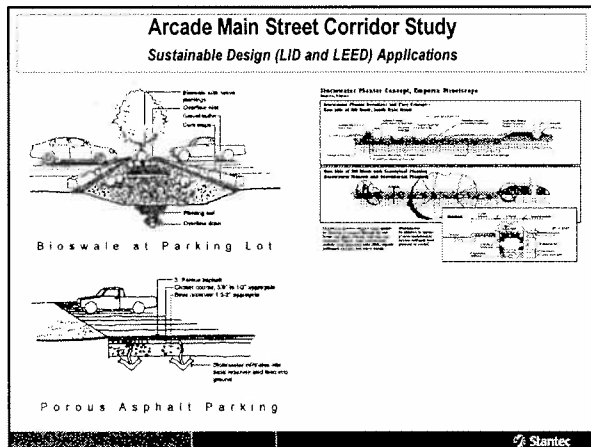
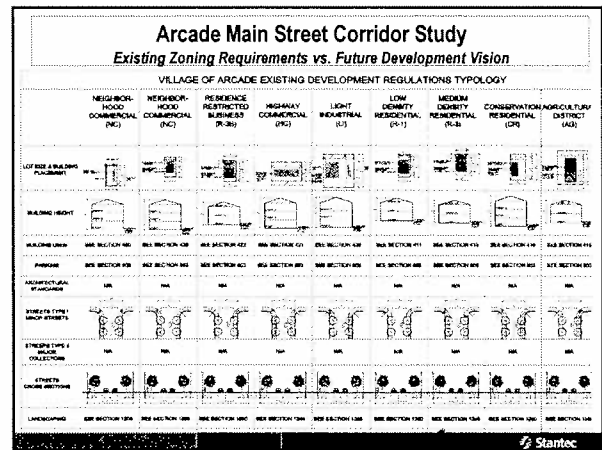
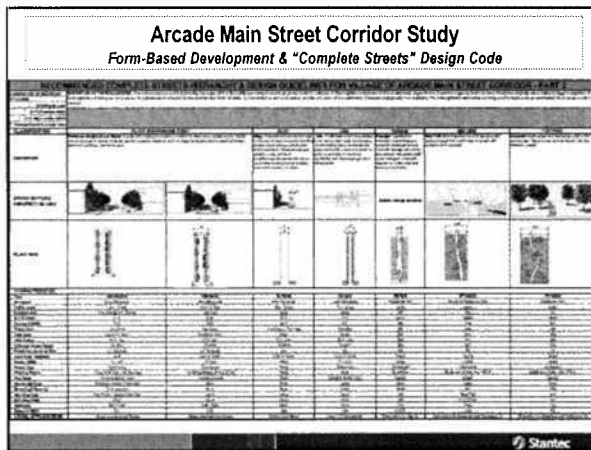
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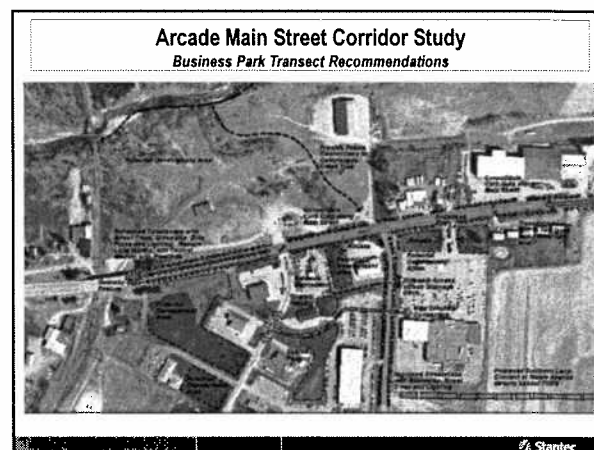
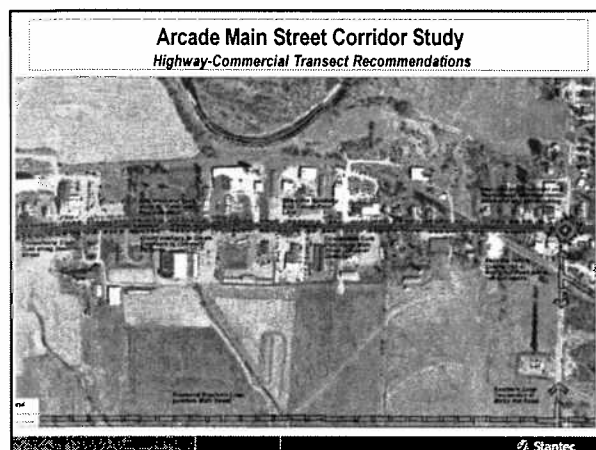
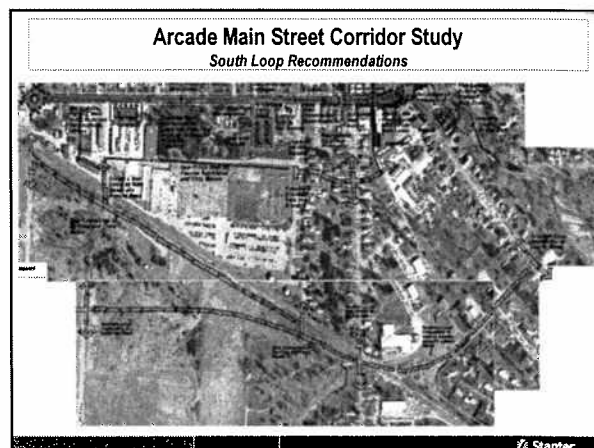
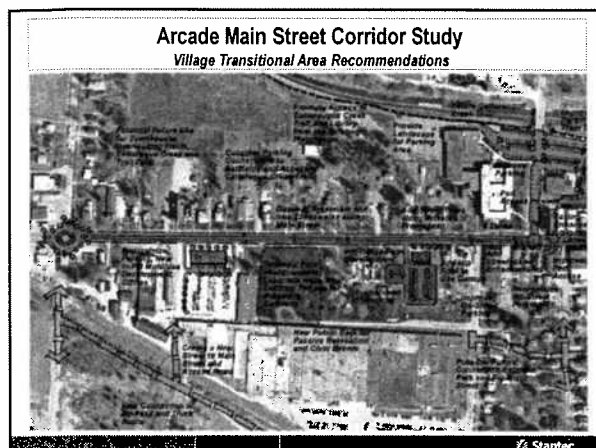
Arcade Main Street Corridor Study

Form-Based Development & "Complete Streets" Design Code



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| Arcade Main Street Corridor Study Funding Sources | | |
|---|--|---|
| NYS Quality Communities | Linking of Grants and Federal Assistance for NYS | http://www.nysdot.com/qualitycommunities |
| Consolidated Local Street & Highway Improvement Program (CLSHIP) | The objective of the New York State Consolidated Local Street and Highway Improvement Program (CLSHIP) is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, sidewalks, or other facilities that are on the State highway system. | http://www.nysdot.com/clship |
| New York Main Street Program | The NY Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to business improvement districts and other not-for-profit organizations that are committed to revitalizing historic, downtown, mixed-use neighborhood commercial districts and village centers. | http://www.nysdot.com/mainstreet |
| New York Safe Routes to School | Safe Routes to School is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school, and to make walking and bicycling to school safe and appealing. | http://www.nysdot.com/safeschool |
| Community Development Block Grants | The Small Cities CDBG Program provides funding to eligible communities for the development of projects that address new or aging infrastructure. Although infrastructure enhancement projects are not eligible, New York State will allow funding to be used for water and sewer lines, water main lines, and the time the enhancements are put into place. Technical assistance grants to develop infrastructure projects are also available to this program. | http://www.nysdot.com/cdbg |
| US Environmental Protection Agency, Office of Smart Growth (ESG) | The ESG program is an annual, competitive solicitation open to state, local, regional and tribal governments (and/or entities that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development. | http://www.epa.gov/esg |
| Transportation Enhancement Program (TEP) | In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance. | http://www.nysdot.com/tep |
| NYS Small Cities Technical Assistance Grants (NSTAG) | Municipalities across New York State often have some specific issues or goals that they would like to achieve, but do not have the resources to turn the idea into a plan of action. The Office for Small Cities provides technical assistance grants to communities to conduct research, analysis and development of a strategic plan that will guide local community development efforts. | http://www.nysdot.com/nstags |

| Arcade Main Street Corridor Study Planning Level Costs | | |
|---|---------------------------------------|----------------|
| Gateway Features | Planning Cost | Time Frame |
| Roundabout | \$250,000 - \$500,000 / each | Mid-Long Term |
| Wayfinding Signs | \$100 - \$5,000 / sign | Short Term |
| Circulation & Access | | |
| Signal Timing/Phase Changes | \$5,000 - \$10,000 | Short Term |
| Signal Coordination to Park Street Center Median | \$10,000 - \$30,000 | Short Term |
| South Loop Rd - Liberty to Prospect St | \$15,000 - \$20,000 / 100 linear feet | Mid-Long Term |
| South Loop Rd - Liberty to Betty Hill Rd | \$1.75 million | Long Term |
| Multi-modal Improvements | | |
| Curb Bump-outs | \$10,000 - \$20,000 / each | Mid-Long Term |
| Enhanced Crosswalk markings/treatments | \$1,000 / crossing | Short Term |
| Enhanced Textured Crosswalks | \$30,000 / each | Mid Term |
| Bicycle Lanes | \$10,000 - \$50,000 / mile | Short Term |
| Bike Racks | \$100 - \$300 / each | Short Term |
| New Park Connections / Trails | \$100 / linear foot | Short-Mid Term |
| Bus Shelter | \$10,000 / each | Short Term |
| Policy & Regulatory | | |
| Zoning, Design Guidelines | Village Staff/boards | On-Going |

Note: any and all improvements on the New York State highway system will need to be further studied, justified and designed to NYSOT standards

What's Next?

Arcade Main Street Corridor Study

- Need your feedback!
 - Comment Sheet
 - Email
- Finalize and Publish Report
- Implementation Phase Begins

Meeting Notes



Stantec

Arcade Main Street Study – Steering Committee Meeting

Date: July 28, 2009
Place/Time: Village of Arcade, 17 Church Street/ 8:00am
Attendees: Larry Kilburn, Village of Arcade
Dan Laird, Foreman
Jeffrey Bowen, Pioneer Central School
William Koch, Prestolite
Katie Domes, Domes Inc.
Hugh Ely, Arcade Chamber of Commerce
Marvin Kleinberg, New York State Department of Transportation
Julie Gotham, Genesee Transportation Council
Todd Gadd, Wyoming County Highway
Drew Shapiro, Wyoming County Planning
Ted Brovitz, Stantec
Paula Benway, Stantec

Introductions

- Larry Kilburn welcomed everyone to the meeting.
- Introduction of all Steering Committee members present was made.

Existing and Planned Conditions Ted and Paula provided a quick overview of the draft copy of the Existing and Planned Conditions section of the report. The report was distributed to the Steering Committee in advance. Various plans and graphics schematics were displayed throughout the room from this report section. Preliminary written comments were received from GTC and Village, all others were encouraged to forward any additional comments.

Paula touched upon the overall schedule and tentative meeting schedule.

Needs and Opportunities Roundtable Discussion Ted led the Steering Committee through the three major transects presented in the draft report and the schematic diagrams displayed. The following summarizes items presented and discussed:

Water Street to Prospect Street Area

- Access management opportunities are abound throughout the corridor.
- Potential roundabout at Water Street intersection – feasible and would provide a definitive entry treatment to the village. Question was raised if traffic signal warrants were met at this intersection, with an intuitive response that volumes most likely would not meet the federal or state traffic signal warrants; hence the roundabout is not needed from a capacity standpoint but can be considered as an entry treatment.

- Pedestrian bridge was discussed as a potential opportunity to connect Sanford Street over the creek to the proposed new apartments on the north side of the creek. This would provide additional connectivity between the neighborhoods to the north and the village commercial area.
- Pedestrian bridge was also discussed connecting the south side of the village from the current pocket park and connecting to Pearl Street. This connection would provide a more direct connection from the village center to the eastern neighborhoods and town park.
- Creekside trail should ultimately provide full connection from the west side of the village (school area) to the east side of the village to Pearl Street and Village park area.
- Opening up the creek water front for more effective public use was discussed. The option of accentuating this village asset by adding large creek edge rocks was suggested. This would allow for casual waterfront use.
- A&A Railroad Alley beautification opportunities were discussed including: closing the alley down for pedestrian use only (no vehicle traffic); wall murals; creating seating areas either related to the A&A or adjacent restaurant use. Safety considerations related to the operation of A&A were noted.
- Streetscape – some street trees were removed and are scheduled for replacement.
- M&T drive-thru: to address the back ups and safety issue related to the drive-thru operations, a suggestion was made that the drive –thru automated tube system should simply be replaced to the other side of the alley. This would allow for southbound traffic only in the alley and no backups would occur on Main Street.
- Additional Parking on south side of the Village was noted. Shared parking opportunities between the bowling alley and the hotel should be considered. It was noted that the school bowling team is an active user of the alley during school hours.
- Emkay site: potential redevelopment options such as new shopping, residential or farm market exist.
- Wayfinding improvements to clearly identify local destinations areas is needed.
- Streetscape options to provide greater separation of pedestrian and vehicular flow was noted. In addition to street trees as shown in the schematics presented, other examples included the suggestion to use large planter boxes at various locations or railings. The railing idea was vetted with the recognition it may need to be of a temporary nature to allow for snow removal operations and minimize any impacts on the accessibility to on-street parking. The aesthetic vision of the rail would be to create a theme and identify for the village.
- A question was brought up about potentially retrofitting heated sidewalks (as previously existed) in the village core area to minimize snow plowing operations.

Prospect to Bixby Hill Area

- Bike lanes along Main Street need to be part of an overall bike trail system. In addition, bike amenities such as bike racks should be considered at various public destination areas.
- Access management principals start to provide more notable benefits along the corridor in this area and further west.
- Potential Prestolite Park area was discussed as an opportunity to effectively use the open green space area as a community public space for small events.

Agreements with Prestolite would be necessary to allow for public functions to occur. In addition the following items were mentioned as essential to the success of creating this park:

- Every opportunity should be made to provide trail connections to public/community spaces to enable alternative and easy access. A connection to the trail on the north side of Main Street should be evaluated.
- Parking arrangements with businesses on the north side of Main Street an option for special events only.
- Parking arrangements with Prestolite for special events is also an option for further consideration.
- Pretoslite park area would have a parking challenge.
- Center median treatment along Main Street should be considered to provide a visual entry to the village core. This entry treatment area is best suited near the library as it marks a distinct transect area.
- Snowmobile trails – evaluation of existing snowmobile trails should be made for enhancement or combining with new pedestrian trails. There is a trail that crosses Main Street near the railroad crossing/ Bixby Hill Road. Snowmobiles fuel at the gas station at Bixby Hill intersection and then return to the trail. There is a trail stop at the VFW post. The existing tri-county trail map should be reviewed for opportunities.
- TPI located on Route 98 south of the village operates with two shifts and has received concerns related to truck access concerns with the bulb outs at the A&A rail crossing in the village.

Bixby Hill to West Village Line

- Connectivity between uses is an opportunity to allow for shared parking, better connectivity, improved circulation and reduction in turning traffic along Main Street. Examples noted include connections between Surefine and Quick Fill and Surefine and the bank next door.
- Consolidation of driveways on the north side of Main Street should be considered to minimize pedestrian conflicts and vehicular turning conflicts. From a visual assessment, ample parking was available at a couple of parcels so minimal impacts would result from consolidation of access points.
- Continuation of the sidewalk system on the north side of Main Street should be pursued. Slight grade separation should not be a problem.
- Additional service oriented retail opportunities as in-fill development is well suited for this area.

Next Step

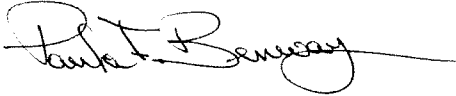
- Refine Existing and Planned Conditions per comments received.
- Prepare Needs and Opportunities per roundtable discussion today.
- Circulate draft documents to Steering Committee
- Public Meeting will be delayed till after the next round of report materials. Significant material was covered in these sections and another round of review by Steering Committee was felt to be necessary before public presentation.
- An FTP site will be developed for publication of the report documents presented and schematics.

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July 28, 2009
Arcade Main Street – Steering Committee Meeting
Page 4 of 4

The meeting adjourned at about 10:00 AM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink, appearing to read "Paula Benway", with a long horizontal flourish extending to the right.

Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

Meeting Notes



Stantec

Arcade Main Street Study – Steering Committee Meeting

Date: September 20, 2009

Place/Time: Village of Arcade, 17 Church Street/ 8:00am

Attendees: Larry Kilburn, Village of Arcade
Jeffrey Bowen, Pioneer Central School
William Koch, Prestolite
Katie Domes, Domes Inc.
Marvin Kleinberg, New York State Department of Transportation
Julie Gotham, Genesee Transportation Council
Todd Gadd, Wyoming County Highway
Drew Shapiro, Wyoming County Planning
Paula Benway, Stantec

Needs and Opportunities An advanced copy of Chapter 3.0 Challenges & Opportunities was distributed to the Steering Committee. This chapter encapsulated the roundtable discussion and input from the July 28, 2009 Steering Committee meeting. Preliminary written comments were received from the Village; all others were encouraged to forward additional comments.

Paula touched upon the overall schedule and tentative meeting schedule.

Discussion The following summarizes comments presented and discussed related to the Needs and Opportunities chapter:

- Bicycle Mobility – every effort should be made to encourage and enable bicycle travel by providing and connecting trails for use by bicyclists. The option of creating designated bike lanes along Main Street was discussed at the last meeting with reservation based on the post speed and volume of truck traffic. Other alternatives mentioned included consideration of adding a bike trail behind the current sidewalk system where possible (ROW availability); potential for a bike trail on the south side of Main Street along the Railroad right of way; expanding trail being designed on the north side of Main Street to include bikes.
- Section 3.4 Local Market Trends and Opportunities –what direction is the Village taking?
 - Village farmers market was attempted and was not successful.
 - Downtown merchants are trying to seek funds to assist with other community events.
 - Major retailers have been approached in the past; however, the population density isn't high enough to draw their attention considering services already available in nearby communities.
 - Can a breakdown of the \$1 billion annual consumer goods and services spending be provided to determine what could work in Arcade?

- Market opportunities study is currently in the early stages of development.
- Truck bypass is mentioned in document, but little detail is provided in this chapter. More detailed discussion may show that it was seriously considered, but may not be a probable option.
- Public Transit discussion could be enhanced to indicate how potentially changing the current on-call service to fixed route system could provide greater mobility between far reaches of the Village (i.e., travel between Village Center Transect to Business Park Transect). Warsaw recently changed their on-call transit service to fixed-route system, any way to determine if it has been successful in attracting higher ridership numbers?
- Benefits, planning level costs, implementation time frames (short term vs. long term) for the recommendations will be outlined in the next chapter. A list of financial sources for the recommendations will be provided.

Public Meeting

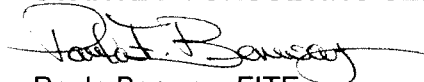
- Based on local experience, approximately 25-35 community members are anticipated.
- November 10, 2009 is tentative date for the public meeting to be held at the Village Hall.
- Format for the meeting will include an open house from 6-7pm followed by an overview of the project to date between 7-8pm.
- Target audience – project of this magnitude will have immediate local impacts and concerns as well as regional impacts. Efforts should be made to publish the meeting in local/regional newspapers to possibly draw people from adjacent communities. Is there a way to harness input from various socio-economic segments of the Village demographics?
- Public input will assist in guiding the recommendations chapter. Public comments will be summarized and incorporated in the report appendix.

Next Step

- Refine Needs and Opportunities per discussion today; upload to ftp site.
- Village will update draft documents to Village website prior to public meeting.
- Feedback link directly to Stantec will be provided on the website.
- Public Meeting tentatively scheduled for Tuesday, November 10, 2009 from 6pm-8pm at the Village Hall.

The meeting adjourned at about 9:00 AM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.



Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

Meeting Notes



Stantec

Arcade Main Street Study – Public Meeting

Date: November 10, 2009
Place/Time: Village of Arcade, 17 Church Street/ 6:00pm
Attendees: See attached Sign-In Sheet

Open House from 6-7pm

- Preliminary display graphics were posted around the Village Hall showing various Challenges & Opportunities for each of the four major segments/transects along the Main Street corridor. Supplemental cross-sections were available to visually shown the differing characteristics and relationships from road, sidewalks, setbacks and building facades for each of the four transects.
- Community members were encourage to view and comment on any aspect of the graphic plans shown.
- Village, Genesee Transportation Council, New York State Department of Transportation and Stantec representatives were available around the room.
- Comments posted on displayed transect graphics included:

Village Center Transect:

- Item # 11 – Add on-street parking spaces on Prospect Street and Park Street – consideration should be made to converting Park Street to one-way north, or at least right turn out only at the Main Street intersection. Concern noted with Park Street residents being forced to use Mill Street to Liberty which is very difficult intersection already. Can a temporary signal that works during peak hours only be considered at the intersection of Mill/Liberty?
- Item #14 – Upgrade A&ARR alley between Main Street and public parking lot. – Concern noted with this opportunity as the alley is a private driveway owned by adjacent property owner. Concern was noted that this alley may at times be the only alternative access to the parking lot and buildings during congested times or for fire/emergency access. The buildings between the RR and Church Street have limited rear-access.
- Item #18 – Reverse access of M&T bank drive thru ATM – concern noted with vehicles leaving the drive thru not having adequate visibility to see pedestrians along the Main Street sidewalks. Visibility of traffic from Liberty Street northbound may not have adequate visibility of vehicles exiting the drive thru. Why not a drive up kiosk in the north parking lot instead?
- Item #27 – Reconfigure Main Street to improve traffic flow and safety including reducing lanes from 4 to 3 east of the Liberty Street Intersection – It was noted that the restriping of Main Street on the Liberty Street westbound approach was recently completed by NYSDOT.
- Pedestrian crosswalk at the RR – observation was made that various accidents/property damage have resulted from the recent bump outs were installed with vehicles running into the curbing. It was also noted that the parked vehicles on the north side of Main Street restrict the ability of vehicles traveling in the westbound direction to clearly see a pedestrian standing on the bump out waiting to cross.

Business Park Transect:

- *Item # 2 – Reconfigure intersection of Main Street at Tops Plaza by reducing cross section from 5 to 4 lanes and installing traffic calming treatments – why further reduction of the travel lanes since the recent reduction from 4 to 3 lanes has had negative impacts on access in and out of businesses and side streets? The traffic problem is worse now, businesses are suffering as it takes twice as long to get from one end of the village to the other.*
- *Item #2 – Reconfigure intersection of Main Street at Tops Plaza by reducing cross section from 5 to 4 lanes and installing traffic calming treatments – It is a drag race approaching the Tops signal from the west as drivers are racing to the 3-lane section.*
- *Item #10 – Construct a vehicle and pedestrian bridge connection between Steele Avenue and Tops Plaza – suggestion that if a new access to Tops is provided on Steele Street, maybe the signal on Main Street can be relocated to Steele Street intersection instead to serve more traffic?*
- *Steele Street intersection at Main Street – there is no left turn lane on Main Street for entering vehicles, the pavement is there, but it's hatched out.*

Presentation from 7-8pm

- Paula Benway, Stantec Consulting Inc. did a brief introduction on purpose of the meeting.
- The Steering Committee involvement and members were acknowledged including: Genesee Transportation Council, Village of Arcade, Village Police Department, New York State Department of Transportation, Genesee Finger Lakes Regional Planning Council, Wyoming County Highway & Planning, Pioneer Central School District, Arcade Chamber of Commerce, Prestolite of NY Inc, API Air Technologies, Creekside Fabrics, Domes Inc. and TPI Arcade Inc.
- Ted Brovitz, Stantec Consulting Inc followed with an interactive powerpoint presentation highlighting the study findings to date along with a peak at the next step in the process. A copy of the presentation is attached.
- During the interactive presentation the following comments and questions were raised:
 - Water Street roundabout option should consider the heavy truck traffic that uses the intersection. Some of the larger trucks/tandems, wind turbine trucks have a hard time maneuvering the intersection today. Alternative routes for such trucks were noted to be non-existent.
 - Question was raised about Pearl Street being impacted by a roundabout design at Water Street.
 - Roundabout concept would also impact the limited right-of-way at each of the corners of the intersection.
 - Truck Bypass – Overview of the truck bypass options reviewed was provided. A truck route from the Prestolite facility connecting to the Liberty with connections to Prospect, and Park would provide immediate relief in reducing truck traffic arriving/departing to the south along Route 98. At the same time, the route would provide improved circulation for residents and businesses in this area.
 - Discussion ensued on the pros and cons of any bypass on Main Street businesses. Striking a balance is a difficult task to reduce truck traffic and keeping businesses solvent.

- Comment was made that a bypass may cause more gridlock at it's terminus along Main Street. Considering the reduction in lanes on Main Street, this option would not be desirable.
- Various residents commented their experience with the reduction from 4-3 lanes has been an improvement and has made it easier to get in and out of traffic.
- Some congestion on Main Street is also important to have in order to encourage use of a bypass route.
- Was a truck bypass route considered on the north side? Majority of truck traffic is predominantly arriving from the south along Route 98, hence, a bypass route would have the greatest impact.
- Cost of the bypass was noted as a concern, it's been talked about for some time. Costs for various recommendations will be identified in the next section of the study along with potential funding options.
- Village Core businesses are in favor of a bypass to reduce truck traffic, wear and tear on the pavement, noise, and air pollution.
- Additional feedback on the study and presentation can be sent to the Village or Stantec. Comment sheet with contact information was made available at the sign-in table. Presentation and draft report documents will be made available on the Village website.
- Members of the Steering Committee remained available for additional comments or questions after the presentation.

The meeting adjourned shortly after 8:00 PM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.



STANTEC CONSULTING SERVICES INC.



Paula Benway, FITE
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MAIN STREET CORRIDOR STUDY

Village of Arcade, New York

Stantec Consulting Services Inc.
November 10, 2009

One Team. Infinite Solutions



Arcade Main Street Corridor Study


Project Area & Study Objectives

Project Area

- ✓ Main Street (Route 39) between the Water Street (Route 98) intersection to the east and the Route 39/Hurdville Road intersection at the western edge of the Village of Arcade.
- ✓ The corridor measures approximately 1.89 miles (10,000 linear feet) in length and includes all properties fronting on Main Street.

Study Objectives

- ✓ Develop feasible transportation planning and design concepts to improve circulation, access management, and parking in the Village of Arcade for pedestrians, bicyclists, and motorists.
- ✓ Embrace economic and community development opportunities while respecting the scale, character, and context of the community.
- ✓ Focus predominantly in the "Downtown" Arcade Main Street between the intersections of Route 98/North Street and Route 39/Hurdville Road.
- ✓ Consideration of current and future development trends within and outside the Village boundaries.
- ✓ Identify physical and regulatory opportunities for traffic calming, gateway treatments, enhanced parking and access management, and improved pedestrian, bicycle, and vehicular circulation.



Arcade Main Street Corridor Study




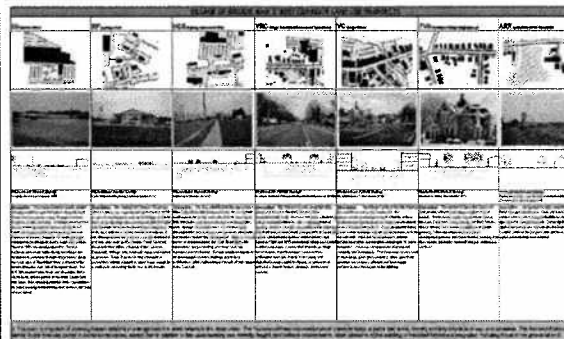

Segments (or Transects) of the Corridor

The Study Identifies 4 Segments:

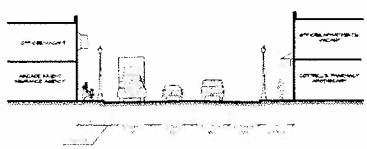
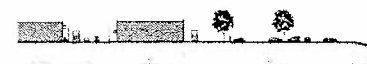
- ✓ Village Center Core Area – Water St. to Prospect St.
- ✓ Village Commercial-Residential Transitional Area – Prospect St. to Bixby Hill/West St.
- ✓ Highway-Commercial Transect – West St. to Steele Ave
- ✓ Business Park Transect – Steele Ave to Hurdville Rd.

Segments (Transects) Defined by:

- ✓ Common land use characteristics
- ✓ Development scale and patterns
- ✓ Streetscape and roadway configuration








VILLAGE CENTER CORE AREA - STREET SECTION AND TRANSECT CROSS-SECTION A






STREET SECTION A - MAIN STREET WESTBOUND AT LIBERTY STREET
SCALE: 1" = 10'

TRANSECT CROSS-SECTION A - ARCADE INLAND PARK THROUGH CATTARAUGUS CREEK
SCALE: 1" = 10'




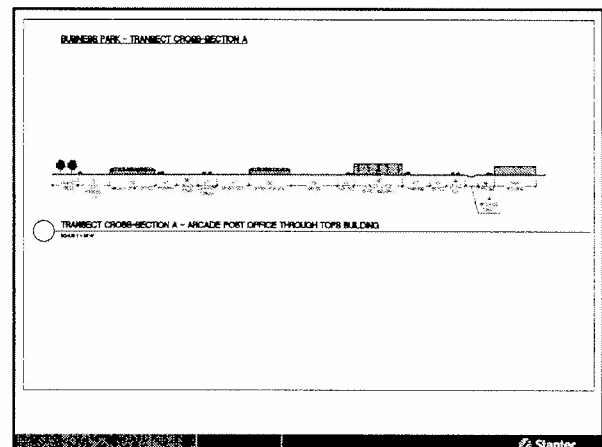
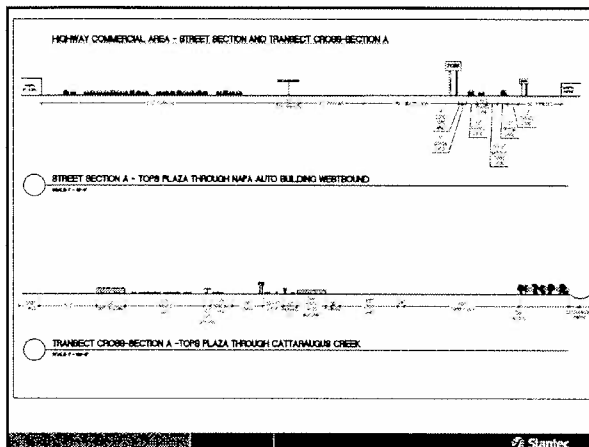
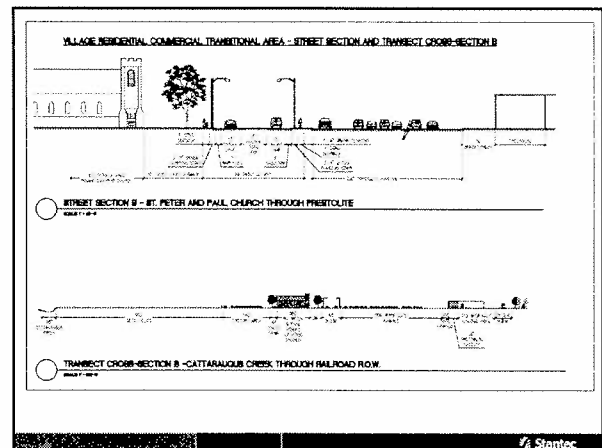
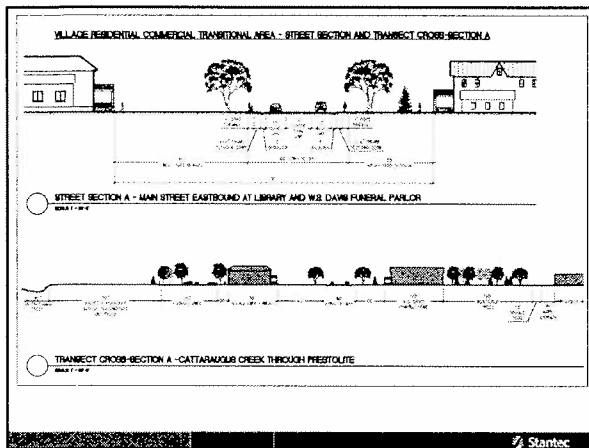
VILLAGE CENTER CORE AREA - STREET SECTION AND TRANSECT CROSS-SECTION B

STREET SECTION B - MAIN STREET EASTBOUND AT LIBERTY STREET INTERSECTION (EAST SIDE OF SIGNAL)
SCALE: 1" = 10'

TRANSECT CROSS-SECTION B - CATTARAUGUS CREEK THROUGH ARCADE HOTEL AND ADJACENT PARKING/BUILDING
SCALE: 1" = 10'





Arcade Main Street Corridor Study

Existing Property Characteristics & Trends

General Land Use Patterns

- ✓ The Village encompasses 2.48 square miles (1,586 acres) and 874 separate parcels.
- ✓ Nearly half of these parcels (48%) are used for single family homes (about 16% of the total land base).
- ✓ Average SF lot size is about 0.6 acres
- ✓ Commercial lots average 1.1 acres
- ✓ Industrial lots average 3.9 acres
- ✓ About 6.6% of the Village's land base is devoted to commercial uses and 1.7% to industrial uses.

Arcade Main Street Corridor Study

Parks & Open Spaces

| Name | Location | Size (Acreage) |
|---|--------------------------------|----------------|
| Village Park | South of East Main Street | 15.0 |
| The Garden | E. Main St & Water St. | 0.22 |
| St. Peter/Paul Cemetery (Private) | W. Main St | 3.85 |
| Arcade Cemetery | South East of Park St. | 18.9 |
| Cattaraugus Overlook (open space) | Off North Street | 0.39 |
| Village Green/Private Park (Private/Proposed) | Southside of West Main St. | 1.12 |
| Cattaraugus Trail | Parade Grounds (Off Corner) | 1000 |
| Clear Creek Trail and Pocket Park | South side of Main St. | 1000 |
| Arcade Elementary School | Off Church St. and E. Main St. | 14.18 |

Arcade Main Street Corridor Study

Traffic & Circulation

General Characteristics and Trends

- ✓ Functional classification - Minor Arterial
- ✓ Average Annual Daily Traffic:
 - ✓ 15,833 (2008) west end
 - ✓ 7,839 (2007) village core
 - ✓ 2,010 (2007) east of Water St.
- ✓ Historical Growth Rate - 0.2% since 1990
- ✓ Truck traffic - 10% trucks
- ✓ Right-of-way - 60 feet typical
- ✓ Sidewalks on both sides - 5 feet, varies
- ✓ On-street parking - 8.5-10.5 feet wide - village core only
- ✓ Speed limit - 30 mph within village, 40 mph west of Tops
- ✓ Bicycle facilities - Permitted to share the road, no designated bicycle route
- ✓ Traffic signals - Liberty, Church, Prospect, Tops, Edward

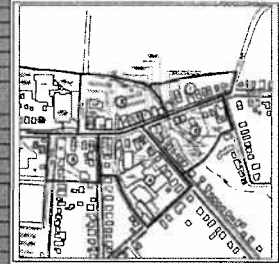


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Arcade Main Street Corridor Study

Parking Capacity & Distribution

| Block | North Side of Main St. between Water St. and Church St. | Block | South Side of Main St. between Park St. and Prospect St. |
|---------|--|---------|--|
| Block 1 | Public Parking/On-Street: 12 Private Parking/On-Street: 25 Private Parking/Off-Street: 1000 | Block 1 | Public Parking/On-Street: 4 Public Parking/Off-Street: 3 Private Parking/On-Street: 30 Private Parking/Off-Street: 10 |
| Block 2 | Public Parking/On-Street/Block St.: 14 Public Parking/On-Street/Church St.: 5 Public Parking/Off-Street: 20 Private Parking/On-Street: 12 Private Parking/Off-Street: 1000 | Block 2 | Public Parking/On-Street/Block St.: 27 Public Parking/On-Street/Church St.: 18 Public Parking/Off-Street: 100 Private Parking/On-Street: 20 Private Parking/Off-Street: 1000 |
| Block 3 | Public Parking/On-Street/Block St.: 27 Public Parking/On-Street/Church St.: 18 Public Parking/Off-Street: 100 Private Parking/On-Street: 20 Private Parking/Off-Street: 1000 | Block 3 | Public Parking/On-Street/Block St.: 9 Public Parking/On-Street/Church St.: 12 Public Parking/Off-Street: 10 Private Parking/On-Street: 1000 Private Parking/Off-Street: 1000 |

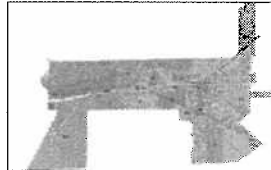


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Arcade Main Street Corridor Study

Existing Regulations and Policies

- ✓ 2003 Town and Village Comprehensive Plan
- ✓ 2005 Strategic Plan for Downtown Arcade.
- ✓ Zoning Regulations and Districts
 - ✓ Neighborhood Commercial
 - ✓ Medium Density Residential/ Restricted Business (R2B)
 - ✓ Light Industrial
 - ✓ Highway Commercial
- ✓ Subdivision Regulations



| Village of Arcade Arts and Developmental Requirements | | | | | | | | | |
|---|---------------|--------------------------|--|------------|------------|--------------|---------------|-------------|-------|
| District | Min. Lot Area | Min. Lot Dimensions (ft) | Front Yards | Side Yards | Back Yards | Side Setback | Front Setback | Max. Height | Notes |
| HC* | 10,000 sf | 75' x 150' | 30' (R) | 25' | 35' (R) | 15' | 48' | 5' | |
| R2B | | | Same as R2, no parking in front of building or FTS access (R2B building) | | | | | | |
| HC | 25,000 sf | 200' x 125' | 30' (R) | 30' | 30' (R) | 15' | 42' | 3' | |
| L1 | 1 acre | 250' x 150' | 30' | 30' | 30' | 15' | 42' | 3' | |
| HC(L) | | | Same as HC, but all lots are included in both L1 and HC | | | | | | |
| R2 | 11,250 sf | 90' x 125' | 30' | 25' | 35' | 15' | 42' | 2.5' | |
| R3 | 11,250 sf | 90' x 125' | 30' | 25' | 35' | 15' | 42' | 2.5' | |
| CR | 2 acres | 200' x 150' | 30' | 30' | 30' | 15' | 42' | 2.5' | |
| AO | 12 acres | 250' x 150' | 30' | 30' | 30' | 15' | 42' | 2.5' | |

* HC District also has a 2,000 square foot minimum floor space per lot.

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Arcade Main Street Corridor Study

Challenges & Opportunities

Village Center Transect Opportunities

- ✓ The Village Center has been the traditional center of Arcade for over 100 years.
- ✓ Began to decline in the 1950s with the loss of rail activity.
- ✓ New highway development in the 1970s diluted the commercial potency of the central business district.
- ✓ Redeveloped efforts have been hampered by a limited market and investment resources.
- ✓ Still significant potential in the Village Center.



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Arcade Main Street Corridor Study

Existing Conditions, Challenges & Opportunities



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Arcade Main Street Corridor Study

Challenges & Opportunities

Village Residential-Commercial Transitional Transect


- ✓ Serves as a key gateway and transitional area between the Village Center and Highway-Commercial Transect.
- ✓ Evolved into a civic center with the Arcade Middle School, Arcade Free Library, and Historical Society serving as anchors.
- ✓ Opportunity for moderate-density, mixed-use development (residential, commercial, institutional).



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Arcade Main Street Corridor Study

Existing Conditions, Challenges & Opportunities



| CHALLENGES | OPPORTUNITIES |
|---|--|
| 1. Limited parking space for commercial and residential uses. | 1. Potential for new commercial and residential development. |
| 2. Limited public transit options. | 2. Potential for new public transit routes. |
| 3. Limited pedestrian and bicycle infrastructure. | 3. Potential for new pedestrian and bicycle infrastructure. |
| 4. Limited green space and landscaping. | 4. Potential for new green space and landscaping. |
| 5. Limited historic preservation efforts. | 5. Potential for new historic preservation efforts. |
| 6. Limited community engagement. | 6. Potential for new community engagement efforts. |
| 7. Limited economic development. | 7. Potential for new economic development efforts. |
| 8. Limited safety improvements. | 8. Potential for new safety improvements. |
| 9. Limited aesthetic improvements. | 9. Potential for new aesthetic improvements. |
| 10. Limited infrastructure improvements. | 10. Potential for new infrastructure improvements. |


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Arcade Main Street Corridor Study

Challenges & Opportunities

Highway Commercial Strip Transect


- ✓ This segment has developed over the last 30 years.
- ✓ Primarily auto-oriented series and uncoordinated commercial developments.
- ✓ Coordination of access and parking between properties needed.
- ✓ A major challenge is to transition over time into a more pedestrian-oriented, mixed-use district.
- ✓ Key opportunities exist to tie the area together through a series of streetscape and traffic-calming improvements.
- ✓ Encourage future economic development through infill development.



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Arcade Main Street Corridor Study

Existing Conditions, Challenges & Opportunities



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Arcade Main Street Corridor Study

Challenges & Opportunities

Business Parks and Special District Transect


- ✓ Western edge of the village including Hurdville Rd, Sawmill Rd, Edward St, and Steele Ave.
- ✓ Created for economic development activities.
- ✓ Key challenge is to continue to grow and develop as a business park including commercial office and services, higher education, and industrial uses.
- ✓ Certain civic uses, such as the post office, are out of place in this area and inconvenient for the majority of village residents.
- ✓ Opportunities for streetscape enhancements, pedestrian safety, access management.
- ✓ Improved connections between public roadways that will support future private economic activity and investment.



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Arcade Main Street Corridor Study

Existing Conditions, Challenges & Opportunities



| CHALLENGES | OPPORTUNITIES |
|---|--|
| 1. Limited parking space for commercial and residential uses. | 1. Potential for new commercial and residential development. |
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What's Next?

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Arcade Main Street Corridor Study


Overall Challenges & Opportunities

- ✓ Create a network of new roads and "Complete Streets" in phases as development proceeds to improve traffic distribution and connectivity.
- ✓ Enhance pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial developments.
- ✓ Design and install new wayfinding elements (signs, interpretive boards, experientials, etc.) directing pedestrian and bicycle flow to parks, trails, sightseeing, historical landmarks, ASA Railroad, and other points of interest.
- ✓ Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- ✓ Designate and install high-visibility pedestrian crossing locations.
- ✓ Appropriate development use and scale sets for different segments.
- ✓ Parking requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- ✓ Require sufficient driveway spacing and access control features.
- ✓ Improve public transportation.
- ✓ Create opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 38 and 98 through the village.




Main Street Arcade
A Vision of Revitalization and Opportunity

This map illustrates the Main Street Arcade corridor, highlighting key segments and landmarks. The corridor is shown as a central axis, with various areas of interest marked along its length. Key landmarks include the ASA Railroad, the Village Center, and the Village Square. The map also shows the location of the Village Center and the Village Square, which are key areas of interest for the study.

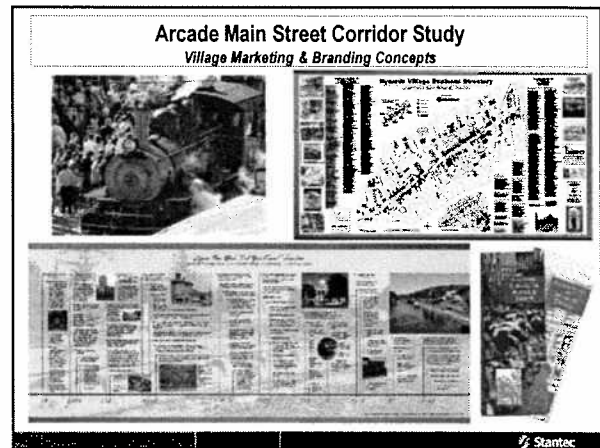
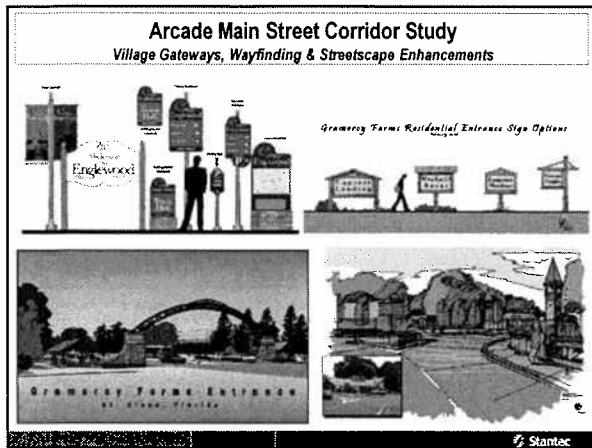


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Meeting Notes



Stantec

Arcade Main Street Study – Steering Committee Meeting

Date: June 17, 2010
Place/Time: Village of Arcade, 17 Church Street/ 9:00am
Attendees: Larry Kilburn, Village of Arcade
Katie Domes, Domes Inc.
Todd Gadd, Wyoming County Highway
Paula Benway, Stantec

Meeting minutes from the public meeting held on November 10, 2010 were distributed and a few highlights of the type of comments and concerns raised at the meeting were shared.

Conceptual Vision Plan & Recommendations An advanced copy of Chapter 4.0 Conceptual Vision Plan & Recommendations was made available on an FTP site to the Steering Committee. This chapter included feedback received at the public meeting held on November 10, 2009. Comments received included:

- Cattaraugus Creek Trail from Church Street to West Street has been funded and currently under design.
- Pedestrian bridge is planned/proposed crossing Clear Creek from the proposed Apartment complex to Sanford Street.
- Liberty Street Mill & Fill project is anticipated to rehab only the pavement section of Liberty Street from Main Street south to the Village line. Full reconstruction is anticipated in four years.

Any additional comments on Chapter 4.0 are encouraged.

Action Plan & Funding A preliminary rough draft of Chapter 5.0 Action Plan & Funding was distributed at the meeting. This final chapter focuses on the projects directly along Main Street, provides planning cost estimate and suggests if the project is a shorter term, mid or long term project. This chapter will be completed after gaining insight and feedback at the last public meeting.

Public Meeting

- Tentatively scheduled for July 13, 2010 at 6:00pm at the Village Hall.
- A quick overview of the project to date will be provided along with obtaining feedback on the recommendations and priorities.
- Public input will assist in guiding the final chapter of the report. Public comments will be summarized and incorporated in the report appendix.

The meeting was adjourned at about 10:00 AM. The foregoing is considered to be a true and accurate record of items discussed. If any discrepancies or inconsistencies are noted, please contact the undersigned.

STANTEC CONSULTING SERVICES INC.

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June 17, 2010
Arcade Main Street – Steering Committee Meeting
Page 2 of 2

Paula Benway, FITE
Associate, Transportation
Paula.benway@stantec.com

c. Attendees

MAIN STREET CORRIDOR STUDY


Village of Arcade, New York



DRAFT Main Street Corridor Study

Stantec Consulting Services Inc.
July 13, 2010

One Team. Infinite Solutions.




Arcade Main Street Corridor Study

Study Objectives

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- ✓ **Consideration of current and future development trends** within and outside the Village boundaries.
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Arcade Main Street Corridor Study



Segments (or Transects) of the Corridor

The Study Identifies 4 Segments:

- ✓ **Village Center Core Area** – Water St. to Prospect St.
- ✓ **Village Commercial-Residential Transitional Area** – Prospect St. to Bixby Hill/West St.
- ✓ **Highway-Commercial Transect** – West St. to Steele Ave
- ✓ **Business Park Transect** – Steele Ave to Hurdville Rd.

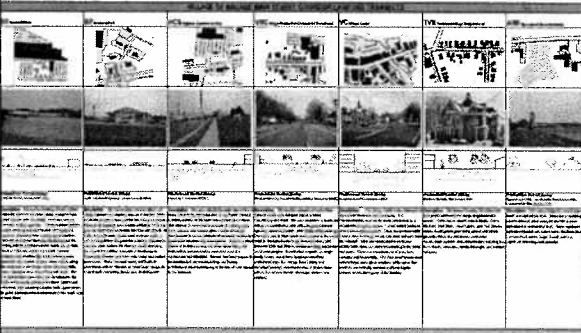

Segments (Transects) Defined by:

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- ✓ Development scale and patterns
- ✓ Streetscape and roadway configuration

Arcade Main Street Corridor Study

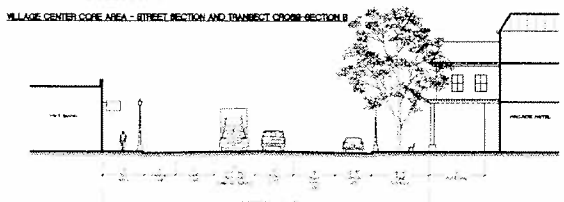
Land Use Transects


Arcade Main Street Corridor Study

Transect Cross Sections



VILLAGE CENTER CORE AREA - STREET SECTION AND TRANSECT CROSS-SECTION B



STREET SECTION B - MAIN STREET EASTBOUND AT LIBERTY STREET INTERSECTION (EAST SIDE OF SIGNAL)

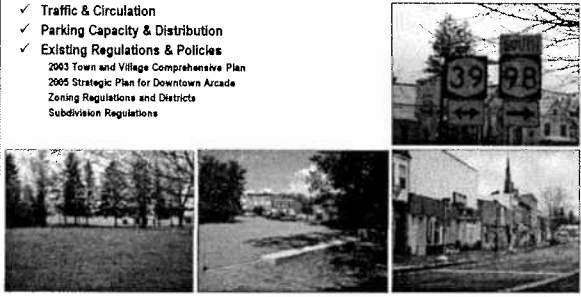



TRANSECT CROSS-SECTION B - CATTARAUGUS CREEK THROUGH ARCADE HOTEL AND ADJACENT PARKING/BUILDINGS

Arcade Main Street Corridor Study

- ✓ **Existing Property Characteristics & Trends**
 - General Land Use Patterns
- ✓ **Parks & Open Space**
- ✓ **Traffic & Circulation**
- ✓ **Parking Capacity & Distribution**
- ✓ **Existing Regulations & Policies**
 - 2003 Town and Village Comprehensive Plan
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 - Subdivision Regulations

Arcade Main Street Corridor Study

Challenges & Opportunities

Village Center Transect

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- ✓ Still significant potential in the Village Center.



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Arcade Main Street Corridor Study

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Arcade Main Street Corridor Study

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Arcade Main Street Corridor Study

Challenges & Opportunities

Business Parks and Special District Transect

- ✓ Western edge of the village including Hurdville Rd, Sawmill Rd, Edward St, and Steele Ave.
- ✓ Created for economic development activities.
- ✓ Key challenge is to continue to grow and develop as a business park including commercial office and services, higher education, and industrial uses.
- ✓ Certain civic uses, such as the post office, are out of place in this area and inconvenient for the majority of village residents.
- ✓ Opportunities for streetscape enhancements, pedestrian safety, access management.
- ✓ Improved connections between public roadways that will support future private economic activity and investment.

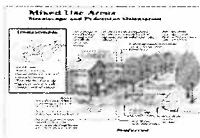
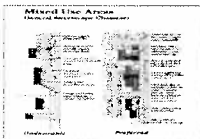


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Overall Challenges & Opportunities

- ✓ Create a network of new roads and "Complete Streets" in phases as development proceeds to improve traffic distribution and connectivity.
- ✓ Enhance pedestrian and bicycle connectivity from the public sidewalk and roadway systems to interior portions of commercial developments.
- ✓ Design and install new wayfinding elements (signs, interpretive boards, repair/banners, etc.) directing pedestrians and bicycle flow to parks, trails, sightseeing, historical landmarks, A&A Railroad, and other points of interest.
- ✓ Control and reduce travel speeds by introducing traffic-calming devices and techniques in key segments of the corridor.
- ✓ Designate and install high-visibility pedestrian crossing locations.
- ✓ Appropriate development use and scale tags for different segments.
- ✓ Parking requirements and design appropriate for different segments of the corridor recognizing the variation in setting and use characteristics.
- ✓ Require sufficient driveway spacing and access control features.
- ✓ Improve public transportation.
- ✓ Create opportunities for trucks to bypass Main Street in the Village Center and minimize truck traffic using State Routes 39 and 86 through the village.



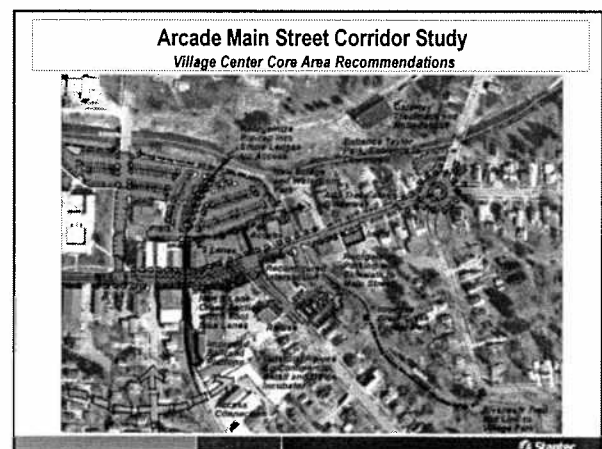
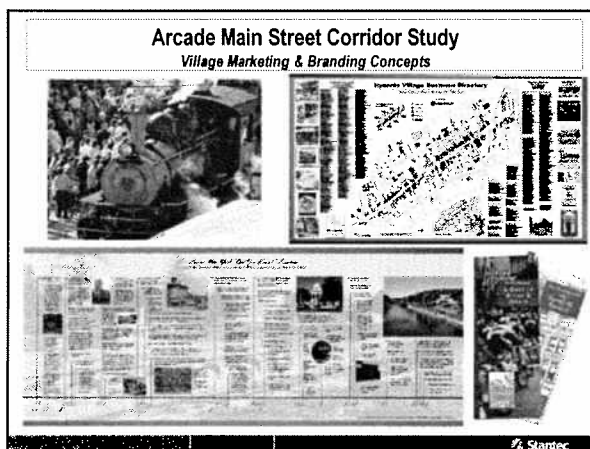
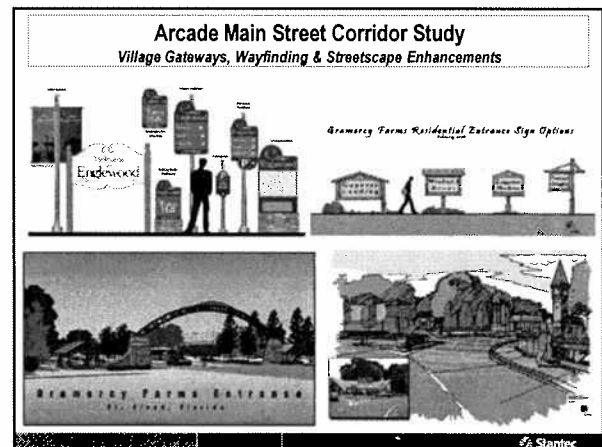
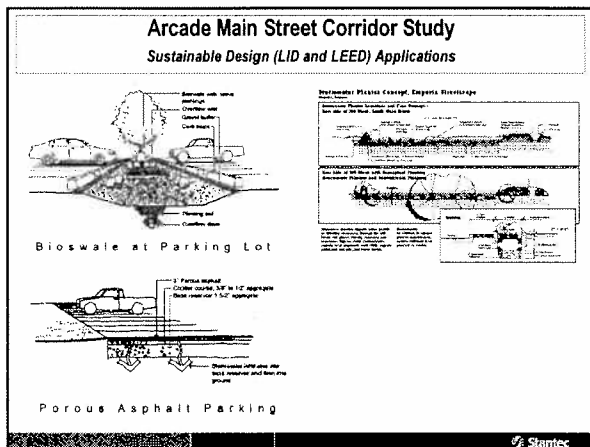
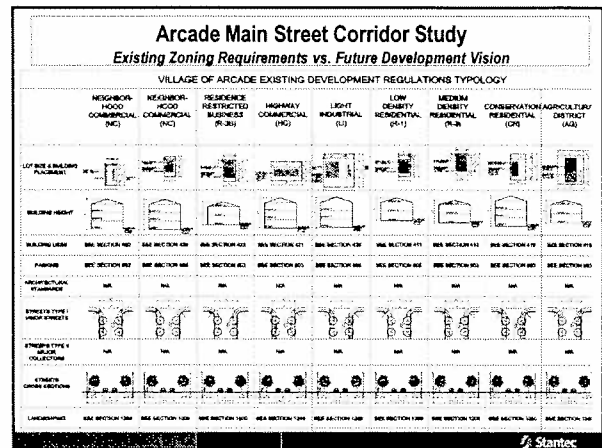
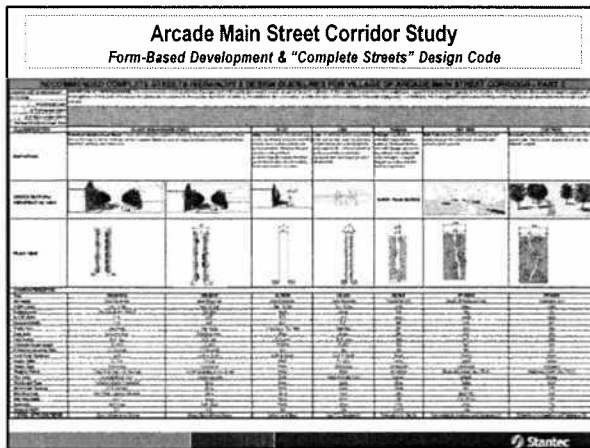
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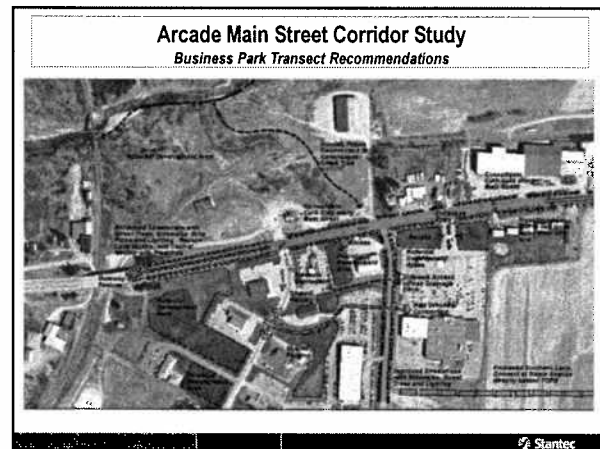
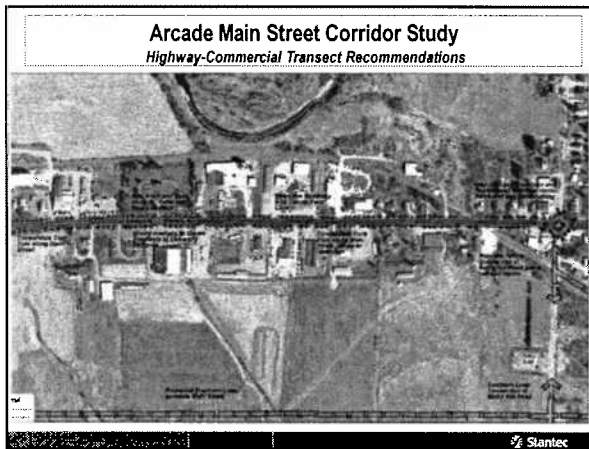
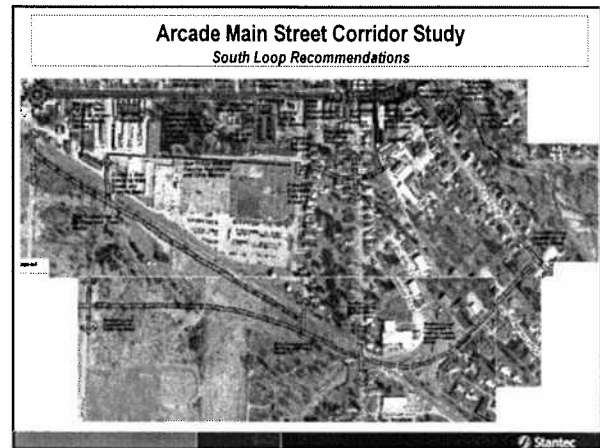
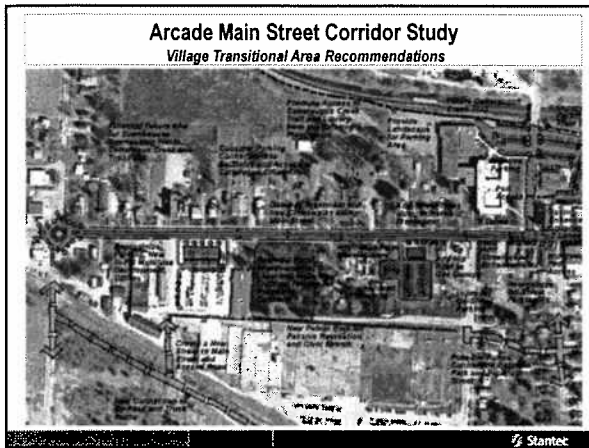
Arcade Main Street Corridor Study

Form-Based Development & "Complete Streets" Design Code

| STREET TYPE | LAND USE | BUILDING HEIGHT | STREET WIDTH | STREET CROSSING | STREET LIGHTING | STREET FURNISHINGS | STREET SIGNAGE | STREET SCENICITY | STREET SAFETY | STREET ACCESSIBILITY | STREET CONNECTIVITY | STREET CHARACTER |
|------------------|-------------|-----------------|--------------|-----------------|-----------------|--------------------|----------------|------------------|---------------|----------------------|---------------------|------------------|
| Local Street | Residential | 2-3 stories | 20-30 feet | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard |
| Collector Street | Commercial | 3-4 stories | 30-40 feet | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard |
| Arterial Street | Commercial | 4-5 stories | 40-50 feet | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard |
| Expressway | Commercial | 5-6 stories | 50-60 feet | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard |

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| Arcade Main Street Corridor Study Funding Sources | | |
|--|---|--|
| NY State | Letter of Grants and Financial Assistance for NY State | http://www.ny.gov/transportation |
| NY State | Consolidated Local Street & Highway Improvement Program (CLSHIP) | The objective of the New York State Consolidated Local Street and Highway Improvement Program (CLSHIP) is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, sidewalks, or other facilities that are not on the State highway system. |
| NY State | NY Main Street grant program | The NY Main Street grant program provides funds from the New York State Highway Trust Fund Corporation (HTFC) to business improvement districts and other not-for-profit organizations that are committed to redeveloping historic downtowns, main street corridors, and other urban centers. |
| NY State | Safe Routes to School | Safe Routes to School is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school - and to make walking and bicycling safe and enjoyable. |
| NY State | Small Cities CDBG Program | The Small Cities CDBG Program provides funding to eligible communities for the development of projects that address new or aging infrastructure. Although infrastructure enhancement projects are not eligible, the Village credit option funding to reconstruct water and sewer lines under Main Street at the time the program is in place may be eligible. Technical Assistance grants to develop strategic planning documents are also available for this program. |
| Community | Development Bank | The MSA program is an annual, competitive solicitation open to state, local, regional and tribal governments, developers or other entities that have entered into a governmental entity that want to incorporate actual growth techniques into their future development. |
| NY Transportation Planning Agency | Office of Smart Growth (OSG) | In recognition that transportation systems are influenced and impacted by more than the location of the transportation and bridge infrastructure, the program studies funding for transportation projects of cultural, aesthetic, historic and environmental significance. |
| NY State | NY State | Municipalities across New York State often have specific issues or goals that they would like to achieve, but do not have the resources to turn the idea into a plan of action. The Office for Small Cities provides technical assistance grants to communities for research, analysis and development of a strategic plan that will guide local community development efforts. |

| Arcade Main Street Corridor Study Planning Level Costs | | |
|---|---------------------------------------|----------------|
| Gateway Features | Planning Cost | Time Frame |
| Roundabout | \$350,000 - \$500,000 / each | Mid-Long Term |
| Wayfinding Signs | \$100 - \$5,000 / sign | Short Term |
| Circulation & Access | | |
| Signal Timing/Phase Changes | \$5,000 - \$10,000 | Short Term |
| Signal Coordination to Park Street | \$10,000 - \$30,000 | Short Term |
| Center Median | \$15,000 - \$20,000 / 100 linear feet | Mid-Long Term |
| South Loop Rd - Liberty to Prospect St | \$1.75 million | Long Term |
| South Loop Rd - Liberty to Baby Hill Rd | \$3.15 million | Long Term |
| Multi-modal Improvements | | |
| Curb Ramp-outs | \$10,000 - \$20,000 / bulb | Mid-Long Term |
| Enhanced Crosswalk markings/treatments | \$3,000 / crossing | Short Term |
| Enhanced Textured Crosswalks | \$30,000 each | Mid Term |
| Bicycle Lanes | \$10,000 - \$50,000 / mile | Short Term |
| Bike Racks | \$100 - \$300 / each | Short Term |
| New Park Connections / Trails | \$100 / linear foot | Short-Mid Term |
| Bus Shelter | \$10,000 / each | Short Term |
| Policy & Regulatory | | |
| Zoning, Design Guidelines | Village Staff/Boards | On-Going |

Note: any and all improvements on the New York State highway system will need to be further studied, justified and designed to NYSOT standards.

What's Next?

Arcade Main Street Corridor Study

- Need your feedback!
 - Comment Sheet
 - Email
- Finalize and Publish Report
- Implementation Phase Begins